

DER HUNQAPILLAR



A WOOLY MAMMOTH BICYCLE BY RIVENDELL BICYCLE WORKS • WALNUT CREEK, CA

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Top is the original plan, but at the last minute we ordered some orange and blue--since both are famous for going fantastically with gray. The blue...maybe darker. The orange, maybe OK as it. The bean red is fine. We'll figure it out.



This shows the new lugs used for the second TT. Up to now, they've been made by carving up other lugs. This way is no better, but way less hassle, makes more sense. I like the gangly arm-y look of big bikes with relatively skinny tubes. Structurally, it makes sense. The wall tubes don't have to be so thin to save weight. That makes them more prone to denting. These are thin enough.



I think this is one of the 36t Shimano cassettes. That's the dropout. We'll probably add another eyelet about an inch above the top one there. It will help rack-mounting with big tires. We'll see. No promises, and the decision will be made according to something other than money.



It's always hard to get a good shot of this. The only way to do it is stand back and zoom in; otherwise it looks like the tire's rubbing. Anyway, good clearance. This is a Schwalbe Marathon XR 50. It'll take a 60 fat apple up front, and barely in back.



Seat lug. This one has an external seat stay cap, and horrors, it's not even our proprietary model. IT's still cast, still made by the same...and apparently it's a better fit with the double-tapered seat (thick-walled) than our plug is. So, we'll go with it. Prolly.



Kickstand plates double as chainstay bridges. All our bikes except the Roadeo gets 'em now.



3:20 pm Jay just finished the build with--whatever he could grab that wasn't brand new. The bike rides the way it's supposed to. I didn't have any doubt, going by the numbers, but you never know until you actually get on it and see how it tilts and steers. Today we got the the smally and the biggie. Tomorrow two more are scheduled for delivery.