

RIVENDELL BICYCLE WORKS



2009

Safe &

Strong

Since 1994

Lugged Steel Bicycles, Leather Saddles & Wool Clothing

A T T E N T I O N

There's a pervading notion among new riders, and even some experienced ones, that carbon fiber racing bikes are the gold standard of bicycles, the epitome of the craft. But look more closely at them and you'll see more technology, less craft. Generalizations are unfair to the exceptions, and there are certainly craftsmen working with carbon fiber who put as much effort into their medium as torch-bearers heating steel put into theirs.

But in the case of carbon fiber, the nature of the material and the relatively short learning curve limits the "craft" without redefining the word. High prices and race wins explain its popularity, but when the dust settles, a carbon fiber bicycle frame is still a carbon fiber bicycle frame, and that's not necessarily good. Carbon is light, for instant mass appeal. It is theoretically strong, but if the reality approached the theory, carbon frames and forks would never break. And yet, failures are common, *sudden* failures are the norm, and nobody in a right mind rides *old* carbon.

All things considered, carbon fiber is why we love steel so much. Compared to mere racing bikes, our *non-racing* lugged, chrome-moly steel bikes are more comfortable, safer, more versatile, and you can buy one today with a reasonable expectation of riding the same frame in twenty years. Beauty is a subjective quality, but the slender intricacy of a steel frame with lugged joints is hard to beat in any era, no matter what associations you have with bikes.

Most of our frames & forks cost \$1,000 to \$2,000. Complete bikes go from about \$2,000 to \$3,700. We can also supply the finest custom frames—\$3,000 for the frame, \$4,200 to \$4,800 for the whole bike. Component options make it hard to nail the final price, but that's the ball-park.

F O R E W O R D

In 1994 you didn't have to be a keen seer to predict a dim future for lugged steel frames. An escalating obsession with speed, racing, and new technology was tightening its grips on bicycles, and the lugged steel frame, an icon of the past, headed the hit list. But for fifteen years we've played a minor role in the continued existence of not only lugged steel frames, but many of the smart parts, accessories and styles of the past that needed & continue to need a cheerleader to survive. Some have died despite our efforts, some have thrived partly or largely because of them, but new buds appear each year, and their future isn't exactly bright, but it's no longer dim. Especially for lugged, steel frames.

Of the roughly 13,400,000 bikes sold in the U.S. every year, we sell about 500, or about 1 in 26,800. (They start at \$2,000, which limits the audience.) This catalogue is a *brief* look at them, and our site, www.rivbike.com, has more information, and color photos. If we can answer any questions, please call (800) 345-3918 and ask for anybody here. If email is more up your alley, that's fine, too. I am grant@rivbike.com.

Thanks for looking through this catalogue. —Grant Petersen



RIVENDELL BICYCLES

for 2009

RIVENDELL BICYCLE WORKS
2040 N. Main Street #19
Walnut Creek, CA 94596
www.rivbike.com
800 345 3918



H A N D M A D E

In America, Japan, and Taiwan. It takes between five and twenty-one hours of labor, plus paint, to make these frames. They're all brazed and lugged, a more expensive process than welding, but stronger and more attractive.

PICK A BIKE BY THE TIRE; PICK A TIRE BY WEIGHT & TERRAIN

There's no better way to do it, and this chart will set you on the right path. These are our absolute minimum tire recommendations. You can always ride bigger, and don't have to ride big and hard—the *whole point* is that more volume allows lower pressure, for a more comfortable ride.

You + Gear	Roads	Good Trails	Bad Trails	Big Bumps
up to 150lb	32mm	35mm	38mm	45mm
up to 190lb	33.3mm	35mm	42mm	48mm
up to 230lb	35mm	38mm	45mm	51mm
up to 270lb	38mm	42mm	48mm	53mm
up to 303lb	42mm	45mm	51mm	55mm

SMART SEAT LUG

Every bike in this catalogue has a strong seat post clamp that cannot, under any circumstances, bend or strip. The bolt is separate, and if you lose it in shipping, a replacement is readily available at any hardware store. It uses an M6x20 socket head capscrew, and matching nut.



FENDER & RACKABLE

All-season bikes must be able to fit fenders, so we build in the clearance for them. Racks take the load off your back and make the bike useful.



PLENTY OF TIRE CLEARANCE

An unexpected pothole or accident may damage your wheel, but a slight wobble shouldn't render it unridable. We build good clearance into all our models. The tire never just barely clears the frame.



GETTING THE RIGHT SIZE & POSITION

7 HERE are so many methods and formulas and systems, from low-tech to laser beam body scans, to help you get the right size bike. We've been using the same ultra-low tech method since about 1996. It is as close to perfect as a sizing method can be.

It starts with your PBH, or pubic bone height. To measure it, you'll need two rulers (or paint sticks), a metric metal tape, barefeet, and a friend.

Stand with your bare feet ten inches apart on a hard floor. Sandwich the end of the tape between the sticks, and with one hand in front of your crotch and the other one behind your bottom, pull up until the sticks jam *hard* against your pubic bone. Ask a friend to read the tape on the floor. That's your PBH, and when you call and ask which frame size you should get, the first thing we'll ask is, "What's your PBH?" It's all chit-chat and wild guessing until we know that.

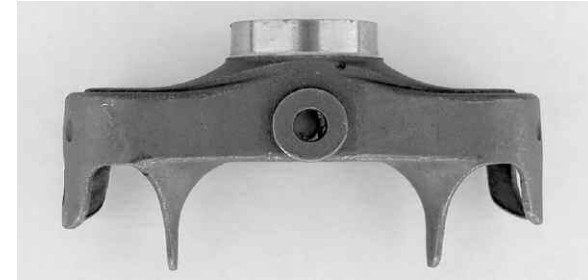
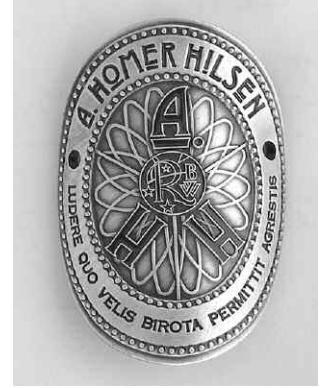
From your PBH, you can determine your proper saddle height, measured from the center of the crank to the top of your saddle. Saddle Height is PBH minus 10.5 to 11.

And from that, we know your proper size in any of our models. We've successfully fit ourselves and thousands of customers with this method, and as long as you give us an accurate PBH number, there is never any doubt. People get mis-fit with complicated and expensive fitting methods all the time. This method, done as described, never fails.



HEAD BADGE

Every model gets its own badge. They're metal, chunky, substantial, and roughly forty to eighty times more expensive than head tube decals.



F O R K C R O W N

The fork crown forms the most important joint on the bike. Our crowns are strong and stout and provide excellent tire clearance. There are none better.



A. HOMER HILSEN

MAYBE OUR FAVORITE

The A. Homer Hilsen is an example of everything we think a bike ought to be. It's as good on the road as any road bike is, but is four times as versatile as a normal road bike. It's delightful on trails—swift and comfortable and fully able. It's the ultimate century bike. Or throw on fenders and baskets and reflectors, and it's a super commuter.

With the right gears and tires the A. Homer goes anywhere your skills can handle. It fits tires up to 40mm wide, even with fenders, and even with pro-quality dual pivot side pull brakes. Despite its svelte, road bike looks, the A. Homer Hilsen has *jack-of-all-trades, master-of-them-all* versatility.

It is also stunningly beautiful, in ways that these photos don't show, and it's the kind of beauty that years and use only enhance. As will all our bikes, the Hilsen is made with our own, exclusive, investment cast lugs, fork crown, and bottom bracket shell. There's just nothing not to like.

We'll work with you to equip your bike for whatever kind of riding you do, and you will be as proud of your A. Homer Hilsen as we are...which is saying a lot.



HILSEN FOR SMOOTH , DRY, SHORT

It's how you might set it up as a modernistic road bike, for club rides or frisky road rides in general. Shown here with Jack Brown 33.3mm tires and the minimal gear for an hour-or-two local road ride in good weather. Many A. Homer Hilsen riders start out this way, but over time add another bag, or a bigger bag, and when winter rolls around, fenders. This one is a 71cm, our tallest size with a second top-tube for additional strength.

A. HOMER HILSEN



HILSEN FOR ROUGH, WET, LONG

Once you put fatter tires and fenders and a couple of racks on a Hilsen, you're ready for anything except gloppy mud (the fenders will jam). Here we show the basic, ready-for-anything and non-weight obsessive Hilsen for maximum comfort and utility. Add bags or baskets, and you and your Hilsen will be independent travelers. Shown here is the 52cm Hilsen with 650b wheels, 41mm tires and Albatross handlebars.

A. HOMER HILSEN



The A. Homer Hilsen is half-way between a road bike and a mountain bike. It's a *Country Bike*—with the look, details, and ride of the best road bikes, but fits tires up to 40mm, even with fenders. It's ideal for any road or fire trail, or commuting, credit-card and weekend touring. It comes in sizes as small as 47cm, as big as 71cm, so almost anybody can fit it. The bigger frames have two top tubes, and we can customize your AHH to meet your requirements perfectly.

SAM HILLBORNE

LIKE A. HOMER, BUT \$1,500 LESS

It's basically it's a cheaper A. Homer, yes. We cut the necessary corners to get the price down, and so you give up some of the dainty details that make the A. Homer more expensive and fancy. But you give up none of the comfort, and the Sam is better suited for loaded touring (slightly stouter tubes).

It costs less because it's less detailed, and it's made in Taiwan. The tubing costs less and is not heat-treated (it doesn't need to be!). The paint job is simpler, less expensive. The fork rake isn't quite as smoothly swoopy as it is on the models that cost twice as much. If you can afford an A. Homer Hilsen, and want your next bike to be your last bike, dig deeper into your pockets and get the Hilsen.

If not, get a Sam. It's a beautiful bike, the best value in the land, and a functional anachronism in these times of short-lived, one-trick pony racing bikes and mock racing bikes. If you see beauty in value, this is the bike to get. It could easily be your only bike, and if you already have quite the collection, it'll probably be the one you ride the most, because it just makes so much sense.

Four sizes, with a frame design that allows a wide range of fits per size, and high handlebars for everybody.



HILLBORNE DO-IT-ALL

Here's a 52cm Sam with 650B wheels, set up for all-around, stop-at-nearly-nothing riding. The tires are 38mm wide Schwalbe Marathons, and have enough volume for everything but the roughest trails. The Moustache Handlebars are higher than the saddle, and are super comfortable up there. This bike zips on roads and gives you comfort and control on rough trails, even with a load.

SAM HILLBORNE



SAM HILLBORNE CLUBSTER

This Sam, a 56cm with drop bars just above the saddle height, is set up more like a regular road bike, but is way more comfortable and versatile. No bags, no fenders or anything, and what for us are skinny tires—the 33.3mm wide Jack Brown. For all-around riding, we'd suggest adding some bags or a rack-and-bag on the front. We've got them for you.



Even with this 33mm tire--big by roadie standards--the Sam has plenty of clearance. Fenders go on easily, with tires up to 40mm. Racks mount in a jiffy, too.

The Sam can do everything the A. Homer Hilsen can do, plus loaded touring. It is 90 percent as fancy, 95 percent as well-crafted (hand-made, small factory, experienced builders), and 45 percent of the cost—because it's made in Taiwan where labor costs less. It is the best value in our line, and at only \$2,000 or so, is rapidly becoming our most popular model. It takes cantilever or V-brakes, to differentiate it from the Homer, and to ruggify it some. There's not much it won't do, and you will never ride a more comfortable bike than a Sam Hillborne.

ATLANTIS

THE MOST VERSATILE; OUR BEST SELLER

We introduced the ATLANTIS in 1998 as a loaded touring bike, and Atlantis riders have toured all over the world.

But it is just as good at day rides, credit card touring, trail rides, shopping, and commuting. It's that versatility that has made it our most popular model.

What makes it a touring bike, as opposed to, say, a bike that isn't a touring bike, like the Hilsen? These things:

- stouter tubing, better for carrying more weight
- plenty of clearance for fenders and 2-inch tires
- more braze-ons for mounting racks
- longer wheelbase for comfort and stability
- higher handlebars, for all-day comfort

Most of our bikes have most of those things, but the Atlantis has them all. It is as fine a touring bike as we know how to make, and you can pay more for a touring bike, but you can't beat an Atlantis. Don't be put off by "stouter tubing." The difference is an ounce a tube—almost nothing. Sizes 56cm below use 26-inch wheels; 58cm and above use 700c wheels.



ATLANTIS FOR A LONG TOUR

Just add the panniers and you can go wherever. We show it here with drop bars, but it's just as good with Albatross or Moustache Handlebars. We recommend at least 35mm wide tires for touring, but 38s, as shown, are even better. You can ride them at lower pressure, adding comfort and absorbing stress along the way. Atlantis riders have toured around the world, on most of the famous continents.

ATLANTIS



ATLANTIS FOR A DAILY COMMUTE

The upright Albatross bar guarantees a super comfortable upright position that also lets you see far down the road. Baskets work great, too. You can put your laptop and briefcase in there, and a change of clothing and your lunch, and then join the rat race in style. Use a mirror, and get reflected up. Any tire that works for touring will do fine for commuting; but for shorter commutes, go even bigger--up to 50mm.



1. The Atlantis fits a 50mm Schwwalbe Marathon XR tire, with room for fenders and a broken-spoke wobble.
2. Bird's eye view of the Atlantis at left, set up for maximum comfort and ideal for any kind of riding. The Wald basket is mounted on a Nitto Mini front rack, and our favorite Grip King pedals sneak in the photo there.
3. Wide-range crank and three bottles. The Atlantis will take 'em.

BOMBADIL

FOR BIG LOADS, ROUGH TRAILS, & TOURING

In the quarter century of their existence, mountain bikes have gone from rough-stuff bikes suitable for bombing around the woods and trails, to geeky high-tech motorless motorcycles, designed for downhill racing. It's been overtechnified for its original purpose, and is more prone to mechanical problems because of its complexity. It's a featherweight, racy, radical bike.

The Bombadil is our answer to the modern mountain bike: a simple bike, beautifully made, and unequalled for a life of hard use with minimal maintenance. It is supremely comfortable, and can tackle nearly any task with muscle to spare, and with zip.

Its most notable feature is its second top tube, copied shamelessly from Third World workhorses, and which allows them to survive years of hard use despite questionable craftsmanship. It re-triangulates the frame, something particularly nice on bigger bikes with long head tubes. On top of that (figuratively speaking), an extra downtube reinforcement behind the bottom head lug adds well-placed armor against accidents.

No bike is invulnerable, but the Bombadil is built to be super tough. It rides like a fairy, though—loaded or unloaded.



BOMBADIL TRAIL-BOSS

This one's set up for extreme rough-trail touring. The bars could be anything, but here we show it with Moustache Handlebars, a favorite for off-road riding. The Bombadil clears 2.2-inch knobbies, necessary for really rough roads and big loads, and has room for fenders, too.

BOMBADIL



BOMBADIL TAKES ON THE WORLD

We used to make the Atlantis up to 68cm, but when we got the Bombadil, we had it take over for the Atlantis on sizes above 61cm. The second top tube stiffens up the frame laterally, and makes it particularly good for carrying weight. As is always the case, the handlebar is up to you, and we can guide you through the choices.



Left: The Bombadil's second top tube re-establishes triangulation (and structure), helping make the Bombadil super stout. This and a brazed-on lug extension (behind the cable) make the Bombadil our most rugged bike.



Right: The Bombadil with Bullmoose handlebars. Designed for the original mountain bikes in 1980 by Tom Ritchey, Bullmoose bars are also excellent for touring and city use. We added some sweep to the bars, to improve comfort on long rides.

BETTY FOY / YVES GOMEZ

T H E D O - I T - A L L M I X T E

Mixte (mix-tee) frames have a diagonal tube instead of a top tube, which makes it easy for a lady to ride without the wind catching her dress and blowing it up.

That's why it's known as a women's bike in the U.S., but the mixte style is popular all over the world among men and women, and there are good reasons for that.

The lower stepover height makes sense for anybody who doesn't want to swing a high leg over. It makes it easier to get on and off the bike, especially with a tall load of groceries or a child in back. If you have bad hips from a lifetime of moguls or plain worn-out joints, it's necessary.

Most mixtes are cheap bikes, made for light-duty use, and aren't stiff enough or strong enough for touring or trail riding, for instance. The Betty Foy/Yves Gomez is. The stout down tube and the extra set of seat stays make it a top-notch, all-around *everything* bike. Because there's no top tube, the Betty Foy comes in just four sizes and with the upright Albatross bars, fits riders from about 5-0 to 6-3.



Y V E S S H O P S

This Yves Gomez is set up for daily convenience. The basket holds books, groceries, laptop and a day pack for shopping or commuting. The small TrunkSack up front holds your wallet, cell phone, repair kit, and a little food or extra clothing. Fenders keep the rain off you and your bike. The Albatross bars with bar-end shifters are comfy, easy.

BETTY FOY / YVES GOMEZ



B E T T Y T O U R S

Here's on-the-road Betty tour-ready with drop bars—not to imply that you can't tour with the Albatross bars. That's a great touring bar, but we're shooting for different configurations to give you ideas. The key to fitting it with drops is the DirtDrop stem (shown). This gives you the height and easy reach to the bars. Note to Guys: If “Betty Foy” scares you, get our men's version, the Yves Gomez.



The Betty Foy seat tube, with its attractive seat lug. The color is a creamy blue, to which this photo don't do justice.

Betty Foy is a character in a late 16th century poem by William Wordsworth, *The Idiot Boy*. Betty is the Idiot Boy's mother, and when duty calls her to attend to a sick neighbor (Susan Gale), she sets her son on a horse and sends them off in the night to get the doctor. You can look it up on the internet or in a library or bookstore, but when you buy a Betty, we include a nicely bound copy of it, all 465-or-so lines. Yves Gomez was born when some of our guy-mixte customers didn't want to ride a Betty. There's no story behind the name, but it seems to suit the bike well. The Yves is a black bike, with gold details.

ROADEO

THE CLUBSTER'S CHOICE

It's for riders who wear tight clothes and ride in tight packs, and so we'll compare it to a modern carbon road bike (MCRB), because they're made for the same purpose, the same riders.

The MCRB should be retired in four years, and may force your retirement sooner. *The Roadeo is lugged and steel*, so is inherently safer. The frame should last twenty years.

The MCRB fits a 26mm tire, no fenders—so it's for smooth, dry roads. The Roadeo fits a 33.333mm tire with fenders, and 35mm without—good for all seasons, almost any surface.

The Roadeo has longer chainstays and wheelbase than the MCRB, so it descends better, whether the road is rough and twisty or smooth and straight. And if you smack a pothole or get blasted from the side by a surprise gust, the Roadeo gives you half a chance to recover. It's smooth, stable, safe.

The MCRB's handlebars are invariably too low for comfort. The Roadeo lets you raise the bars up to three inches higher, for, roughly, three times the comfort.

Do looks matter? Yes, they do. The Roadeo frame's slender tubes, the fork's low, small-radius curve, and the overall proportions with balanced clearances are hard to beat.



ROADEO CLUBSTER

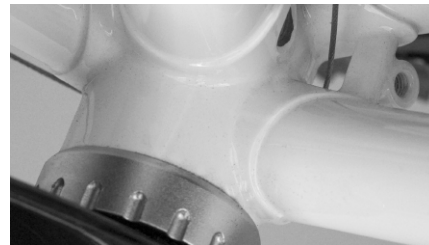
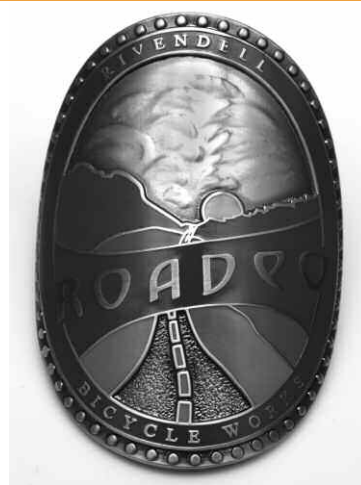
This Roadeo weighs a hair under 20lbs, equipped with a modern mix of racy components from SRAM, Campagnolo, DT, Ritchey, Cane Creek, Mavic, Time, and 33.33mm Jack Brown tires. If racy's your style, we'll help you custom pick the best combination of parts from every maker in the world. The bike will run around \$4,500. You can pay thousands more and get a slightly lighter but substantially lesser bike.

ROADEO



ROADEO RAMBLER

Here's a Roadeo set up for a long hilly ride with a chance of rain. It's more the way our other bikes are typically assembled, with low gears for the steepest hills. Double or triple, as you wish. Again, we'll work closely with you on every part. We have our preferences and experience as a guide, and you can be certain that the bike, as delivered, will do all you ask of it. With less racy parts, expect to pay about \$3,500.



Top: It has a nice head badge, made in Rhode Island.

Above: The BB shell has a fender mount.

Right: The fancy head tube.

RIVENDELL CUSTOMS

NOTHING HERE FOR YOU? GET A CUSTOM

Fewer than one rider in twenty needs a custom frame, but our typical custom customer has a fleet of non-custom bikes and figures, “Hey. I ride a lot. I didn’t get that other car, we don’t have a second house, my stocks didn’t tank, and bikes matter to me. I want a custom.”

What does a custom frame get you that one of our production models doesn’t? Well, it is designed for your body, your riding, your weight, and to a large extent, your eccentricities. If you’re lighter than average and want to save half a pound, we can do that. If you’re heavier than average, we can accommodate you, too. Certainly, if your body proportions are so far out of the norm that a standard model with the right stem and bars still won’t fit, we’ll design a custom that will.

And a custom has more frilly handwork than our standard frames (which are fancy enough!). And there are more options with upcharges that allow you to basically uncork the builder and pay more for details that add nothing functionally, but make your frame unique to you and extra elegant.

All customs are our design for you, and meet our fit and design standards. We won’t make anything out of character. It will be a Rivendell through and through, and as fine a bike as is possible to build, and yours will be the only one like it in the world.



C U S T O M

A custom Rivendell retains all of the values we put into any of our bikes, but is designed specifically for your body and riding. Few people need a custom, or will benefit from one, but most of our customers order them because they’ve already got bikes to ride, and they want a one-of-a-kind bike that cures them of bike lust forever. Painted frames from \$3,000; complete bikes from \$4,500. It would be hard to exceed \$5,000.

BAGS



We've used and designed bicycle bags since the late '80s. We work with the two finest bag makers in the world in England and the United States, and have developed a line of bags that we feel is unequalled anywhere.

The line isn't complete. We have about five more models to add until there's nothing else to make, but the nine models we make now have been refined to near perfection, and will satisfy 95 percent of your stuff-holding needs.

CLOTHING

BIKE CLOTHING THAT'S NORMAL

You don't need to costume up to ride a bicycle. Our MUSA (made in the USA) brand shorts, knickers, and pants are flat-out the best riding bottoms you'll ever wear. They're loose and light; they dry fast if they get wet; they're tough enough. You can fit three apples in each front pocket. Our MUSA long-sleeved seersuckers are the best shirts you'll ever wear for riding in the blistering heat. The looseness adds flap and reduces contact with your skin, as does the seersucker fabric itself (a puckery hot-weather classic for 70 years now).

We have lots of wool, too: Sox, not-so-tight tights, skivvies, crewneck and zip-Ts. In all sleeve styles and collar lengths.

As much as we like riding in normal clothes, we also sell wool cycling jerseys in classic, low-key solids that won't make other people's children stare and embarrass your own. Combine them with the MUSA bottoms, and you're fashionable in any world.

Not on the menu: Shoes and helmets. The shoes you already have will work fine, and everybody sells helmets.



Here's an expanded shot of full- and part-timers sporting at least one Rivendell garment each (as required to be in the photo).

Bottom from left: Vaughn, Dave, Grant, Rich, Emil, Spencer, Robert.

Top from left: Harry, Miesha, Jay, Keven, Scott, John, Mary, Mark.

WHEN all of our bikes are so versatile, when there's so much functional overlap, how do you choose between them? And what do you give up when you buy a Hillborne instead of a Hilsen?

Sometimes somebody wants to know why the \$2,000-frames cost twice as much as the \$1,000 ones. It's never a comfortable question, because quality comparisons always end up with a winner and a loser, and we don't regard any of these bikes as losers.

The Betty Foy and Sam Hillborne are our inexpensive frames. They're made in Taiwan, where labor is cheaper, but still excellent. One thousand dollars may sound like a lot of money for a frame, but in 2009, it frankly is not. While everybody wants "just as good a bike" for half the price, it doesn't work like that. On the Sam and Betty, some cosmetic nicities are sacrificed. The paint is less fancy. The tubing is merely excellent, not obsessive and super. They are our "value leaders," offer more bang for the buck than any bike we know of. We developed them so more people could afford a really nice, beautiful, fantastic lugged steel bicycle.

The Roadeo, A. Homer, Atlantis, and Bombadil cost more because they take 3x as long to make and Japanese and American labor costs are higher. Their details are more delicate—a more difficult curve in the fork, a smoother dropout-to-chainstay transition, and so on. If you're looking for a nice lugged steel frame (and if you aren't, you ought to be!), you really, truly cannot make a bad choice.



P E R F O R M A N C E

If you're new to Rivendell, it will be easy to misread our approach to bicycles as rooted in nostalgia, but costing performance. Can the beautiful bike perform as well? Is the pretty girl also nice? Can the nice guy win? In a bike, "performance" is grossly misunderstood, and to understand that, it helps to look outside the bicycle. A high performance computer downloads, uploads, and calculates fast, and stores more information, no matter who is at the keyboard giving it instructions, because the oomph is imbedded. In a bicycle, the oomph is you. Once a bike is well made and spec'd out appropriately for the task at hand, it's up to you to make it perform. That fact is underplayed in the selling of modern bicycles, but it is a fact nonetheless.

Our bicycles never have the latest shifting, but are better for it, and remain ridiculously easy to shift. Likewise, they don't have ten or eleven rear cogs, because that's too many; or integrated brake levers & shifters, because shifting with bar-ends is fast enough, and if you crash and wreck a brake lever, you don't wreck the shifter, too. It's common sense, but these days it's *uncommon* sense. Likewise, we don't offer many bikes with threadless headsets (the Roadeo is available both ways), because the quill stems that work with threaded headsets make it easy to raise the bars comfortably high. Our bikes are better for their refusal to go along with trends that have little more to offer than novelty. These are not the only good bikes out there, not by far. But ours stack up well against any.



For fun & comfort, some tips

Ride the bars high & the tires fat & on the soft side. The higher handlebars take weight off your hands and strain off your lower back & arms. Fatter tires aren't inherently more comfortable than skinny ones, but they allow much lower pressures, which absorb road shock and... that will absolutely make your ride more comfortable.

Ride for fun & utility & health, not for performance. The joy you felt riding a bicycle as a child should spill over to adulthood, and it will if you don't impose on yourself a standard for performance that has you constantly raising the bar and comparing your speeds and distances with your past, somebody's idea of your potential, or some other target you won't have fun trying to hit.

Ride on your own terms. Don't think, "It's a sunny Saturday, I have a fantastic bicycle, I must ride forty miles." You'll have more fun (and you will ride more often!) if you ride only when you feel like it. Your bike isn't the boss of you!

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S P E C I A L N O T E

Every bike in this catalogue is the product and beneficiary of more than 23 years of obsessive frame design, and is imbued with details we insist on, but are increasingly rare in the 21st century. For instance, **each frame is steel**, because good steel makes the strongest, safest, most beautiful and enduring frames. **Each joint is lugged**, because lugged joints are the strongest and most beautiful. **Each fork has a crown**, because a fork without a crown is a shortcut. **Each fork has a threaded steer tube and fits a quill stem**, so if you want to raise or lower the stem, it's then a simple matter & takes ten seconds (Roadeos and Customs have optional threadless steer tubes). **Each frame has exceptional tire clearance** for its type of frame, so you can ride wider tires, and fenders fit easily. These bikes are exceptionally comfortable, practical, beautiful, well-designed, and are hand-brazed by skilled craftsmen in the U.S., Japan, or Taiwan (not China). The price varies with the country of origin, but each of these bikes is a terrific value.

We don't make racing bikes. Our bikes are designed & built to ride all year round, in all weather, on a wide variety of surfaces, and to last. If that's the sort of bicycle you're looking for, you're sure to find something to like in these pages.

