

NAHBS



**NORTH AMERICAN
HANDMADE BICYCLE SHOW**

San Jose, California

March 2-4, 2007

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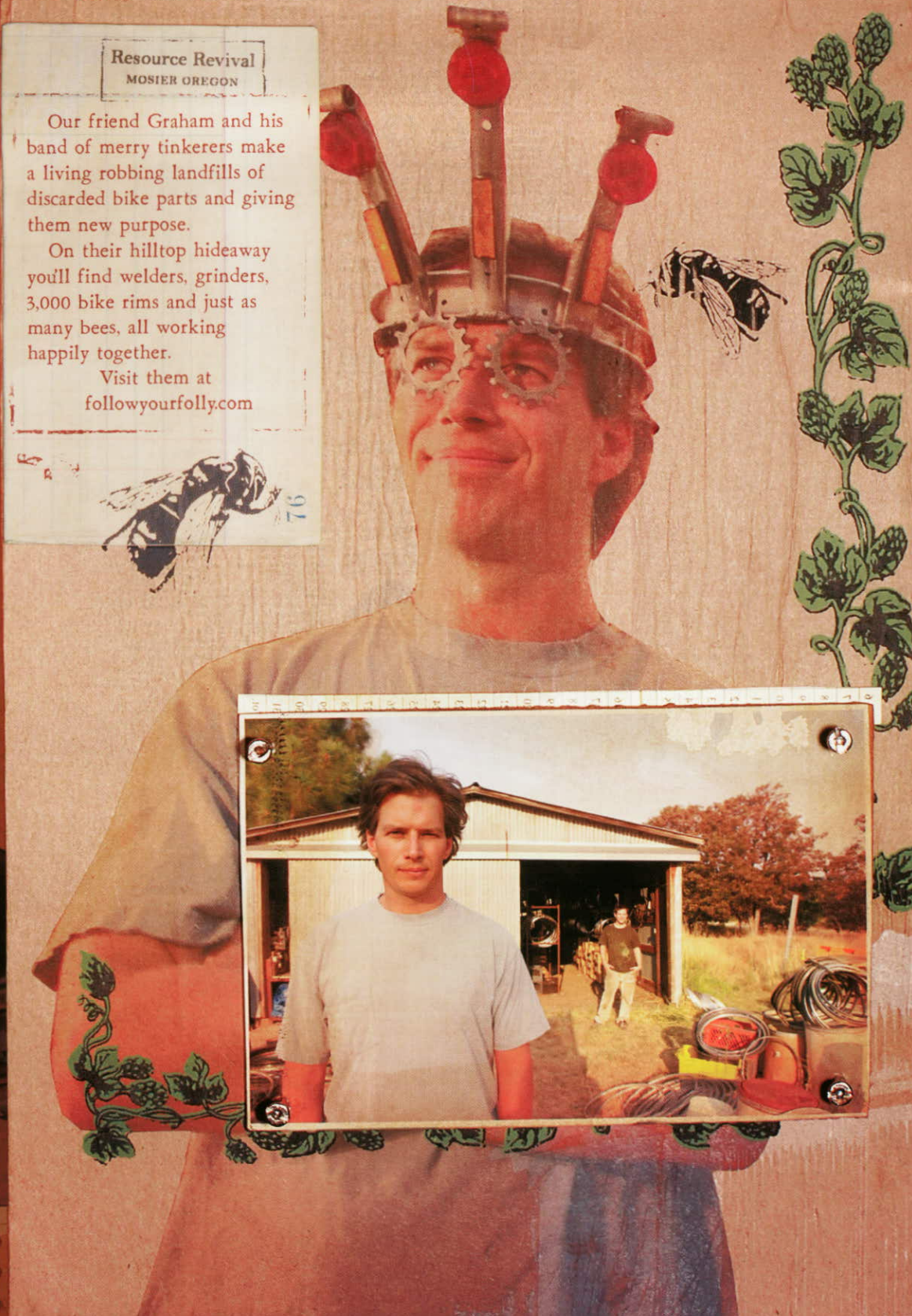
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Show Director's Note

There is no trade more dignified than that of the craftsman. The creation of something useful to others, by hand, starting with raw materials and ending with a high quality finished product is a priceless contribution to society. For those of use who hold the bicycle in higher regard than any other mechanical invention, even the ice-cream machine, a handmade bicycle is the ultimate assemblage of artistry and utility.

Welcome to the North American Handmade Bicycle Show; we're glad you're here. It means so much to all the exhibitors that there are people who appreciate quality craftsmanship, creative design and the cottage industry facet that characterizes the art of building a bicycle by hand.

The NAHBS was conceived from the desire of many of the framebuilders to meet each other personally, rather than through the online newsgroups we all populate and to help out the many neo-framebuilders by offering them informative seminars. We also wanted to create a forum for the public to meet the framebuilders and see the exceptional products they produce. I am pleased to say that the mission is being accomplished.

During these three days, you will see bicycles that you may not be able to see anywhere else on earth, at least not under the same roof. You will see extraordinary custom paint jobs, one-of-a-kind craftsmanship and component makers showing their latest products and innovations. You will meet many of the world's top bicycle framebuilders and will be given the opportunity to speak directly with them in a low-key, personal and open atmosphere.

Take your time as you walk through the expo hall. Look closely at the frames and components as often as you can. There are details so subtle you might miss them if you don't look closer. Take the time to talk with the builders. Every last one of them takes unassuming pride in their work but, when asked, will graciously explain every last design detail of the bicycles they have created.

I sincerely hope that your time spent at the NAHBS will be enjoyable, educational and inspiring.

Don Walker
Framebuilder, Don Walker Cycles
Founder and President, North American Handmade Bicycle Show



Don Walker

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North American Handmade Bicycle Show
NAHBS
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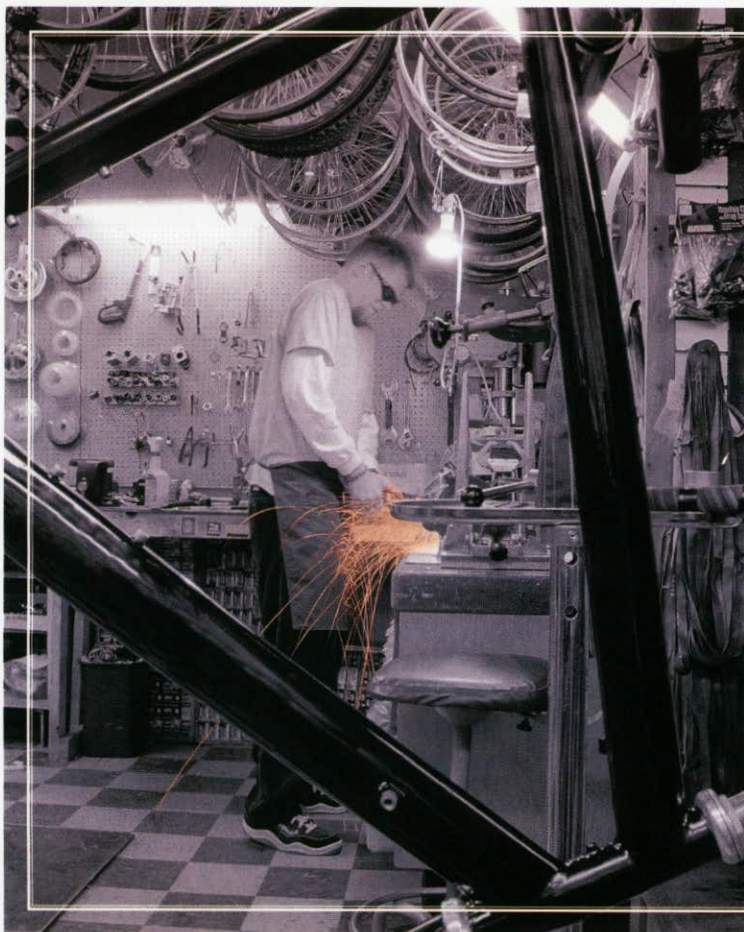
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2007 NAHBS Show Schedule

10:00am–6:00pm

Seminars and General Schedule

Every Day

10:05am–11am

Reynolds 953 and Columbus XCR

Hosted by Keith Noronha and Fabrizio Aghito

Mr. Noronha, owner of Reynolds Technology, will provide a once-daily seminar on the latest innovation in bicycle tubing technology. Mr. Aghito will provide a “free” once-daily seminar on Columbus’ latest tubing innovation. No charge.

Friday, March 2

11am–11:55am

Bicycle Fitting Overview

Hosted by Peter Mooney

Mr. Mooney will use his expertise in fit to explain the do’s and don’ts of custom fitting frames.

12pm–12:55pm

How to Make Paint Choices to Maximize Your Custom Frame

Hosted by Doug Fattic

Choosing the paint you put on your bike is more than picking a color. Paints vary in thickness, cost and durability. Learn how to select paint based on its characteristics to maximize the effort you put into making your custom frames. Other topics will include the steps in painting, decal application and appropriate preparation before sending your frame to the painter.

2pm–3:50pm

Fit 101A

Hosted by Bill Boston

Mr. Boston dives deep into the realm of proper fit for cycling. From different “size machines” to computer programs, all things “fit” will be covered by one of the most respected names in bicycle fitting.

4pm–4:50pm

Lug Carving Explained

Hosted by Brian Baylis

Mr. Baylis shot a pictorial of a recent project. He will explain step-by-step what goes into designing and carving a frame lug and how to do it right.

5pm–5:45pm

Powdercoating Technology

Hosted by Mark Brandt of Spectrum Powderworks

Mr. Brandt will help you understand what you can really expect from powdercoating and liquid paint and how to decide whether you should use powdercoat, liquid paint or a combination of both.

Saturday, March 3

11am–11:55am

Building Frames for Competition

Hosted by Paul Sadoff

Mr. Sadoff will provide a detailed look into manufacturing racing-type frames. Don’t be surprised if he has a special guest.

12pm–12:55pm

Lugs... Past, Present and Future

Hosted by Hank Folson, a.k.a. Henry James

An in-depth look into how lugs have evolved, much like the rest of the bicycle. From the lug’s beginning as stamped sheet metal to investment castings, this seminar is a must for traditionalists.

1:30 pm–2:45pm

Chickens and Fax Paper

Hosted by Tom Ritchey

Mr. Ritchey will provide a look back on his early years building frames until the mountain bike boom. From hard-to-find materials to chickens in the office, this look at the evolution of Tom Ritchey should be plenty entertaining.

3pm–3:55pm

Inspiration, Motivation, Reality and Bidnez

Hosted by Ross Shafer

As a bicycle framebuilder or someone who wants to build frames, do you ever ask yourself “Why do I do this?” If you don’t, you should. Within the answer of this question lies the framework of your future as a bike builder. Ross Shafer speaks about focus and direction.

4pm

JDRF Charity Drawing–Winner Announced

4:15pm–4:55pm

The Wheel Deal

Hosted by Nathan Schickel or Mark Van Gemert

This seminar will provide plenty of information on carbon fiber technology applied to wheels. From aerodynamics to strength/weight ratio, this seminar is important for those who want to “ride like the wind.”

5pm–5:45pm

What’s the Hub-Bub?

Hosted with Peter Enright of Phil Wood,

Doug White of White Industries and Paul Price of Paul Components

A trio of hub makers explains hub design, hub engineering issues and how to manufacture the “perfect” hub.

7:30pm

The Business of Professional Custom Framebuilding

Hosted by Carl Strong

Mr. Strong will address new and experienced framebuilders in making your framebuilding business financially successful. This seminar is separate from the rest of the program and is only available to exhibitors and bona-fide framebuilders. Cost is \$20. **Seminar to be held off site.**

Sunday, March 4

11:30am-12:25pm

Tig Welding Bicycle Frames

Hosted by Steve Potts

Mr. Potts will explain the dynamics of tig welding specialized tubing into bicycle frames. Examples of welder settings and other how-to's of tig-welded bicycle fabrication will make this a highly informative seminar.

12:30pm-1:25pm

The Wire Spoked Wheel

Hosted by Ric Hjertberg of FSA

Where would we be without this mechanical miracle? Part mystery and part artistry; it's the hardest working structure in a bicycle. Mr. Hjertberg will explore spokes, tension, craftsmanship, and the latest technology.

1:30pm- 2:15pm

The Joy of Fillet Brazing

Hosted by John Slawta of Landshark

Mr. Slawta will share his vast knowledge of fillet brazing. Whether you are a novice or an expert, he will most assuredly help you understand what goes into a fillet-brazed frame.

2:30pm-3:15pm

Endurance Roundtable

4pm **Awards Ceremony**

Doors Close at 5 pm

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Lever Love
by Ron Georg

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Fork Symmetry

Instability and speed wobble

Two articles by Craig Calfee

Overview

Calfee Design has identified a cause of speed wobble (a.k.a. shimmy) and instability that can be prevented.

Speed wobble is a dangerous condition that can cause a rider to lose control of the bicycle and crash. While a skilled rider can prevent and stop speed wobble, it is better if it doesn't start. Some experts state that speed wobble is caused by the rider, which is technically true because the rider responds to the steering dynamic, initiating a resonance that causes the frame to act as a spring.

While loose headsets and out of true wheels and frames can contribute to starting a speed wobble, we have found that fork asymmetry can also get it going.

Fork symmetry is defined as the symmetrical position of the fork dropouts in relation to the steering axis. Specifically, the equality of the distances from the dropout faces to the steering axis must be within a certain tolerance for the bike to ride in a stable and confident manner.

Traditionally, steel forks were cold set after welding or brazing to realign them after possible distortion caused by the heating

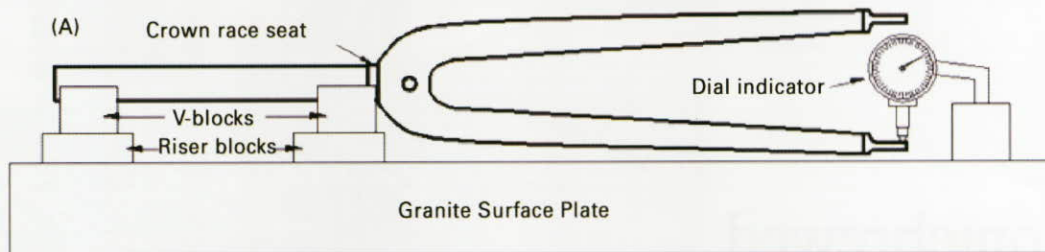
If your bike has the above-mentioned symptoms, the fork should be measured for symmetry. This is difficult to measure without proper tools. Calfee Design measures all forks for symmetry and is equipped to measure any fork. If any Calfee customer wishes to have their fork checked, please send it to us with a letter requesting a fork inspection. Non-Calfee customers may send their forks for inspection for a nominal fee. Replacements may be available for asymmetrical forks, depending on the individual fork maker's policy.

Fork Inspection Setup—Illustration A

1. Fork blades must be square to the surface plate
2. Rotate fork in V blocks to measure the other dropout
3. Difference between the two measurements must be no more than 1 mm (Calfee tolerance)

Analysis of the Effect of Asymmetry

Illustration B shows how a small amount of asymmetry translates to steering forces projected to the ground.



and cooling of the metal. A diligent steel framebuilder can align the fork blades to within a millimeter of symmetry. Certain well known builders align them to within 0.5 mm.

Carbon fiber forks cannot be cold set. They must be molded straight to begin with. We have found that a small percentage of carbon forks by various makers were molded with asymmetrical fork blades. Some are off by a little over a millimeter and others are off by two or more.

Forks that are off by over 1.8 mm in symmetry have a good possibility of being prone to speed wobble. A symptom of a fork that is off by 1.8 mm or more is a noticeable difficulty when riding no hands at a slow speed (less than 10 mph). One has to lean to the side slightly to keep going straight.

A bike with asymmetrical forks seems to corner better in one direction but not so well in the other. At speeds of 30 mph or more, the bike can develop speed wobble.

As a bicycle travels forward, the tire patch must follow directly behind the steering axis in order to travel in a straight line with no steering input. If the rider wants to go straight, it's a simple matter of balancing on the bike so that the steering axis is lined up with the two tire patch centers.

On a bike with a symmetrical fork, the rider balances symmetrically and needs almost no steering input. It is very easy to ride no hands on a symmetrical fork.

With an asymmetrical fork, the steering axis is not lined up with the center of the tire patch. The rider must lean to one side to move the front tire patch in line with the steering axis and rear tire patch.

A skilled rider can ride like this with little trouble, using very subtle weight shifting corrections. But they will find it easier to initiate a left turn on a bike with a fork whose steering axis is off to the left. Turning to the right is more difficult as it requires more leaning of the bike and steering input to bring the steering axis to

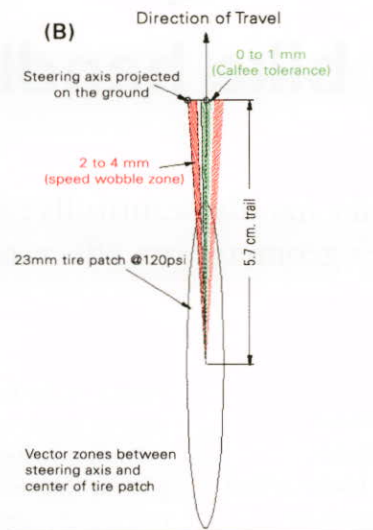
the right of the front tire patch.

Some riders will react more coarsely to the needed balance and steering corrections, possibly initiating a speed wobble. At best, the rider will spend more energy and concentration in making a high-speed turn. In a race, it can mean the difference between winning, losing or crashing.

There are two interesting cases of repeatable speed wobble that occurred when the two riders descended on a curving road. At narrow speed range (from 35 to 40 mph), the riders can make a left turn easily, but at the right turn, they always experienced speed wobble starting up. Luckily, both riders had enough skill to maintain control and slow the bike down to diminish the oscillation. The forks on these two bikes were off on the left by more than 2 mm.

It is difficult to get test subjects for speed wobble experiments so we can only rely on the group of people who have had their speed wobble problems cured by replacing the crooked forks with symmetrical ones.

But one test, conducted by a fork manufacturer, had three skilled riders try out three different forks. One fork was close to perfect symmetry, the second fork was just outside of 1 mm and the third fork



was out by 2 mm. The three riders didn't know which fork they were testing when they took the bikes for a short ride. Each rider rode all three forks on the same loop. None identified any fork to be particularly bad, but they all identified the nearly perfect fork to be the best handling.

What can be done?

The issue of fork symmetry is not yet fully appreciated by the fork producers. At this time Calfee is the only company requiring a tolerance on fork symmetry. It takes a little longer to make a carbon fork that is within tolerance. The fork must remain in the mold during the cool-down phase of molding the fork.

If the fork has a slight asymmetry after being released from the mold, it can be corrected when the dropouts are bonded. This is done by simply holding the steerer tube and crown race in a rigid clamp while the dropouts are being bonded. Obviously the bonding fixture must be accurate, but this is easy and commonplace with CNC machining or tooling. As the road cycling market becomes more demanding of higher quality products, perhaps the fork producers will invest in improving their processes and tooling.

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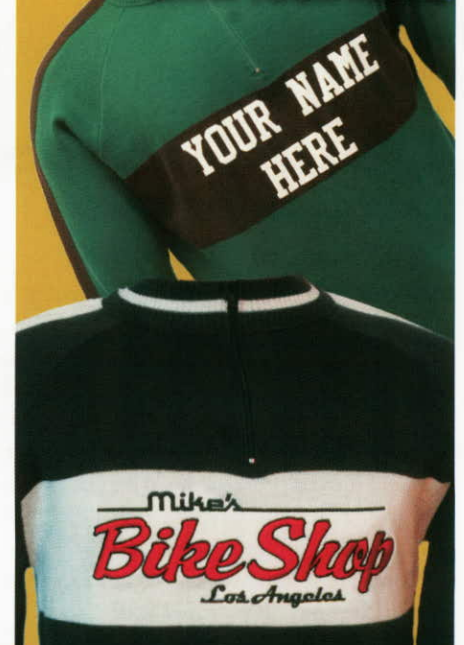
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What makes a bike handle beautifully?

Ever wonder what makes a bike handle beautifully? A number of measurements on the bike's geometry can affect its stability.

Rake and Trail

Fork rake is also known as offset, which more accurately describes what it is: the hub's offset from the steering axis.

Not to be confused with the curvature of the fork blades, which some people think of as "rake." Straight blade forks can have plenty of offset. Fork offset determines trail when considered with head angle (and the diameter of the wheel).

Trail is best thought of as the tire patch "trailing" behind the steering axis. Fork offset for road bikes usually ranges from 40 to 55 mm, generating trail figures from 50 to 63 mm. Many consider 57 mm of trail to be an ideal combination of stability and agility. More trail is nice at high speeds (motorcycles usually have 80 mm of trail) but can feel sluggish at slower speeds.

Head Tube Angle

Also known as the steering axis, this angle influences stability in combination with fork offset by controlling "wheel flop," or the tendency for the wheel to turn when leaned.

A steep head angle is more upright and takes less effort to turn the front wheel, especially if there is too much rake or too little trail. A shallow head angle will want to turn too quickly when leaned if there is too little trail and not enough offset. So most shallow angle bikes have plenty of fork offset to compensate.

Head tube angles range from 71.5 degrees to 74.5 degrees. Generally speaking, with a proper fork rake to yield a trail from 55 to 60 mm of trail, the head angles in this range are fairly stable at high speeds. The steeper head angle bikes are a little more agile, or require less effort to steer.

People are usually very good at adapting to various head angle bikes if they have the proper trail.

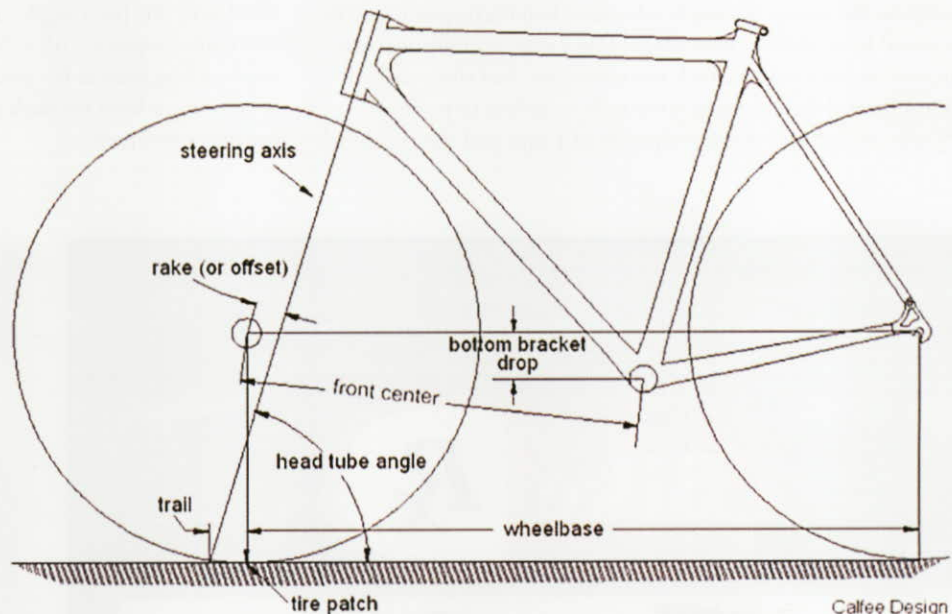
Wheelbase, Weight Distribution and Front Center

Head angle also influences wheelbase and front center, which affect weight distribution.

Ideally, a rider should have 45 percent of the bike plus rider's

weight on the front wheel and 55 percent on the rear wheel (easy to check with a bathroom scale).

During high-speed descents, proper weight distribution will give the rider confidence in the turns. Too much weight on the rear wheel (common with ultra short chainstays) makes seated climbing more challenging by making it harder to keep the front wheel on the ground.



A long wheelbase is nice to have at high speeds, but if too long, it makes it harder to maneuver in a group of riders or just interacting with one rider.

There is no rule of thumb about proper front center. Weight distribution is the key measurement. Some people worry about toe overlap. Front center is a handy measurement to see if a bike will have toe overlap when comparing to a known bike.

Bottom Bracket Drop

Bottom bracket drop seems to have settled at 7 cm for most road bikes. It's low enough to provide a low center of gravity yet it's high enough to allow pedaling through corners without scraping a pedal. Some builders use 8 cm, which can feel more stable. But the rider should use low profile pedals and not very long cranks. Pedaling through corners is riskier with a lower bottom bracket drop.



One bike...yours



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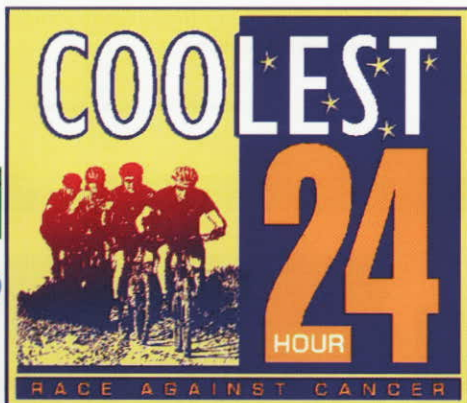
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Ahearne Cycles

Ahearne Cycles was founded in a Portland, Ore., garage in 2002. Joseph believes the bicycle is one of the greatest human inventions and handbuilt steel is the embodiment of craftsmanship and artistry. His dream is to build practical, pleasurable and unique machines and accoutrements that express a mixture of aesthetics, purpose and, above all, fun.

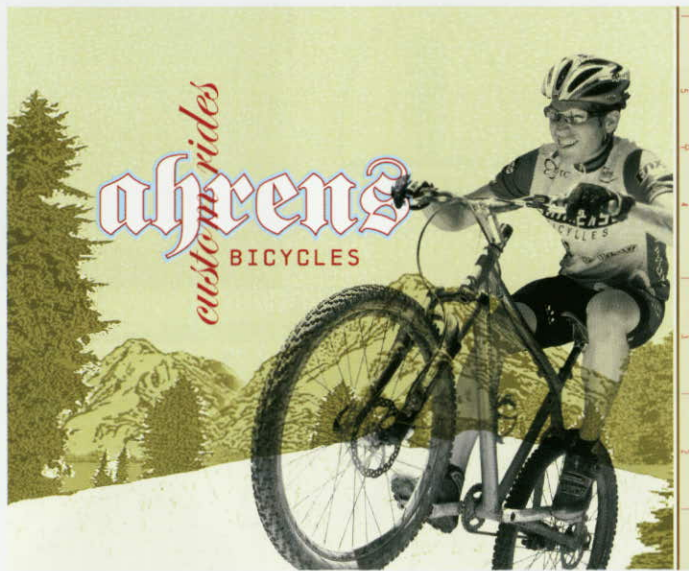
Ahearne has a solid reputation for building bicycles that ride like a dream and are unique. His inventive rack designs and ideas, like the flask holder, remind people they don't have to be racers to be serious about riding.

Because of its growth, Ahearne Cycles added experience and diversity to Joseph's ideas. Peter, our engineer, produces CAD drawings, miter tubes, runs the heavy machinery and generally freaks out about tolerances, standards and off-road fixed gears. Mitch is the rack guru, mechanic, retro geek, 650b wheel supporter and burrito aficionado. Matt is our very own track star messenger, NJS geek and closet Yamaguchi idolater.

At Ahearne cycles we're having fun building excellent stuff. We love steel and love what we do.



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Alternative Needs Transportation

Alternative Needs Transportation (ANT) is a custom bicycle building shop run by Mike Flanigan and dedicated to building bicycles for transport/cargo and commuting. The shop hopes to influence people to invest in a commuter-style bicycle of any brand.

Entering the bicycle industry in 1983, Mike started in Boston's bicycle fabrication scene in 1989 at Fat City Cycles in Somerville, Mass., then helped start employee-owned Independent Fabrication. Mike opened ANT part-time in 2001 and went full-time in 2003.

Mike's work experience in high-volume and high quality welding and fabrication has given him a unique opportunity to learn what works well. "At both Fat and IF, we did a lot of destructive testing and had the high volume to receive and examine warranty work to best determine how to solve problems with frame and fork failure," Mike said.

Bicycles as transportation have been on Mike's mind since his industry beginnings. Mike's time has finally come to fruition and it can be yours, too!



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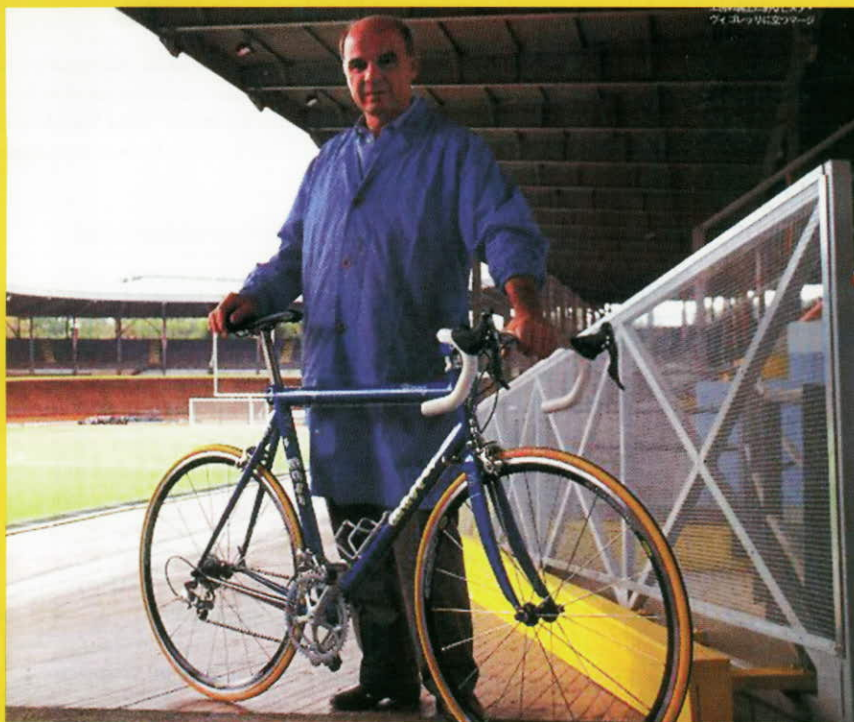
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Alberto Masi at the entrance to the Vigorelli Velodrome, Milan, Italy.



The maestro himself "a saldare" (brazing) in the Vigorelli workshop

In 1926, at the age of 18, Faiero Masi began his bicycle racing career. Initially he raced as an amateur and later as a professional. In 1931 and 1932 he participated in the Giro d'Italia. His passion for bicycles continued after he retired from racing, and shortly thereafter he began designing and constructing made-to-measure bicycles for other racers.

Faliero soon became known as "The Tailor" for his quality of craftsmanship. In 1949 he moved his bicycle production to the Vigorelli Velodrome in Milan, Italy, and began making bicycles for some of the most renowned champions in the history of bicycle racing, including Fausto Coppi, Alfredo Martini, Jacques Anquetil and Eddy Merckx.

Faliero's son, Alberto, inherited his father's passion for bicycles and at a very young age participated as a mechanic in numerous Giros d'Italia, Tours de France and "International Classics." After learning his father's trade secrets in bicycle building, Alberto began building bicycles of his own design and in 1972 became the new "Maestro" of bicycles.

In 1982, with the advent of new materials and technology, Alberto Masi developed the concept for the revolutionary Volumetrica or 3V, the oversized frame design, which changed forever the future of professional bicycles. Current models of 3V frames are available built with steel, aluminum or carbon fiber tubing made to measure and painted to order.

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Like you, I waited impatiently for my two-wheeler. I tinkered and disassembled, swapped parts, overhauled, repainted. I minded shop backs and fronts. I studied agricultural engineering: welding, machining, fabricating, painting farm implements, attending vo-tech schools in two states.

The Metro 5 commuter bike was my start. Bicycling magazine raved about it. Joe Breeze, too. I studied under British framebuilder Jim Gittins. I focused on tandems, machined tubing, brazed and ground a lot of fillets and painted. I worked alone in rented factory space and under train tracks. I'm

753 certified. Along the way, I trained painters, brazers and finishers.

My work has been featured in Bicycle Guide, Tandem, Recumbent and Tandem Rider, Adventure Cycling and Dirt Rag magazines. In my work, I've innovated travel tandems with couplers, Aer-Met tandem frames, loaded touring bikes and gone back to custom lugged steel frames. Look for me in the "Meet Your Maker" feature in Bicycling magazine in May 2005. I'm fortunate to have assembled the finest team of my career. Now at NAHBS, I'm here to show you how it's done in Philly....



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Bohemian Bicycles



My name is David Bohm. Since 1994 I have been creating the most fantastic, whimsical and supremely made bicycles that I can possibly create.

My personal goal is to create a product of unparalleled quality, usefulness and originality. For me, a custom bicycle is not a pile of parts, purchased from various suppliers and then welded together, but it's a piece of me, a pinch of my personality, my skill, engineering and a lot of sweat.

I bring an unusual mix of skills to the table. My background in silversmithing, machining, welding and overall fabrication allows me to create some of the most original pieces of work in this industry, and I am proud to be emulated by many but then again never equalled.

So, I hope you can come by, see some of the fun stuff I have been working on. All te best!



5816 S. Linden, Tucson, Ariz. 85712 520.440.3094 www.bohemianbicycles.com

Bruce Gordon Cycles

I took a framebuilding class from Albert Eisentraut in 1974. I then became part owner and vice president of Eisentraut Bicycles, Inc., for two years. In 1976 I moved to Oregon and began Bruce Gordon Cycles.

Much of my work has been making loaded touring bikes and racks. For the first 12 years of my business I made lugged frames exclusively, and now for the past three years, I've returned to that work. I find this work therapeutic, as it brings me back to my roots in the bike business, before TIG welding, mountain bikes, titanium and carbon fiber. I can be more creative with the aesthetics of the products.

Recently I have been designing and making a variety of parts to accompany my frames, much like the "French constructeur builders." I have built many parts out of titanium, including racks, brakes, pumps, toe clips, seatposts, etc. I have also designed and had made taillights, panniers, and my new CNC'ed cantilever brakes.



409 Petaluma Blvd. So., Suite B, Petaluma, Calif. 94952 707.762.5601 www.bgcycles.com



Calfee Design

One of the pioneers of carbon fiber framebuilding, Craig Calfee got his start in 1987. He invented three different ways of making carbon fiber frames and was the first to offer them in custom geometry.

Calfee has a form-follows-function aesthetic that is shown in the materials selection and construction method. Inspired by forms found in nature, Craig has even explored natural materials for framebuilding such as bamboo and hemp. Frame design is governed by purity of purpose, and because the frames achieve their purpose, they look good.

The bikes are meant to be ridden at the highest levels of competition as well as for pure enjoyment. Most frames are made to order, even the stock geometry frames. Rider weight and riding style are taken into account. Calfee focuses in particular on frame and fork alignment and long-term structural integrity.

Some customers have logged more than 130,000 miles on their Calfee frames. Calfee takes pride in customer satisfaction for the long term, including offering a carbon repair service and a second life warranty policy for second (or third) owners.

Calfee Design can build any type of frame imaginable from unicycles to triple-tandem convertible bikes; the framebuilder has also built trikes and electric vehicles. Calfee also produces a one-piece handlebar and stem unit (the BarStem).



783 San Andreas Road, La Selva Beach, Calif. 95076 831.728.1859 www.calfeedesign.com

Castellano Designs



Castellano Designs is featuring the much-loved SilkTi Pivotless Titanium Softail. Come see the next generation and new subspecies such as the SilkTi 29 and the mutant SilkTi 50/50.

We combine aerospace engineering and materials with old-world craftsmanship into one of the finest full-suspension mountain bikes available. Its patented Flat Plate Chainstay, machined from 6-4 Ti plate, gives 1.75 inches of smooth, reliable, pivotless travel.

The SilkTi is a collaborative effort between John Castellano and Hall of Famer Steve Potts. First Castellano scientifically fits you to your bike and fabricates the parts. Potts lovingly welds them, right in the shadow of Mount Tam. They're handbuilt to limited quantities, allowing us to offer various options such as a 700c cyclocross/adventure version.

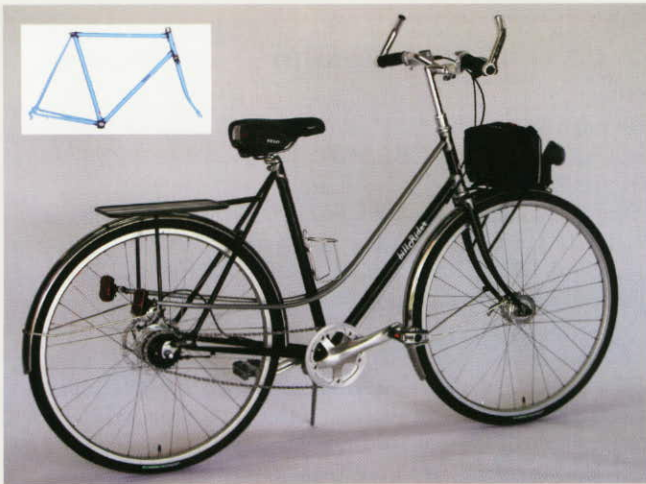
From his off-road wheelchairs to the Sweet Spot® built by Schwinn, Ibis, WTB, Breezer and Rocky Mountain, Castellano's passion pushes the bicycle design envelope. His BowTi, for, has a mind-bending five inches of pivotless travel. Come by to check out the latest projects.



5927 Monte Verde Drive, Santa Rosa, Calif. 95409 877.pivotless www.castellanodesigns.com



Charter Oak Cycling / Bill Rider Bicycles



Charter Oak Cycling / billRiderbicycles is a one-man operation building steel frames, forks and completed bicycles, repairing frames, repairing bicycles and supplying hand-built wheels and high-end components.



The company is an outgrowth of my passion for cycling and appreciation for the beauty of a lugged or fillet-brazed steel frame. Lugged steel bicycles are a thing of beauty and utility. Few things of beauty are as enjoyable as a ride on a bicycle that perfectly fits the rider and the riding style.

Bill Rider fabricates each frame with the care expected from a craftsman who loves his work. Each frame is carefully constructed and artfully finished by hand with a satisfied customer in mind. billRider has been building frames for about five years and supplies frames for road, city and commuter bicycles.

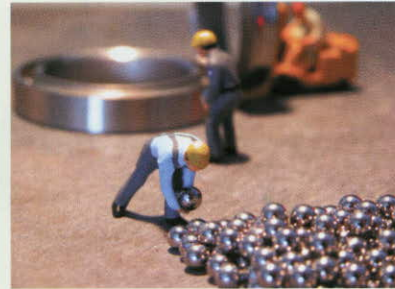
The price of my frames varies from \$1600 to +\$2200 depending upon tubing, lug and paint choices.

801 W. Covina Blvd. #76, San Dimas, Calif. 91733 909.238.7855 www.billriderbicycles.com

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Cloud Nine Design



Cloud Nine bicycles are handcrafted by John Caletti in Santa Cruz, Calif.

John is a Libra who enjoys long walks on the beach, candlelit dinners, TIG welding, riding and racing mountain, road, and cross bikes. He also enjoys building bikes, talking about bikes, paragliding,

playing guitar, creating metal sculpture, surfing and snowboarding.

John Caletti is passionate about creating modern, high-performance, custom bicycles for fellow bike-lovers.



218 Brookside Ave., Santa Cruz, Calif. 95060 831.566.4509 www.cloudnine-design.com

Co-Motion Cycles

Located in Eugene, Ore., Co-Motion Cycles has been designing and building handmade road bikes for discriminating riders since 1988. Though Co-Motion is best known for tandems that handle like your favorite racing bike, nearly half of Co-Motion's orders are for single road bikes. Co-Motion's driving philosophy is to design and build beautiful bicycles using superb materials at the highest level of craftsmanship, complementing our original and quietly innovative designs



4765 Pacific Avenue, Eugene, Ore. 97402 541.342.4583 www.co-motion.com

Coconino Cycles

Coconino Cycles is a one-man operation located in beautiful Flagstaff, Ariz. We build nothing but custom fillet-brazed frames, each built to the customer's specifications out of select tubing from True Temper, Prestige, Dedacciai and Columbus.

We are not ones to skimp on any detail. We also use paragon machine works dropouts and bottom bracket shells exclusively. Steve Garro constructs all frames to ensure absolute quality control.

Many of our frames also feature hand-bent curved top tubes for a beautiful one-off touch and smooth, flowing lines—something we strive for on each and every frame. Building full-time since 2002, Steve builds around 40 frames a year. No production lines or cookie cutter designs here: just quality frames and bikes meticulously handcrafted one at a time for you

Thanks for the interest. I look forward to meeting you all at the show!



1235 Palmer Avenue, Flagstaff, Ariz. 86001 928.774.774 www.coconinocycles.com

Crumpton Cycles

Created in Austin, Texas, Crumpton Cycles are the finest in handcrafted, custom, carbon fiber bicycle frames and bicycles. Crumpton Cycles evolved out of years of competitive cycling, my love of bicycles, my need to learn and curiosity about how things work. Our frames use a process developed in-house that allows for fully custom geometry to provide the best possible fit, quality and price.

Crumpton Cycles combines carbon fiber tubing of the highest standard from Edge Composites, with proprietary rear stays designed in-house to bring the utmost level of quality in ride, aesthetic and serviceability. Each Crumpton carbon fiber frame is made to measure one at a time, allowing for precise fit and a personal touch not found in many carbon frames.



Nick Crumpton, 1211 W. St. Johns, Austin, Texas 78757 512.459.7458 www.crumptoncycles.com



Della Santa

Roland Della Santa has been handcrafting extraordinary bicycles for 36 years and telling great stories for a bit longer than that. Over this time period some of the world's best cyclists have ridden and won on his creations.

In talking with some Della Santa owners, it is a true testament to hear them say their Della Santa is the one bike they would never sell. This is high praise from top riders who are given the latest new frames to race and are supplied with whatever new carbon bit that is being promoted in the industry.



P.O. Box 6771, Reno, NV 89513 USA 775-322-2305 www.dellasanta.com

Desalvo Custom Cycles

DeSalvo Custom Cycles is a small framebuilding company located in Ashland, Ore., currently producing roughly 150 frames per year. Every frame is made to order with the future owner in mind. We enjoy creating a bike that fits the owner's style and taste and has a good frame fit. With our commitment to quality workmanship and premium materials, we strive to produce consistently excellent bikes while also delivering a superb value. As DeSalvo owners will testify, no stock bike will ever come close.

DeSalvo Custom Cycles frames are carefully designed and handcrafted by Mike DeSalvo. He has a long history in the bicycle business, starting as a teenage mechanic, enthusiastic about cycling. He continued working in various shops until he started teaching at United Bicycle Institute, where he taught mechanics courses and framebuilding classes for several years. Mike continues to periodically instruct framebuilding courses throughout the year when requested.

In various incarnations, DeSalvo has been a competitor in road, cross country, downhill and cyclocross events. Mike is a veteran of Colorado's infamous Montezuma's Revenge, and considers returning on a yearly basis for 24 hours of pain, suffering and fun. Known to enjoy extended tours as well as social parades, he's always looking forward to his next ride.

DeSalvo's framebuilding endeavor was borne of his twin appreciation of cycling and the beauty of exquisite craftsmanship. DeSalvo Custom Cycles had its genesis in the late 1990s. In the first year, we made only a handful of frames. Since then, we have grown steadily each year, continuing to refine our products and expand our frame selection.

DeSalvo continues to personally see each frameset through the design, tube mitering, welding, brazing and final prep phases. The only step not performed in-house is the powder coating, which is done by Spectrum Powder Works in Colorado. Spectrum's versatility, quality and attention to detail are unparalleled—certain to fulfill your desires and dreams for your frame's high quality finish, from the simple to the sublime.



292 Van Ness Ave., Ashland, Ore. 97520 541.621.8408 www.desalvocycles.com

Dolce Cycles

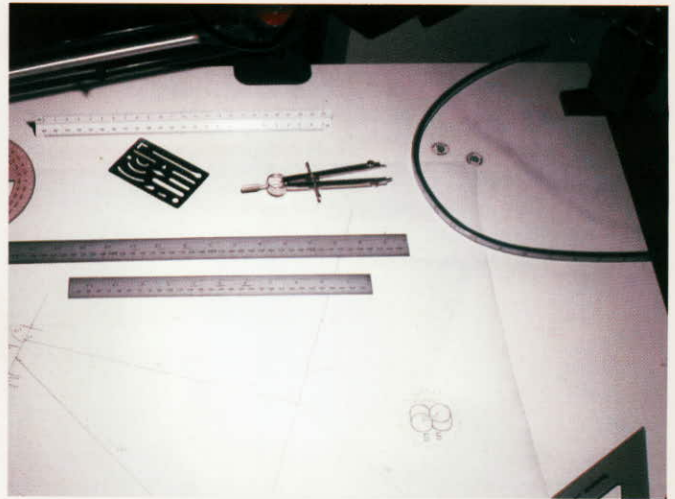
At Dolce Cycles, I pride myself on producing precision-crafted custom frames at a reasonable price. I combine traditional construction methods with the latest in materials and engineering knowledge.

Dolce Cycles is a one-man show; every bike is made to order from start to finish. I focus on one project at a time ensuring the finest craftsmanship with no distractions, selecting appropriate geometry, advising on best tubing to fit your needs, cutting tubes, hand-filing the joints and completing the process.

At Dolce Cycles we bring your dream of the perfect ride to life, through detailed customer evaluation and questioning.

The desire to be different can be expressed through a custom Dolce bicycle. Often the big production guys cannot meet a true adventurer's needs. If you have been thinking about a bike creation, together we will build it.

I am passionate about riding and understand how important riding is to your life. Let me heighten that passion to an all-time high.



Steve Boyd, Builder, 2129 Twilight Court, Park City, Utah 84060 435.640.5615 www.dolcecycles.com



Don Walker Cycles

Don Walker Cycles is a one-man shop with a solid reputation for building high-performance bicycle frames. Each frame is handcrafted from start to finish utilizing only the highest quality materials available today. We offer fillet-brazed or lugged construction in road, track, trike, time trial, cross and tandem frames.

Don Walker's design experience comes from 10 years as a competitive cyclist with an emphasis on track racing. Riders on Don Walker handcrafted bicycles have won or medalled at numerous district, state, national and international competitions, and the list of victories continues to grow.

Don will hand-select each and every tube and component to build your frame into a breathtaking aesthetic while still being able to outperform the competition.

In addition to building frames, Don is proud to be the founder and president of the North American Handmade Bicycle Show.



P.O. Box 2392, Hewitt Texas 76643 254.733.9014 www.donwalkercycles.com

El Camino Fab

As with most small builders, El Camino Fab is not about a company; it's about an individual with a passion. Jason Grove's passion for perfection stands out from the crowd. His passion is more than just building and riding bikes, but a passion to express art through perfection in fabrication.

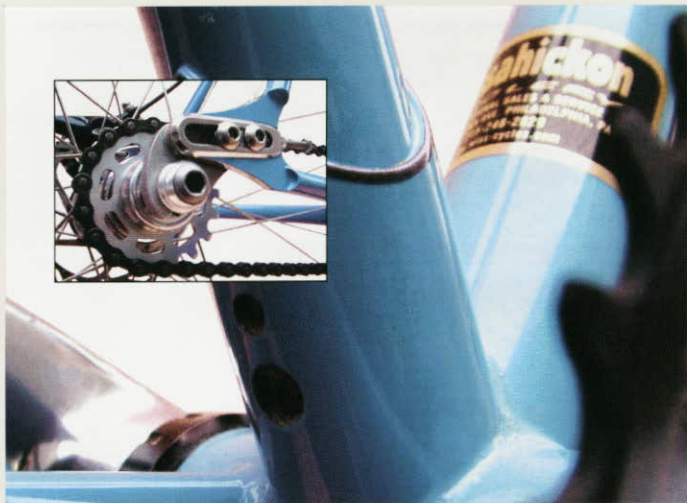
Jason began bicycle fabrication over two decades ago with Control Tech in Seattle. After perfecting his titanium skills with Titus Titanium in Phoenix, Ariz., in the late 1990s, Jason set out on his own way. Much of Jason's bicycle artistry in ti, aluminum, carbon and steel does not bear his name. There are El Camino frames, but the bulk of Jason's work is for smaller boutique brands seeking assistance from a premium fabricator.

Jason's metal skills are nearly matched by his bike skills, be it road, mountain or his new fixe zeal. Whether under his label or another, Jason's quality and artistry is expressed in the medium we all love, the handcrafted bicycle.



P.O. Box 8767, Emeryville, Calif. 94662 510.450.0651 www.elcaminofab.com





Engin Cycles

Engin Cycles is the recent brainchild of Drew Guldalian. Drew planned to name his first son Engin, but his framebuilding business came first and claimed the name. Engin seemed a fitting moniker, expressing the transfer of power from builder to frame and from rider to bicycle.

Engin Cycles are designed to provide riders with the ideal means of transforming their power into forward motion—the right fit, design and, of course, look.

Drew started framebuilding after 12 years in bicycle retail. This experience gave him an extensive knowledge of bicycles, fit, design and people's needs and wants, but something was missing. A chef by trade, Drew missed the opportunity to put his creative side to work. He ventured off to Oregon and the United Bicycle Institute for a framebuilding class, returning home with his first frame, a 29'er, and obsessed over changes for the next one and the next one...Thirty bicycles later, he's pleased to be here at the show.

7837 Germantown Avenue, Philadelphia, Pa. 19118 215.248.2829 www.engincycles.com

Eriksen Cycles

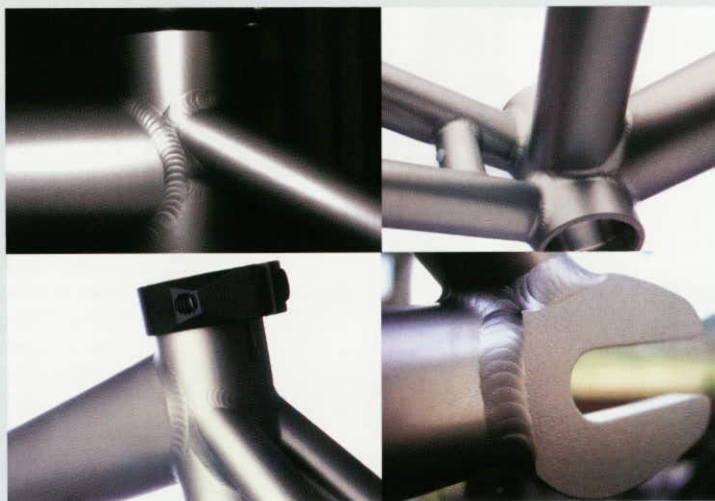


Kent Eriksen Cycles is the latest venture for Kent Eriksen. After 25 years building bikes under the Moots Cycles brand, Kent launched his own signature line.

Specializing in custom titanium frames tailored to each client, we offer every style and design imaginable: road, mountain, 29'er, cross, tandems and more, including collaborative designs with industry greats like Maverick, Yeti and Ventana for our full-suspension designs.

The legendary frame builder and Mountain Bike Hall of Fame inductee makes the most of his experience and skill, using innovation, teamwork and customer focus to make this business tick. Kent's cutting-edge designs do not stop at frames. We also make arguably the simplest and lightest seatpost on the market.

Every frame we produce is made to order. Competitive prices, attention to detail and reasonable turn-around times are our focus.



P.O. Box 775411, Steamboat Springs, Colo. 80477 970.870.8484 www.kenteriksen.com

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Tic, tic, tic...that rhythmic sound of a bicycle cruising onto a driveway, fresh from the local food market. Before Founder and frame builder of Fraser Cycles, Scott Dion, dismounts, his two kids hop off and start to unload the groceries for the week.

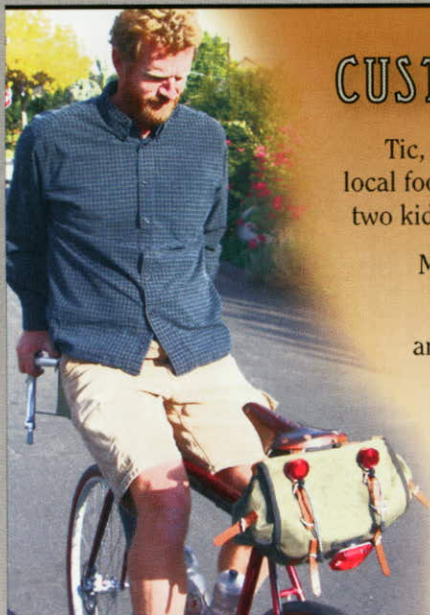
Much like any other family trip to the market, except, a car wasn't needed.

Scott wouldn't have it any other way — and you don't need to either. Now you can own and use a cargo bike, custom made for you. PackMules™ are perfect for community living, providing a method of transportation that is fun, healthy, easy-to-manage, and cost-effective. Get where you need to go, when you want to go.

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What are you looking for in your bicycle? That's the most important question and first one I ask everyone who chooses me to bring a dream to life.

Creating only one frame at a time, I pore over every detail. I have to decide whether I need a strict adherence to engineering requirements or whether I can allow myself the uninhibited freedom of artistic expression. Building a truly fantastic bicycle requires a skillful combination of both decisions.

I have two goals as a bike builder: one, to help people realize how good a bike can feel and ride, from the first mile to the 1,000th mile and beyond, and two, to build that good-feeling bike safe, strong and straight. I'm not trying to reinvent the bike. I'm creating great bikes that will be there for years to come.

My name is David McCormick. I'm a framebuilder and an artist. I want to hear what you want for your next bicycle.



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Independent Fabrication

Independent Fabrication is a group of individual framebuilders unified by the art, science and business of creating custom bicycles.

We own this company. This is not just a job to us; it is our passion. This love for what we do is visible in the products we make and reverberates strongly through our devoted customer base.

We strive to build the best custom frames in the world. Pride of ownership is our incentive; it gives us the edge over the competition. The proof lies in our attention to detail, craftsmanship and the quality of the ride.

In a day and age where mediocrity is the norm, it is nice to know that you are getting something made special just for you, to your specifications, needs and desires. Independent Fabrication bicycles are handmade with love and care in Somerville, Mass.



86 Joy Street Rear, Somerville, Mass. 02143 617.666.3609 www.ifbikes.com

Innerlight Cycles



A handcrafted, custom Innerlight Cycle is the combined teamwork of Kimo Tanaka and Myke Berna, with a total of over 40 years of experience in refining the quality of fine bicycles for any discerning cyclist.

Framebuilder Kimo Tanaka has been building since 1981 in Davis, Calif. He offers framesets for road, cross, off-road and touring. He builds steel frames with lugs or with lugless, fillet-brazed construction.

Innerlight Cycles are sold exclusively through Velo City Bicycle Center in Winters, Calif. Co-owner Myke Berna uses his 18 years of experience when working with professional racers to cyclo-tourists to facilitate the building of the perfect fitting bicycle for your needs, whether it be speed, comfort or both. Myke's number one goal is customer satisfaction, which shows in his attention to detail.



2504 Bates Dr., Davis, Calif. 95616 530.400.5571 www.innerlightcycles.com

Ira Ryan Cycles



Since early 2005, I've channeled my passion into lovingly handcrafted bicycles that people use to train, work or travel. It is my belief that a well-crafted machine should be within the means of every cyclist. My classically inspired designs are based on your needs and limited only by your imagination.

Every Ira Ryan is built using a custom blend of Dedacciai and Columbus steel tubing to give you a bicycle frame that provides both performance and comfort for thousands of miles. I personally cut and miter the tubing, file the lugs and silver braze each and every frame. I use traditional techniques to create a bicycle that is made to measure and suit your style of riding. Regardless of whether you commute, race or messenger, I can build a beautiful bicycle for you to explore the world on.

524 NE Church St., Portland, Ore. 97211 503.810.2504 www.iraryancycles.com

Jonny Cycles



Jonny Cycles are handmade in Madison, Wisc., by Jon Kendziera and painted in Milwaukee by Jason Sanchez for a combination of 100 percent Midwest love.

The frame design, lugs, paint and overall aesthetic all work together to make the perfect bike. Getting this done is a collaboration of ideas between Jon, Jason and you, the customer.

Jon studied mechanical engineering, then worked at a number of design jobs before moving into the bike industry. He worked as a bike mechanic at Madison's Yellow Jersey store and there learned frame

repair and framebuilding under the instruction of store owner and framebuilder Andrew Muzi.

Jason is a certified autobody and paint technician with 12 years of experience. He says paintjobs should be vibrant and represent the energy, thought and care of its creation and reflect the rider's personality.

All Jonny Cycles frames have a lifetime warranty. We know that we can make you a great frame that will last forever and ride the way you want it to.



2330 Atwood Ave., Madison, Wisc. 53704 608.438.1587 www.jonnycycles.com

Keith Anderson

In a career spanning more than 20 years, Keith Anderson's mission remains constant: To produce meticulously crafted, finely detailed custom bicycles and cutting edge, dazzling paint schemes.

Keith got his start in 1980 as a bike shop manager in Indiana and built his first frame in 1984. By 1988 his bikes were winning national championships.

In 1995 Keith moved to Moab, Utah, to focus on mountain bike design and to test and continuously improve his designs.

In 1999 Specialized Bicycles hired Keith as part of its S Works development team. He was instrumental in building Festina racing team bikes, ridden in the 2000 Tour de France. Recognizing Keith's extensive paint experience, Specialized promoted him to oversee its production paint facility in Salt Lake City.

Recently Keith and his family moved to southern Oregon, where he taught bicycle mechanics, advanced wheel building and framebuilding at the United Bicycle Institute.

Currently Keith is building outstanding bicycle frames and providing elegant paint finishes that distinguish him as a true artisan of the craft.



222 N. Marble Drive, Grants Pass, Ore. 97526 541.471.4114 www.keithandersoncycles.com





Kirk Frameworks

When I was 15 years old, I wanted to work in my local bike shop so badly I showed up day after day until they finally took me on. I spent my formative years in Rome, N.Y., working in shops and racing pro BMX and then racing road and mountain bikes.



In 1989 Serotta recruited me and I spent 10 years there, working my way up from laborious hand-finish work, to becoming custom builder and eventually head of research and development.

In 1999 my wife, Karin, and I moved to Bozeman, Mont. Kirk Frameworks was created in 2003 and is a life-long dream come true. As a one-man shop, I can get to know each customer personally and take the needed time to fuss over the details, have fun with each build and make every bike as sweet as can be.

I've been a framebuilder for more than 16 years now and built thousands of frames. I can honestly say the frames I'm building now are the finest I've ever built.

329 Little Wolf Road, Bozeman, Mont. 59716 800.605.KIRK www.kirkframeworks.com

Kish Fabrication

Kish Fabrication, primarily the work of Jim Kish, encompasses the Kish brand of frames, consulting services for titanium fabrication and a tool sharpening service, The Tool Grinder, which specializes in frame prep tool care for bicycle manufacturers and bicycle shops.

Since 1992, my main focus is custom frame production, under the Kish name and for other high-end manufacturers. I choose to work primarily in titanium, building everything from beach cruisers to cyclocross racing bikes.

Advances in titanium tube production now allow astonishingly light, yet very durable, road racing frames. I specialize in custom building such machines for club riders and serious racers, although I am happy to build any other type of bike.

Challenges in designing and fabricating top-end bikes are best met, I believe, by an individual builder working closely with the rider to assure the best fit and function using the most appropriate materials. I carry this philosophy with every bike I build.



793 E. Foothill Boulevard #13, San Luis Obispo, Calif. 93405 805.574.0414 www.kishbike.com



Marschall Traditional Frameworks

Founded in the heart of the old steel town of Dortmund, Germany, Marschall Traditional Frameworks has been manufacturing high-end road racing, touring and mountain bikes since 1991.

We combine classic Italian frame design with the full custom and handmade production and extraordinary quality of a "made in Germany" frame. Consequently, our frames, made of high-end stainless steel and chromoly steel tubes, enjoy a good reputation among bicycle enthusiasts around the world.



Gewerbepark Moehnesee-Echtrop, Gutenbergweg 7, D-59519 Moehnesee +49 / 29 24 / 85 15 32 www.marschall-framework.de/english

Merlin

Twenty years ago, Merlin built the “original” contemporary titanium road bike and mountain bike. The standards we set to build the finest titanium frames possible still exist today, as we continue to refine our bicycles that are light, strong and have that original magical ride quality.

The best material to build bicycles with is titanium. Our mantra—“make choices that make the bikes better”—is our criteria when making decisions about the entire frame design and building process. Of all materials available today, that’s why we choose titanium. An unsurpassed strength-to-weight ratio and superb physical properties at lower weights give titanium the unique ability to absorb road shock while retaining excellent torsional resistance to counteract pedaling loads. Add to that titanium’s phenomenally high fatigue strength and the fact that it doesn’t rust or corrode; there is simply no better frame material choice.

Titanium’s biggest benefit is it enables you to have more fun and get more enjoyment out of your bike and riding experience. And that’s what it’s all about.



P.O. Box 23463, Chattanooga, Tenn. 37422 888.5MERLIN www.merlinbike.com



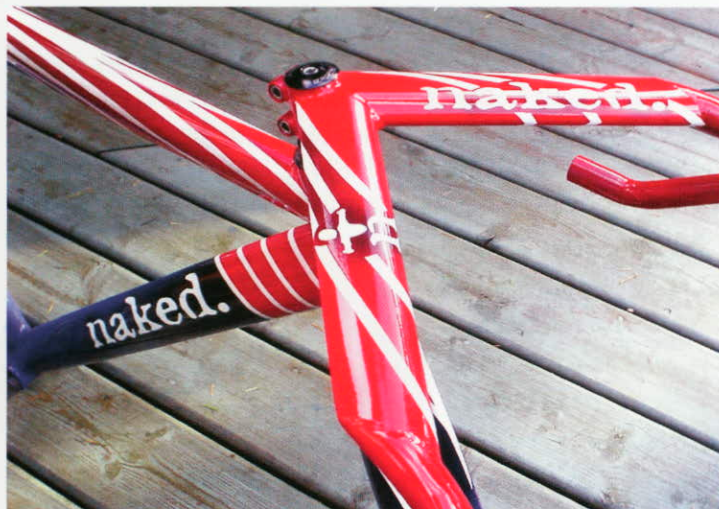
Moyer Cycles

My name is Whitney Moyer, and I am the sole worker at Moyer Cycles. My pursuit of framebuilding began during a month-long vacation to the Pacific Northwest, which included an amazing two weeks at United Bicycle Institute. I felt the best way to learn framebuilding was to have a guided, hands-on experience. It opened the framebuilding door up for me and showed me where to focus my energy.

For the past two and a half years, I have drawn upon my background as a U.S. Navy nuclear power plant supervisor, operator and maintenance technician to come up with unique designs that challenge the current aesthetic.

To me, framebuilding is a lot more than joining tubes. I see it as the ultimate synthesis of technical knowledge, engineering, workmanship, performance, ethics, style and art. It is my passion.

507 Ave G, Austin, Texas 78751 512.294.0579 www.moyercycles.com



Naked Bicycles and Design

The bicycle is the most remarkable thing to me. I ride and work with them every day, yet they never cease to amaze me. I love that with a few simple tools I can create something that will take you around a velodrome in just seconds or around the world at just the right speed.

I have tried just about everything that can be done on a bicycle, but I am best known as that guy in the Guinness Book of World Records who “rides his space capsule at 80 mph.”

I crave variety in my framebuilding. I do not believe that any type of bike is better than another; they all have their place. The right bike is the one that is right for you. The first Naked frame was built 10 years ago and is still being ridden daily. We are located on Quadra Island in British Columbia, Canada. Come visit, we’ll go for a ride.



Sam Whittingham, P.O. Box 135, Heriot Bay, BC VOP 1H0, Canada 205.285.3181 www.timetogonaked.com

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A Division of Risk Placement Services

Jamie_Augustine@rpsins.com
www.nipc.com



Nobilette

Mark Nobilette continues the tradition of European quality craftsmanship combined with U.S. technological materials development and design innovation. His preparation began with college study in metallurgy, followed by a course in framebuilding, an apprenticeship with the seminal California framebuilder Albert Eisentraut and six years of work as a machinist.

Nobilette began building bicycle frames in 1973. He is among the few certified as skilled enough to work Reynolds 753 and 853 tubing to the manufacturer's required standards. Many top-ranked racers and triathletes have chosen Nobilette bicycles.

As a former competitive racer, Mark Nobilette is committed to the construction of racing and touring frames with exceptional quality, precise and stable handling, the finest craftsmanship and elegance of detail.

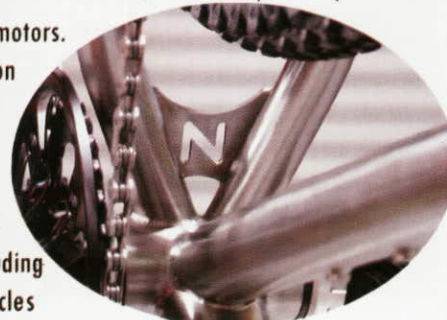
1616 S. Horseshoe Circle, Longmont, Colo. 80504 303.772.8139 www.nobilette.com



Dan Nelson has led a kind of a double existence for years.

He was a stagehand...the most in-demand metalworker in Bay Area Theatre and film for decades. His work included *Howard the Duck*, *Mrs. Doubtfire*, *Hook*, *Copycat*, *Face-Off*, *Daredevil*, and years at ILM. A friend chose Dan to help build a historic biplane for a National Geographic flight recreating a 1919 air race from England to Australia. Dan was on that 1994 flight; and in the Nat'l Geographic film, issue, and book *The Greatest Flight*. For projects needing craftsmanship and inventiveness, Dan is everyone's top choice.

Dan's also always had a love affair with two-wheeled transportation. This passion once involved motors. He raced motocross, then wrenched for his son over a decade. His son's passing led him to abandon motorcycles. While in Texas on *Spy Kids* a friend introduced cycling. His passion was rekindled. He started riding, and - in his inimitable fashion - studying bikes. He devoured magazines, and bought frames and components for dozens of bikes over a couple of years. He raced x-country and downhill, training on a road bike. He was hooked. He quit smoking, drinking, lost weight, and developed a love for building things people can be passionate about: bikes. Classes at UBI - including an inspirational introduction to titanium - forged his creativity, craftsmanship, and passion for bicycles in a new direction: Nelson Titanium Products - aka NTP Bikes. **Can bikes change a life? In Dan's case, YES.**





Old Man Mountain

After years of using backpacks to carry our bike-camping gear, we realized there had to be a more efficient and ergonomic solution. We wanted something that would allow us to enjoy our outdoor off-road experience to the fullest.

Old Man Mountain Products was born from a desire to improve our experience in the backcountry, allowing us to transport camping gear on our bikes.

For the past 10 years, Channing Hammond has designed and welded the most versatile and durable pannier racks in the business. His desire to continue this development has led to the next step in the Old Man Mountain evolution... bicycles.

For 2007 Old Man Mountain is offering up something totally new: "The Boomerang." This handmade, Rohloff-equipped suspension mountain bike will be available in both a 26-inch and 29-inch version.

23 S. Fairview, Suite C, Santa Barbara, Calif. 93117 888.439.6445 www.oldmanmountain.com

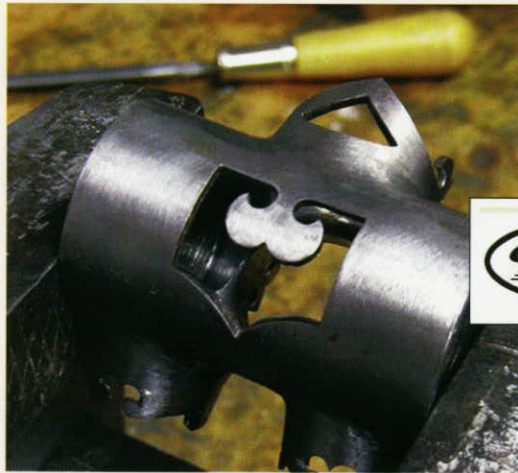
Oswald Cycle Works



Tom Oswald plays guitar with mediocrity, honks a pretty mean harmonica, knows how to sail, probably drinks too much coffee, likes pumpkin pie and builds one-of-a-kind bicycle frames using only hand-powered tools.

Tom readily admits that doing everything manually is not the easiest or fastest way to make a bicycle, but it is a great way to make a truly extraordinary one.

Plus it allows him to poke down more pumpkin pie. He lives and rides in the rugged hills of northern Pennsylvania.



7 North Main St. Mansfield, Penn. 16933 570.662.3097 www.oswaldcycleworks.com

Pacenti Cycle Design



Kirk Pacenti is a lifelong cyclist and 17-year veteran of the bicycle industry. As a framebuilder and bicycle designer, Kirk has had the great pleasure of working with and for some of the most respected names in the bicycle industry—names like Keith Bontrager, Giro, Tim Isaac, Tom Kellogg, Doug Bradbury and ABG (Litespeed, Merlin, Quintana Roo and Tomac).

Today Kirk focuses all of his energy on growing Pacenti Cycle Design and expanding his line of products and services to framebuilders. PCD was founded for the sole purpose of supporting, supplying and offering design services to artisans building quality handcrafted bicycle frames.

From the start, PCD has a particular dedication to lugged steel frame construction. However, as PCD grows, the company will expand its offerings to include every framebuilding material available. It is Kirk's goal for 2007 to become a one-stop shop for all of your framebuilding needs.



8307 Northumberland Lane, Chattanooga, Tenn. 37421 423.954.3373 www.bikelugs.com



Paragon Machine Works



Mark Norstad has pretty much always been a flaming bike geek. In sixth grade he cut up his Wards Hawthorne 26-inch cruiser because he wanted to make it into a chopper. In eighth grade he taught myself how to lace a wheel and put a back rim (2.125 in.) on the front (1 3/4 in.) of a Schwinn Stingray. "I had this cool bike with fat knobbies front and rear," said Mark, remembering the invention. "I was the envy of the neighborhood."

Mark never finished the chopper but went on to study machine work and graduated with an associate's degree in machine metals technology from the College of Marin in 1978.

Mark's work has been shown at the Bicycle Culture Exhibition at the Yerba Buena Center for the Arts in San Francisco, Calif. in 1998; at the International Titanium Association Conference in Monterey, Calif. in, 2003; in the San Francisco Chronicle in 2004; and at the NAHBS in 2006 and 2007.

Paragon Machine Works specializes in fabricating titanium bicycle frame components, custom bottle openers, bathroom fixtures and furniture.

253 S. 25th Street, Richmond, Calif. 94804 510.232.3223 www.paragonmachineworks.com

Patrick Cycles



Patrick Cycles was started by Greg Patrick Gardner and Todd Carpenter in 2003. We came from different cycling backgrounds: Greg mostly mountain bike and Todd mostly road/triathlon. But the common thread between us was our love of riding bikes.

We want you to be completely satisfied with every aspect of your Patrick Cycles frame. Beginning with our initial meeting to discuss your dream bike, to the design and fabrication process, to the frame delivery, we take great pride in our work. Our primary goal is to ensure customer satisfaction by providing customers with frames that fit them and their riding styles perfectly and perform magically on the road and trails.

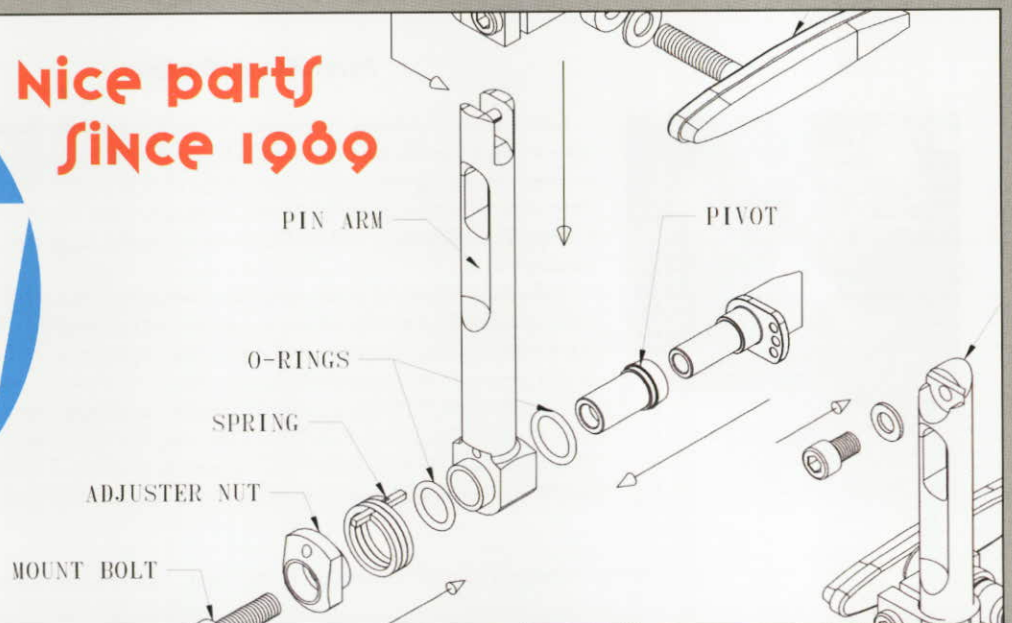
Most of our frames are fillet-brazed to maintain a classic look while allowing unlimited options for frame geometry and style preferences among different frame types. It is this passion that keeps us going... everyday. We hope to share some of this passion with you. Thanks for checking us out.

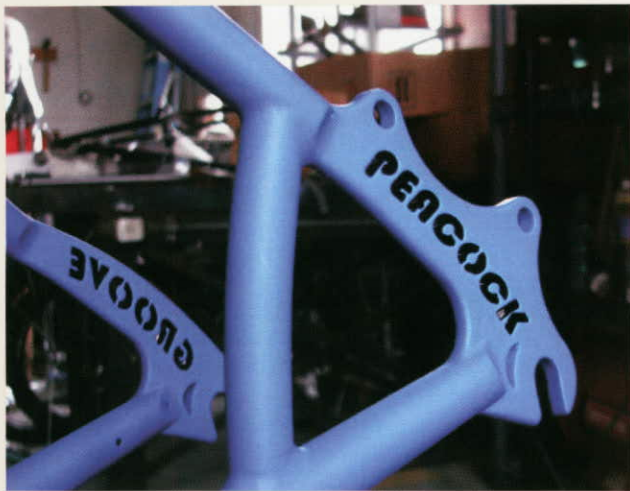
408 Rosewood Avenue, San Jose, Calif. 95119 408.930.4551 www.patrickcycles.com

Nice parts
since 1989



www.paulcomp.com





Peacock Groove

Custom steel bikes. We don't know any other way. In the past five years there hasn't been a bike that has come out of this shop that resembles the previous one. PG is here to make your distinct cycling dream bike a reality. If it's made of steel, we can do it.

Passion. There comes a time in everyone's life when they realize they can either submit to someone else's dreams or risk it all and actually contribute to the society they live in. We build custom bikes to satisfy one cyclist's needs. End of story.

Meticulous attention to detail. You've made it all the way through this and you're still wondering what you're paying for? Some people say don't sweat the small stuff, but the sum of the details is what builds greatness. Every aspect of your bike is considered before pencil hits paper to ensure you get exactly what you want.

Sound a little intense and strong willed? You probably didn't grow up in the Midwest, did you?



www.peacockgroove.com

Pegoretti Cicli



Dario Pegoretti began his framebuilding career in the mid-1970s, working for Gino Milani. Milani's shop created framesets for many of the biggest names in Italian cycling and specialized in high-end production frames for several Italian manufacturers and custom frames for professional cyclists. Pegoretti quickly rose to the top ranks of the framebuilders working for Milani and became the only person, other than Milani, to know the entire process.

During the late 1980s, Pegoretti began working with testing and development for tubing manufacturers, including Excel and Dedacciai, and more recently with Columbus Tubing in developing its new stainless steel XCR tubeset. He also worked closely with Pinarello during the Miquel Indurain/Banesto days, building team and custom frames and developing radical new tubesets such as the Radius with its unique shapes.

Before it was mainstream, Pegoretti began experimenting with lugless TIG-welding for framebuilding and soon became among the first Italian proponents of this technique, allowing for more customization than traditional lugged construction. Having built thousands of frames during his career, many for professional cyclists, Dario Pegoretti's expertise in fitting frame to rider is second to none.



Pegoretti Photo Credits: Herman Seidl/Tirez : www.tirez.com

U.S. Distributor: Gita Sporting Goods Ltd., 12500 Steele Creek Road, Charlotte, NC 28273 800.729.4482 www.pegorettiusa.com

Pereira Cycles

Pereira Cycles are custom, one-of-a-kind creations built to the needs of each individual client by framebuilder Tony Pereira. Pereira constructs all frames with the highest quality steel tubing, chosen to give the ultimate blend of strength and ride quality. Fillet brazing is the favored method of tube joining for its limitless design possibilities and smooth flowing aesthetics.

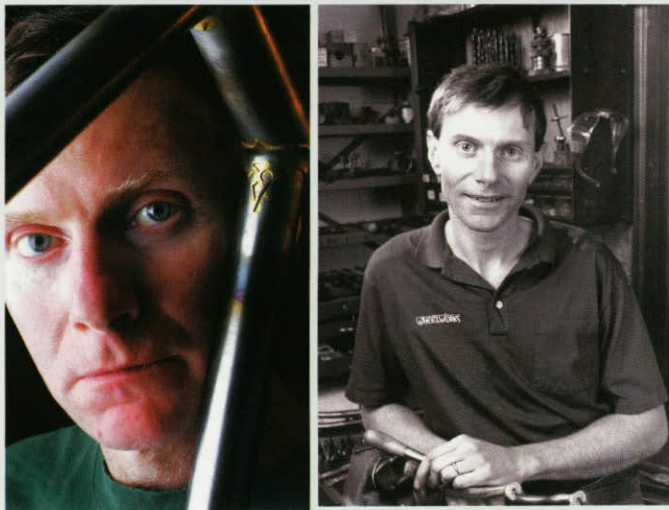
With roots in extensive off-road riding and an interest in the history of artisan framebuilders, Tony's inspirations range from the early mountain bike era to the 1950s French constructeurs. By learning from the past, Tony sticks with proven construction techniques to ensure reliability while pursuing new ideas, such as 29-inch wheel mountain bikes.

Tony has been riding bicycles his entire life and mountain biking since 1987. He has recently discovered a love for cyclocross and looks forward to slogging through the mud every fall. He currently lives in Portland, Ore., where framebuilders build the best bikes in the world.



Photos by Robert Ziegler

426 NE 24th Avenue, Portland, Ore. 97232 801.209.9301 www.pereiracycles.com



Peter Mooney Cycles

Peter Mooney landed his first bike shop job in 1968 and he's been part of one ever since. He raced category 1 from 1974-78 and competed in national events until 1982. Peter always enjoys cycle touring and bike commuting.

Peter learned framebuilding in England during the 1970s while working for Ron Cooper. A one-man dynamo, Ron built five frames a week while running a small, full-service bike shop. Inspired by this model, the first Wheelworks store opened in 1977, with Peter Mooney as the in-house framebuilder.

Thirty years later, Peter still caters to a market that appreciates a handbuilt, lugged or fillet-braced frame. His philosophy is traditional, but hardly out-of-date: the name on the frame should be that of the craftsman who designed and constructed it. Peter believes "if you want it done right, do it yourself," so he does the fitting session to finish filing and final delivery. Only paint is entrusted to others, otherwise the name on the frame tells the whole story.

480 Trapelo Road, Belmont, Mass. 02478 617.489.3577 www.peter-mooney.com

Phil Wood & Co.

Phil Wood & Co. has manufactured machined components for the cycling, wheelchair and transportation industries and for other Silicon Valley high-tech companies since 1971.

The company is credited with inventing the sealed bearing bicycle hub in 1971. For the cycling industry, its goal is to domestically produce strong, simple, functional and serviceable components.

Phil Wood & Co. also produces professional consumer and shop tools along with a line of lubricants, adhesives and cleaners.

For the discerning cyclist, Phil Wood & Co. offers full custom bicycles designed and built specifically for the cyclist. There are no limits when spec'ing a full custom from Phil Wood, from the tube selection, components, paint, color matched anodizing, etc.

Phil Wood & Co.'s motto is build it strong, keep it simple, make it work.



385 E. Taylor, Suite 110, San Jose Calif. 95112 408.298.1540 www.philwood.com



Rebolledo Cycles

My name is Mauricio Rebolledo and I am Rebolledo Cycles. I was born in California and my family is from Colombia, a country steeped in cycling. The tri-color bands that you see on my frames are the colors of the Colombian flag. I hope these simple things encourage you to learn about Colombia and its passion for cycling.



In 1997, I moved to San Francisco where I started a bicycle repair program for kids, which inspired me to accept a job with Trips for Kids. At the time, I started an apprenticeship with Jeremy Sycip of Sycip Designs. After reaming countless seat tubes, he was gracious enough to teach me the craft of framebuilding.

I am in love with classic steel lugged bicycles, their blend of function and beauty. I build made-to-order framesets, including track, cyclocross, road and randonneuse. The bicycle is one of the most efficient and useful tools made by humans; melding that singular function with a strong and artfully embellished joint is an opportunity I relish. I hope you do, too.

P.O. Box 1628, Glen Ellen, Calif. 95442 707.293.3062 <http://rebolledocycles.com>

Retrotec & Inglis Cycles



I have been building bicycles since 1993, first for Bob Seals at Retrotec in Chico, Calif., and starting in 1996 under my own name in San Francisco. I had the privilege of relaunching the Retrotec line in 2001, with Bob's blessing.



Building the two lines, Inglis Cycles and Retrotec, I am fortunate enough to still be working at something I love after all these years. Well I guess 14 years isn't all that long compared to some people, but it's a lot longer than I ever dreamed.

For me, bike riding and bike building go hand-in-hand. I enjoy both so much. I hope my passion for bikes shines through with every frame I make. I could go on and on about great rides and beautiful bikes ridden by happy customers but I'd much rather be in the shop working or riding with friends than writing about my company and myself. See you at the show.

P.O. Box 3714, Napa, Calif. 94558 707.258.2203 www.ingliscycles.com



TR as a junior on his way to victory in the men's field. 1973 Butterfly Criterium

There since the beginning. And still out front.



The Art of High Performance

Ritchey Design was founded over 30 years ago by Mountain Bike Hall of Famer and revered frame builder, Tom Ritchey, and now has offices in Northern California, Switzerland, Nevada and Taiwan. From the outset, Tom focused his energy on bike designs that exploited materials' inherent qualities, while searching for elusive symbioses that generate products stronger than the sum of their parts. Those unique abilities have led to the creation of components both innovative and reliable, lightweight as well as strong, and practical yet beautiful – qualities that set Ritchey apart in both the original equipment and aftermarket segments. Come hear Tom talk about the good old days and come see us at our booth. For more information about Ritchey's latest products and what Tom's up to, contact us at:

Toll free: 1-800-RITCHEY (748-2439) www.ritcheylogic.com

Roarks are solely designed for individuals, not showrooms. It's not a mystery or a marketing ploy that you can't find a Roark Custom Titanium Bicycle sitting on the floor at your local bike shop. We only build Roark's per request, so you won't find inventory even at the factory.



ROARK
Custom Titanium Bicycles

WHAT WE MAKE FLIES.
www.roarkcycles.com



Rock Lobster

Rock Lobster Cycles started as a full-time business in 1988 after being a part-time hobby and business since 1978. Rock Lobster's primary focus has been to build high-performance frames for competition on the road, dirt and in the velodrome.

Although most customers are recreational riders, they all get the benefit of input from racers competing at the highest levels of the sport on Rock Lobster bicycles. Rock Lobster built pursuit bikes for the 1992 Guam Olympic team and has had many national champions on the track and in cyclocross.

All this said, the thing that really indicates success for us at Rock Lobster are the smiles on the customer faces as they take their first ride. Rock Lobster builds frames in steel, 7005 aluminum and scandium and incorporates carbon rear stays for certain frames. Production is about 120 frames per year and all frames are made to order.



2533 D Mission Street Ext., Santa Cruz, Calif. 95060 831.429.8010 www.rocklobstercycles.com

Rüe Sports

This is Brent Ruegamer of Rüe Sports and I would like to introduce you to some of the finest carbon fiber bicycle frames made. As an elite athlete for 17 years and a professional mechanic for 18 years, I put my practical knowledge to use building bikes.

In 2006 our riders had three national championships, two state championships and one U.S. hour record won on Ruegamer bikes.

This year we created the lightest known road frame (696 g) and the lightest known tandem frame (1660 g), both dubbed Überlight in our Blackwerks series. To our custom frame, we add super-high modulus Defense Department grade materials.

Every one of our composite frame tubes has a unique laminate schedule engineered for its specific function. I build with customized tubing diameters and thickness to fine-tune the ride for different rider sizes, weights and riding styles. I also am a custom frame painter. My custom frames are handcrafted, one at a time. This attention to detail ensures a great ride every time.



9829 E. Billings Court, Mesa, Ariz. 480.452.7395 www.ruesports.com



Sadilah Handmade Framesets

Chuck Schlesinger started building Sadilah Handmade Framesets three years ago as a natural extension of his love for cycling. His hobby turned into an obsession, which led to a successful inaugural showing at last year's NAHBS in San Jose, Calif.



Each frameset is individually handmade with the closest attention to detail. Upon ordering, the buyer and builder begin a dialogue that results in a finished product designed to exceed the buyer's expectations. The frame is tailored to the customer's requirements for geometry, ride and aesthetics.

Framesets are available for most applications: road, touring, sport, cyclocross and track. Sadilah Handmade Framesets strives to build a frame to excite all of the rider's senses.

1337 Stanislaus Drive, Chula Vista, Calif. 91913 619.708.3931 www.sedilah.com

Seven Cycles



When Seven Cycles began in 1997, some asked us, "What does the world need with another 'great' bike?" Indeed, there were already plenty of companies pursuing well-intentioned missions to build the world's best bikes. But that was our point. We didn't set out to build the world's best bike. We wanted build the best bike for you.

Though Sevens would quickly be regarded as some of the most innovative, best performing and finely crafted bikes anywhere, our mission went beyond the bike to enhancing the rider's cycling experience. Fulfilling this mission would require the most comprehensive approach to customization, applied on a scale never attempted before.

And this is what we live for at Seven: the desire to make cycling better by doing things that haven't been done before. Ten years and some 16,000 Sevens later, our greatest reward has been the difference we've made in riders' lives.



125 Walnut Street, Watertown, Mass. 02472 617.923.7774 www.sevencycles.co

SHIMANO

www.shimano.com

Shimano which was founded in 1921 is the worlds leading manufacturer of bicycle components. Shimano manufactures components for all types of bicycles.

From road bikes to mountain bikes and all those who cycle in between, Shimano is dedicated to providing you quality components for your cycling needs.



SSSink.

TRANSFER DECALS FOR THE BICYCLE INDUSTRY

Screen Specialty Shop Inc. has been producing transfer decals for the bicycle industry for the past 25 years. We work with the vast majority of the elite custom frame builders, wheel manufactures and frame painters here in the United States. Small to medium sized, multi color combination, runs are our specialty.

We produce the following types of decals.

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Screen Specialty Shop, Inc.
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Soulcraft Sean Walling

Passion. Commitment. Value. Heritage. Quality. You hear those words a lot but here at Soulcraft it's not marketing fluff—it's how I run the company. Since I started back in September 1999 with my good friend Matt Nyiri, the goal has been simple: make sweet bikes for people who ride, have fun and treat customers like friends.

Soulcraft started because Matt and I thought people out there would appreciate this approach, and we were right. I want my customers to get the same experience and value I expect from anyone taking my hard-earned money. That's what drives this thing called Soulcraft.

Matt left a couple years ago to spend more time with his family, but I still have a hard time not saying "we" when talking about Soulcraft, meaning the hundreds of friends and customers who have supported Soulcraft. It's just me now so this year I'll build fewer frames, keep the service and quality levels high for you, while keeping it fun for me, which is good for everyone. Sound good?



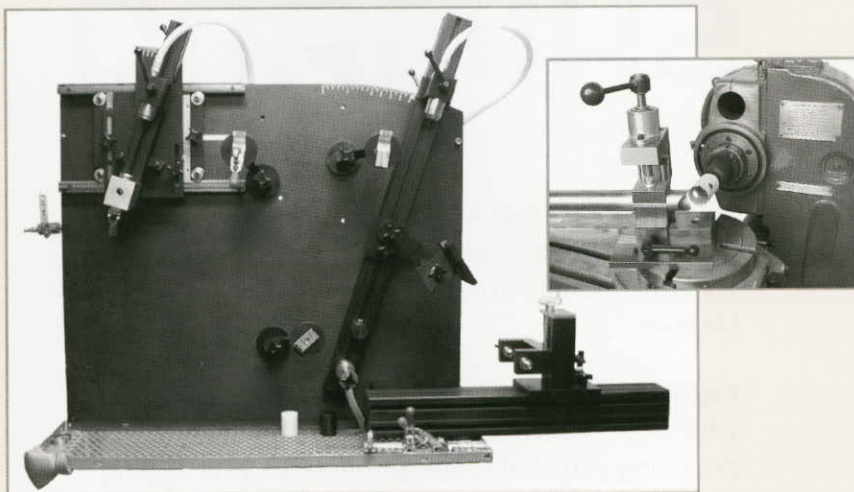
P.O. Box 2631, Petaluma, Calif. 94953 707.775.2453 www.soulcraftbikes.com

Sputnik Tool

Sputnik Tool is a one-man shop focused on providing quality tools for small and large framebuilders.

For the past 15 years I've worked in the framebuilding industry, first for Fat City Cycles and then Independent Fabrication where I designed the building process and tooling from the ground up. My past experience has taught me the benefits and need for well-designed equipment.

With this in mind, I started Sputnik Tool in 2001 with the goal of producing and marketing my framebuilding equipment. I try to work as much as possible with the builders to fit the tool to their particular building styles. My objective is to create equipment that is simple, easy to operate, repeatable, rigid and, most importantly, trustworthy.



Jeff Buchholz, 370 Old Country Road, Sedgwick, Maine 04676 207.359.4607 jeff@sputniktool.com www.sputniktool.com

Steve Potts

Mountain Bike Hall of Famer Steve Potts has been building frames and bicycle components for almost 30 years. He is also one of the founding members of WTB, a mountain bike component company that designed and licensed its designs to companies such as Specialized, Suntour, Blackburn Designs, Finish Line and Trek.

Steve is truly one of the most "hands-on" bicycle builders in the world. Steve is working on his own now and has become one of the premier titanium frame builders in the world. He continues to refine his craft on every bike he builds.

Steve also builds all of Castellano Designs titanium frames, such as the SilkTi and the BowTi. Of all of the accomplishments Steve has had in his career, it is the actual building of the bike that he is passionate about.



P.O. Box 895, Inverness, Calif. 94937 415.663.9011 www.stevepottsbikes.com

Steve Rex Cycles

2007 marks 20 years of framebuilding for Steve Rex. Steve has ridden, raced, designed and constructed bicycles of every type. His experience and craftsmanship have helped a wide variety of riders achieve their cycling goals. His customers have ranged in size from three to seven feet tall. And his bikes have won world and national championships on the road and track, toured all over the globe and carried a few dozen diehards to Paris-Brest-Paris finishes. Steve and his wife, Peggy, plan to complete their third P-B-P in 2007.

Each Rex frame is completely custom. We offer steel, carbon and steel and all-carbon frames. Most frames are fillet-brazed, but beautiful hand-cut lugs are also available. Carbon/steel (mod. CSR) frames have fillet-brazed lugs, with long, elegant points, or they can be elaborately cut, if desired.

Rex Cycles is a full-service shop. In addition to our own frames, we offer framesets from other manufacturers, complete bikes, frame repair, including S&S coupling retrofits, mechanical repair, parts sales and fitting services. Rex Cycles has been at its current location in mid-town Sacramento since 1991.

1930 Capitol Avenue, Sacramento, Calif. 95814 ph/fax 916.446.5706 www.rexcycles.com



Strong Frames

Strong Frames has been many things in the past 14 years. I started building in the back of my grandmother's garage in 1993. As demand for my frames grew so did my shop and the small staff. Eventually I was building 1,000 frames per year, with my name and for other brands. I ran a small bike shop and managed both businesses. It was very satisfying but without realizing it, I had morphed from a framebuilder into a business manager. I was doing less of building frames—my passion.

In 2004, in a dramatic move, I closed my retail shop, stopped doing contract work and focused my attention on custom Strong Frames. I now build only custom Strong Frames by myself with business help from my wife, Loretta.

I am once again a framebuilder/craftsman and I couldn't be happier. I offer knowledge, experience and craftsmanship gained only through building thousands of high-end frames, along with the personal service of a small builder. I now take time to develop a relationship with every customer.



Carl Strong, 701 E. Mendenhall, Bozeman, Mont. 59715 406.587.1134 www.strongframes.com



Summersett Custom Bicycles

Summersett Custom Bicycles specializes in crafting bicycle frames from the latest generations of high strength, lightweight, chromoly steels. The builder, Robert Summersett, crafts each frame one at a time from start to finish.

Each frame is custom designed and fit to the individual rider, not only to their size but also to complement the rider's unique riding style.

All tubing joints are meticulously mitered before brazing. Most frames are fabricated by fillet-brazing using high strength brass to join the tubes together. After brazing, the fillets are filed and sanded to produce a fluid, seamless appearance.

The end result is an extremely strong and durable frame that will provide many years and many miles of riding. Summersett Custom Bicycles is located near Sacramento in Rancho Murieta, Calif.

6525 Puerto Drive, Rancho Murieta, Calif. 95683 916.354.2050 www.summersettbikes.com



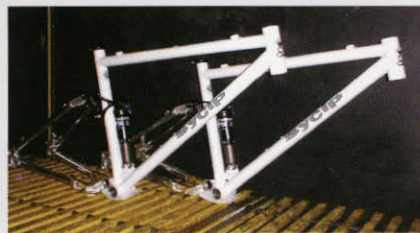
SyCip Designs Inc.



SyCip started building frames in 1992 and continues to do so in Santa Rosa, Calif. SyCip builds road, mountain bike, cross, track, singlespeeds, full suspensions and Java Boy cruisers. We also build custom forks and stems with our frames.

SyCip builds mostly out of steel, but we also can make aluminum and titanium frames or steel, aluminum or titanium carbon mix frames. Methods of construction include tig, lugged, and fillet-brazing.

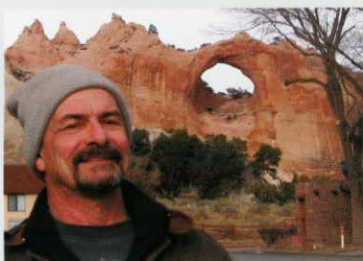
Most SyCip frames are powder-coated in-house unless special paint is requested. SyCip has been powder-coating for other custom builders and bike fans from all over as well.



Jeremy SyCip, 111 5th Street, Santa Rosa, Calif. 95401 707.452.6359 www.sycip.com

Thursday Bicycles

Why not start your weekend on a Thursday?



"Thursday" is the nom de guerre of Thursday Bicycles proprietor Jon Norstog. Thursday is a lifelong motorcyclist and bicyclist, who got into framebuilding by doing frame repairs, adding braze-ons and chopping up old bikes.

Thursday started building frames about 12 years ago, while living on the Navajo Nation, building on Thursdays, thus the name of the shop.

Thursday builds frames for extreme riding, dual slalom, BMX, hard-core cross-country, as well as utility, special purpose bikes and even a few roadsters. Methods and materials include chromoly and supersteel, fillet-brazed or OxyAcetylene welded. Thursday is probably the only framebuilder currently using OA technology today.

Thursday frames have a lively feel while maintaining high lateral stiffness. Balancing out the tubeset and geometry to get the right feel is an art. A rider can change from one Thursday bike to another and get the same, ineffable Thursday "feel." Thursday rides and races what he builds, learning and refining the product along the way.

Thursday likes to work with knowledgeable, experienced riders, observing and interviewing them.



624 W. Young Street, Pocatello, Idaho 83204 208.478.1358 www.thursdaybicycles.com

Townsend Cycles



After 30 years of anticipation, 2006 marked my first year of building frames. While growing up in England, I regularly visited local framebuilders and became fascinated by the bikes they crafted. When an expected apprenticeship with a London framebuilder fell through I put the notion aside.

With the encouragement and support of my family and friends, I am now designing and building frames and living out a life-long ambition. I primarily build road, track and cyclocross frames but enjoy working on anything cycling-related. I am also a firm believer that the fork and stem should be an integral part of each frame design and prefer to design each bike accordingly.

The frames I build reflect a classic look and take advantage of the superior ride achievable with modern steel tubing. Whether the bike is for racing the Three Peaks or just enjoying a weekend coffee shop ride, I strive to make my frames efficient for their intended purpose and admired for their style.

347 Melrose Avenue, Monrovia, Calif. 91016 323.228.8159 <http://townsendcyclesltd.com>



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www.henryjames.com

United Bicycle Institute

In 2006 United Bicycle Institute celebrated its 25th anniversary of providing unsurpassed training in bicycle mechanics and framebuilding.

Our framebuilding classes are more popular than ever and typically fill up four to six months in advance. Class sizes are small, eight students, for better, individualized instruction. Students in our classes do all the work themselves and leave with the frame they've built.

Our lead instructors are UBI president Ron Sutphin, steel brazing classes, and frame builders Jim Kish, steel TIG and titanium classes, and Mike DeSalvo, TIG welding seminar. Our assistant instructors are Gary Mathis and Anna Antic, who have stints with Fat City and Seven Cycles on their resumes.

UBI also sells titanium tubing, Paragon Machine Works titanium and steel frame components and welding supplies for the small framebuilder. Starting in 2007, we will be the exclusive American distributor for Kaisei steel tubesets from Japan. All of these products are available for online ordering at our website, www.bikeschool.com.

UBI is the only solar-powered bike school on the planet. Our 8.5-kw solar power system provides about 60 percent of our annual electricity consumption in our Ashland, Ore., facility. UBI's system was featured in the December issue of Home Power magazine.



United Bicycle Institute

401 Williamson Way, Ashland, Ore. 97520, 541.488.1121 www.bikeschool.com



Vanilla Bicycles

Sacha White started building in 1999. Sacha, 30, is now a pioneering member of the new generation of builders. With a handful of timeless master builders as his benchmark for excellence, Sacha brings his experiences as a cyclist and craftsman to create a bike that is found at only one shop: The Vanilla Bicycles workshop.

Sacha and two assistants, Ben Leonard and Scott Ramsey, produce a special bike, but more importantly, a special experience for their customers.

The wait for a custom Vanilla is up to 36 months, from 15 months last year. When asked why folks would wait three years, White said, "I don't see the point in churning out just another bike. People see I am committed to building without compromise, I am committed to the craft and want to be a part of the journey with them. Plus Vanillas are downright sexy."

White won "Best in Show" at the 2005 and 2006 North American Handmade Bicycle Shows. This year, Vanilla will show a couple complete bikes and offer a few glimpses into the team's conceptual development of a new commission.

3450 SE Alder, Portland, Ore. 97214 971.570.3244 www.vanillabicycles.com



Velocity

Velocity is the manufacturer and distributor of high-quality aluminum rims and handbuilt wheels. Our rims are handmade at our Australian factory using aircraft grade 6106-T6 heat-treated aluminum. They are extruded, rolled, joined and drilled using custom-built machinery, ensuring only the highest quality end product.

Our rims are available in 11 different diameters, 18 extrusions, multiple drillings and a rainbow of dazzling colors. We pride ourselves on having a rim for every application and design. If you need something extra unique, we can roll and drill custom rims as well.

We hand-lace, tension and true thousands of wheels each year. Each wheel we build is meticulously crafted to your exact specifications. Our wheel-building specialists are dedicated to turning premium components into finely tuned wheels. Every wheel is laced, tensioned and trued by hand to ensure thousands of trouble-free miles. All of our products carry a 100 percent customer satisfaction guarantee; use our products and you'll know why we really are "the best name to ride with."



3546 Roger B Chaffee S.E., Wyoming, Mich. 49548 800.453.6126 www.velocityusa.com

Vendetta Cycles



Located in the heart of the Willamette Valley, Vendetta Cycles hand-builds custom made-to-measure bicycle frames one at a time.

Combining engineering skills, precision metal craftsmanship and a cycling passion, Garrett Clark and Conor Buescher create traditional lugged cycling frames to appeal to today's modern rider.

Vendetta Cycles was born in 2004 when Conor gave Garrett a new lugged, steel road frame for his birthday. The only problem was that the frame was *not assembled*. The gift consisted of lugs, Columbus steel tubing and Campagnolo dropouts—literally a raw, unassembled "kit."

With an educational background in mechanical and metallurgical engineering, many years of cycling experience and a little advice from veteran bike builders, the first Vendetta bicycle was born.

An accomplished track and road racer, Conor uses his riding experience to specify size and geometry of each Vendetta cycle. Garrett, with his extensive engineering training, produces Vendetta frameset layout drawings, silver brazes each frame joint and provides structural design input.

4948 SW Balsam Drive, Corvallis, Ore 97333 541.908.4406 www.vendettacycles.com

Vicious Cycles



Vicious Cycles was founded 13 years ago on the south side of the Catskill Mountains. Carl Schlemowitz began Vicious Cycles in the tradition of high-quality East Coast builders and has grown the company into a fully equipped manufacturing facility with seven employees.

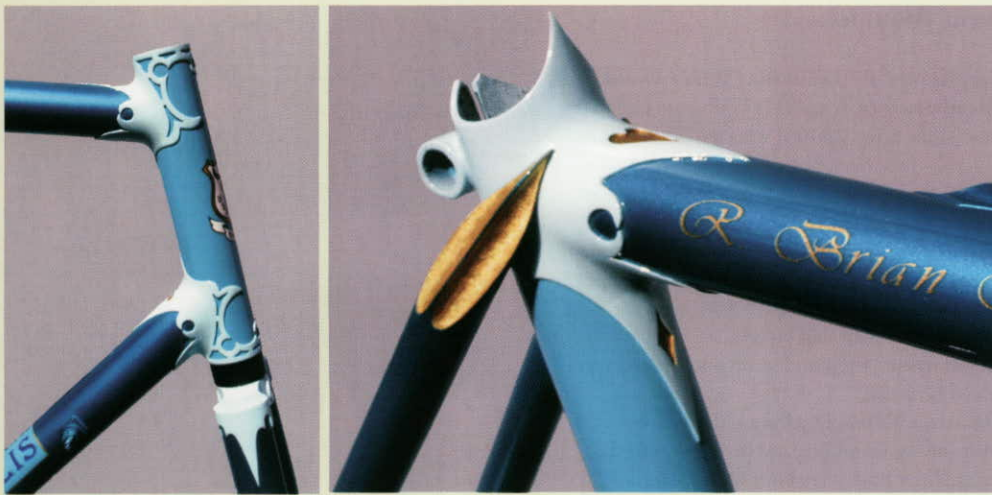
Vicious Cycles offers a full line of mountain, road, cyclocross, touring and specialty frames in steel and titanium, priced from \$1425 to \$3925. Mountain frames include full suspension, 29-inch and singlespeed options. Vicious Cycles

boasts the highest quality 3-2.5 titanium and custom-drawn steel tubes, custom small parts and expert welds. In addition, Vicious Cycles builds a line of mountain, road and cyclo-cross rigid steel forks, from \$275 to \$325. Mountain forks come in various sizes to compensate for differing frame build heights.

Vicious Cycles' high-quality paint department is known throughout the industry. Unlimited color selections and paint schemes drew the attention of many customers as well as other manufacturers. Vicious Cycles has painted frames for Seven Cycles, Parlee, Hollands, Hampsten, Titus and Elite, among others.



205 S. Ohioville Road, New Paltz, N.Y. 12561 845.883.4303 www.viciouscycles.com



Vintage Cycle Studio

My bio is my work. Where I came from, how long I've been building frames, and what I believe in is in my work. If you have the eye to detect all of these things, come to the show. See my work in person, talk to me and ask me the hard questions.

See how I stack up when you do the same for everyone else who makes claims about what they do. I don't believe in fancy words and grandiose claims; no dog and pony show here. The more they talk, the less they do.

Brian Baylis, 1997 Friendship Dr. Suite E, El Cajon, California 92020 619.449.5977 brianbaylis@juno.com

Waterford Precision Cycles

Waterford Precision Cycles carries on the Schwinn Paramount legacy. Waterford builds all its frames in its Waterford factory, 30 miles southwest of Milwaukee, Wisc. Built by Waterford founder Marc Muller to fabricate Paramounts in 1981, the Waterford factory was a hotbed of new ideas, including funny bikes, OS tubing, vertical dropouts, single-bend chainstays (for mountain bikes) and the first bicycle four-bar dual suspension design.

Founded in 1993, Waterford Precision Cycles continued these innovations with stainless steel dropouts, stainless steel lugs, air-hardening tubing, sloped top tube designs plus many more innovations. Today the company is a leading maker of fixed gear bikes, singlespeed bikes, travel bikes, Rohloff-hub designs and art-bikes thanks to its experienced staff of artisans.

Waterford enjoys a continued strong following from bike racers plus distance riders and tourists. In 1998 Waterford added the Gunnar line of lower-cost TIG-welded bikes to take advantage of the new air-hardening steels.



816 W. Bakke Avenue, Waterford, Wisc. 53815 262.534.4190 www.waterfordbikes.com

White Industries

Based in Sonoma County, Calif., White Industries crafts beautiful, precision cut CNC bicycle components. Since 1987 we have fashioned both common and exotic materials into functional and durable components: components that have shaped the industry, components that are art forms in their own right and components that have and continue to grace bicycles around the globe.

We are proud that we are a U.S. manufacturer, that we not only design and engineer our components, but we also manufacture our products with our own two hands. When you possess a handcrafted item, you know that it has something that is special and unique. Come, we invite you to see the handmade treasures that White Industries creates.



1325 Ross Street, Petaluma, Calif. 94954 707.769.5606 www.whiteind.com



Willits Brand Bicycles



Willits Brand Bicycles rides again! After moving Willits World Headquarters to the friendly state of Texas, Wes Williams and Jared Porter are building some of the finest 29-inch wheeled bikes in the world.

Wes is the torchbearer for the modern 29'er. A bicycle historian of sorts, Wes looked to the past for inspiration and found that 1880s bicycles ran 29-inch wheels commonly because big wheels smoothed out the bumps on rough roads and rolled more efficiently. He applied this concept to off-road applications, which blossomed with the advent of tires and components for the modern 29-inch wheeled bicycle.

Willits specializes in custom titanium and steel frames, forks and stems and builds bikes to fit the very small, very large and everybody in between.

Wes and Jared are master framebuilders, obsessed with building frames that marry form and function. Together they have 30 years of framebuilding and fitting experience, working previously for Ibis, Merlin and Serotta. Their frames are built with loving care in Austin, Texas.



517 S. Lamar, Austin, Texas 78704 512.422.3648 www.willitsbikes.com



Wolfhound Cycles

Wolfhound Cycles is a one-man company striving to combine performance and innovation with classic style and beauty.

Fred Cuthbert began building custom steel bicycles in 2001 after attending the United Bicycle Institute in Ashland, Ore. Wolfhound Cycles are inspired by Fred's love for the ultra custom, as shown in the variety in Wolfhound bikes, which include road, cross, touring and all types of mountain bikes, with a special emphasis on 29-inch wheels.

All frames are fillet-brazed for the ultimate in durability, versatility and beauty. The design of each Wolfhound is based not only on the customer's body measurements but their riding style and personality as well.

photos by Sean Bagshaw

213 N. 2nd, Tallent, Ore. 97540 541.910.2433 www.wolfhoundcycles.com



Ybarrola Frames and Persechini Classic Cycles

With a Spanish/Basque, Italian and American heritage, David Ybarrola has a unique combination of a European sense of style and an American can-do attitude. Living and studying in Europe has further honed his design and aesthetic sensibilities. After building up his first real road frame—a steel Bottecchia—in 1980, David was hooked on classic steel bicycle frames. His hands-on approach led him to building frames that met his vision of beauty matched with performance.

David has decided to split his line into two product groups, Ybarrola and Persechini. These are the surnames of each of his grandfathers. The Ybarrolas are more race-oriented with small streamlined lugs. The Persechinis are a fancier style of frame with more elaborate lug work and custom details.

San Diego, Calif. www.ybarrola.com info@ybarrola.co

*The framebuilders exhibiting at the NAHBS are all unique
and sometimes, eccentric individualists who share one
common trait—creativity.*

Quotes honoring the creative mind

Human salvation lies in the hands of the creatively maladjusted.—*Martin Luther King, Jr.*

A hunch is creativity trying to tell you something.—*Frank Capra*

In creating, the only hard thing is to begin; a grass blade is no easier to make than an oak.
—*James Russell Lowell*

An artist is a creature driven by demons. He doesn't know why they choose him and he's
usually too busy to wonder why.—*William Faulkner*

I am easily satisfied with the very best.—*Winston Churchill*

The reward of a thing well done is to have done it.—*Ralph Waldo Emerson*

Beauty—the adjustment of all parts proportionately so that one cannot add or subtract or
change without impairing the harmony of the whole.—*Leon Battista Alberti*

In the creative state a man is taken out of himself. He lets down as it were a bucket into his
subconscious, and draws up something which is normally beyond his reach. He mixes this
thing with his normal experiences and out of the mixture he makes a work of art.
—*E. M. Forster*

If you ask me what I came to do in this world, I, an artist, I will answer you: 'I am here to
live out loud'.—*Emile Zola*



Exhibitors Directory

Company Name	Street Address	City/State	Telephone	www
Accufit/Bill Boston Cycles	11 Deer Run Drive	Wilmington, DE 19807	302.633.6150	billbostoncycles.com
Ahearne Cycles	6006 N Atlantic	Portland, OR	503.473.2102	ahearnecycles.com
Ahrens Bicycles	1006 Pine Ave	San Jose, CA 95125	408.410.8089	ahrensbicycles.com
Alberto Masi/Milano Sport	PO Box 519	Greenwich, CT 06836	203.869.9735	milano3v.com
Alternative Needs Transportation	24 Water St.	Holliston, MA 01746	508.429.3350	antbikemike.com
Anvil Bike Works	9499 W Wagonwheel Dr	Littleton, CO 80125	303.471.7533	anvilbikes.com
Bikelugs.com	8307 Northumberland Lane	Chattanooga, TN 37421	423.954.3373	bikelugs.com
Bilenky Cycle Works	5319 N 2nd Street	Philadelphia, PA 19120	215.329.4744	bilenky.com
Bohemian Bicycles	5816 S Linden	Tucson, AZ 85712	520.440.3094	bohemianbicycles.com
Bruce Gordon Cycles	409 Petaluma Blvd South Suite B	Petaluma, CA 94952	707.762.5601	bgcycles.com
Calfee Design	783 San Andreas Road	La Selva Beach, CA 95076	831.728.1859	calfeedesign.com
Castellano Design	5927 Monte Verde Dr	Santa Rosa, CA 95409	877.Pivotless	castellanodesigns.com
Charter Oak Cycling	801 W. Covina Blvd #76	San Dimas, CA 91773	909.238.7855	billriderbicycles.com
Chris King Precision Components	2801 NW Nela Street	Portland, OR 97210	800.523.6008	chrisking.com
Cloud Nine Design	218 Brookside Ave	Santa Cruz, CA 95060	831.566.4509	cloudnine-design.com
Coconino Cycles	1235 Palmer Ave	Flagstaff, AZ 86001	928.774.7747	juniper-solutions.com/coconinocycles
Columbus/Nova Cycle Supply	411 Citrus Ave Unit N.*	Rocklin, CA 95677	916.624.6549	novacycles.com
Co-Motion Cycles, Inc	4765 Pacific Ave	Eugene, OR 97402	541.342.4583	co-motion.com
Crumpton Cycles	1211 W St. Johns	Austin, TX 78757	512.459.7458	crumptoncycles.com
Della Santa Cycles	36 Koehlepp ave	Reno, NV 89509	775.322.2305	dellasanta.com
Desalvo Custom Cycles	292 Van Ness Ave	Ashland, OR 97520	541.621.8408	desalvocycles.com
Dolce Cycles	2129 Twilight Court	Park City, UT 84060	435.640.5615	dolcecycles.com
Don Walker Cycles	PO Box 2392	Hewitt, TX 76643	254.733.9014	donwalkercycles.com
Easy Racers	200 Airport Blvd	Freedom, CA 95019	831.722.9797	easyracers.com
El CAmino Fab	PO Box 8767	Emeryville, CA 94662	510.450.0651	elcaminofab.com
Engin Cycles	7837 Germantown Ave	Philadelphia, PA 19118	215.248.2829	engincycles.com
Fairing Industrial Inc	12340 East End Ave	Chino, CA 91710	909.902.5400	fairing.com
Fraser Cycles	8651 Larson Way	Le Mesa, CA 91941	619.463.6857	frasercycles.com
Full Speed Ahead	12810 NE 178th St.	Woodinville, WA 98072	425.488.8653	fullspeedahead.com
Gita Sport USA/Dario Pegoretti	12500 Steele Creek Road	Charlotte, NC 28273	800.729.4482	gitabike.com
Grogard Bicycle Co.	5724 Southgrove Dr	Citrus Heights, CA 95610	916.216.3465	grogardbikeco.com
Henry James Bicycles, Inc.	704 Elviro	Redondo Beach, CA 90277	310.540.1552	henryjames.com
Highway 2/Brooks Saddles	1909 Miller Dr	Olney, IL 62450	618.395.8088	highwaytwo.com
Hunter Cycles	PO Box 1421	Soquel, CA 95073-1421	831.761.3528	huntercycles.com
Igle Cycles	PO Box 2165	S. Hamilton, MA 1982	978.302.0905	iglebike.com
Independent Fabrication	86 Joy St. Rear	Somerville, MA 02143	617.666.3609	ifbikes.com
Innerlight Cycles	2504 Bates Dr.	Davis, CA 95616	530.400.5571	innerlightcycles.com
Ira Ryan Cycles	524 NE Church Street	Portland, OR 97211	503.810.2504	iraryancycles.com
Jai Bike	1914 Virginia St	Berkely, CA 94709	510.848.2996	djstrain@sbcglobal.net
Jonny Cycles	2330 Atwood Ave	Madison, WI 53704	608.438.1587	jonnycycles.com
Keith Anderson Cycles	222 N Marble Dr	Grants Pass, OR 97526	541.471.4114	keithandersoncycles.com
Kent Eriksen Cycles	PO Box 775411	Steamboat Springs, CO 80477	970.879.8484	kenteriksen.com
Kirk Frameworks	329 Little Wolf Road	Boseman, MT 59716	800.605.KIRK	kirkframeworks.com
Kish FabriCation	793 E Foothill Blvd. #13	San Luis Obispo, CA 93405	805.574.0414	kishbike.com
Land Shark Bicycles	225 Crystal Hights Road	Medford, OR 97501	541.535.4516	landsharkbicycles.com
Marschall Traditional Frameworks	Gewerbepark Moehnesee-Echtröp	Gutenbergweg 7 D-59519 Moehnessee	49.2924.8515.32	marschall-framework.de
Merlin	PO Box 23463	Chattanooga, TN 37422	423.238.4682	merlincycles.com
Moyer Cycles	5007 Ave G	Austin, TX 78751	512.294.0579	moyercycles.com
Naked Bicycles and Design	PO Box 135	Heriot Bay, BC V0P 1H0	250.285.3181	timetogetnaked.com
National Insurance Pros	1040 NE Hostmark St #200	Poulsbo, WA 98370-7454	360.697.3688	nipc.com



Company Name	Street Address	City/State	Telephone	www
Nobilette	1616 S Horseshoe Cir	Longmonte, CO 80504	303.772.8139	nobilettcycles.com
Nova Cycle Supply	411 Citrus Ave Unit N.*	Rocklin, CA 95677	916.624.6549	novacycles.com
NTP Bikes	1699 Hawes St	San Francisco, CA 94124	415.822.1300	ntpbikes.com
Old Man Mountain	23 S Fairway	Goleta, CA	805.692.9950	oldmanmountain.com
Oswald Cycle Works	7 N Main St	Mansfield, PA 16933	570.662.3097	oswaldcycleworks.com
Pacenti Cycle Design/Bikelugs.com	8307 Northumberland Lane	Chattanooga, TN 37421	423.954.3373	bikelugs.com
Paragon Machine Works	253 S 25th St	Richmond, CA 94804	510.232.3223	paragonmachineworks.com
Patrick Cycles	408 Rosewood Ave	San Jose, CA 95119	408.930.4551	patrickcycles.com
Paul Component Eng.	2574 Fair St	Chico, CA 95928	530.345.4371	paulcomp.com
Peacock Groove		Detroit, MI	952.941.9391	peacockgroove.com
Pegoretti Cicli	Via Brenta, 46, 38052	Caldonazzo, Trento, Italy		pegoretticicli.com
Pereira Cycles	426 NE 24th Ave	Portland, OR 97232	801.209.9301	pereiracycles.com
Peter Mooney Cycles	480 Trapelo Rd	Belmont, MA 02478	617.489.3577	wheelworks.com
Phil Wood & Co.	385 E Taylor St. #110	San Jose, CA 95112-3183	408.298.1540	philwood.com
Rapha Racing	5411 W Adams Blvd	Los Angeles, CA 90016	323.640.1603	rapha.cc
Rebolledo Cycles	PO Box 1628	Glen Ellen, CA 95442	707.293.3062	rebolledocycles.com
Retrotec	PO Box 3714	Napa, CA 94558	707.258.2203	ingliscycles.com
Rex Cycles	1930 Capitol Ave	Sacramento, CA 95814	916.446.5706	rexcycles.com
Richard Sachs Cycles	No. 9, N Main Street	Chester, CT 06412	860.526.2059	richardsachs.com
Ritchey Logic	575 Old Country Rd	San Carlos, CA 94070	650.368.4018	ritcheylogic.com
Roark Titanium Bicycles	136 North Green St	Brownsburg, IN 46112	317.852.3163	roarkfab.com
Rock Lobster	2533 D Mission Ste Ext.	Santa Cruz, CA 95060	831.429.8010	rocklobstercycles.com
Rue Sports	9829 E Billings Ct	Mesa, AZ 85207	480.452.7395	ruesports.com
Sadilah	1337 Stanislaus Dr.	Chula Vista, CA 91913	619.708.3931	sadilah.com
Selle Italia/ProNet Cycling	910 N Cambrian Ave	Bremerton, WA 98312	800.279.3793	pronetcycling.com
Seven Cycles	125 Walnut Street	Watertown, MA 02472	617.923.7774	sevencycles.com
Shimano	One Holland Dr	Irvine, CA 92618	949.951.5003	shimano.com
Soulcraft	PO Box 2631	Petaluma, CA 94953	707.775.2453	soulcraftbikes.com
Spectrum Powder Works	309-D Arrawanna St	Colorado Springs, CO 80909	719.633.5290	spectrumpowderworks.com
Sputnik Tool	370 Old Country Road	Sedgwick, ME 04676	207.359.4607	sputniktool.com
SSSink	8406 NC Hwy 163	West Jefferson, NC 28694	336.982.4135	sssink.com
Steve Potts	PO Box 895	Inverness, CA 94937	415.663.9011	stevepottsbicycles.com
Strong Frames	701 E Mendenhall	Boseman, MT 59715	406.587.1134	strongframes.com
Summersett Custom Bicycles	6525 Puerto Drive	Rancho Murieta, CA 95683	916.354.2050	summersettbikes.com
Sycip Design	111 5th St	Santa Rosa, CA 95401	707.452.6359	sycip.com
Thursday Bicycles	624 W Young St.	Pocatello, ID 83204-2706	208.478.1358	thursdaybicycles.com
Titus Cycles	1711 W University Dr #157	Tempe, AZ 85281	480.894.8452	titusti.com
Townsend Cycles	347 Melrose Av	Monrovia, CA 91016	323.228.8159	gregorytownsend@verizon.net
True Temper/Henry James	704 Elviro	Redondo Beach, CA 90277	310.540.1552	henryjames.com
United Bicycle Institute	401 Williamson WY	Ashland, OR 97520	541.488.1121	bikeschool.com
Vanilla Bicycles	3450 SE Alder St	Portland, OR 97214	503.233.2453	vanillabicycles.com
Velocity USA	3546 Roger B Chaffee SE	Wyoming, MI 49548	800.453.6126	velocityusa.com
Vendetta Cycles	5958 SW Balsam Dr	Corvallis, OR 97333	541.908.4406	vendettacycles.com
Vicious Cycles	205 S Ohioville Rd	New Paltz, NY 12561	845.883.4302	viciouscycles.com
Vintage Cycle Studio	1997 Friendship Dr Suite E	El Cajon, CA 92020	619.449.5977	classicrendezvous.com/USA/Baylis
Waterford Precision Cycles	816 W Bakke Ave	Waterford, WI 53185	262.534.4190	waterfordbikes.com
White Industries	1325 Ross St	Petaluma, CA 94954	707.769.5606	whiteind.com
Willits Brand Bicycles	517 South Lamar	Austin, TX 78704	512.422.3648	willitsbikes.com
Wolfhound Cycles	539 Palm St	Medford, OR 97501	541.910.2433	wolfhoundcycles.com
Ybarrola Frames/Persechini	4018 Moratalla Terrace	San Diego, CA 92130	858.755.7554	ybarrola.com
Zipp Speed Weaponry	1180 N Main St.	Speedway, IN 46224	317.481.1120	zipp.com

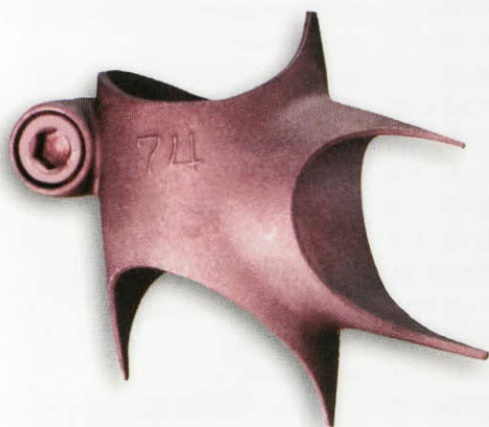


Henry James Bicycles, Inc.

Celebrating our 30th year designing and supplying investment cast steel lugs, bottom bracket shells, fork crowns, and dropouts

Henry James Bicycles Timeline

- 1977 Designs, tools and begins selling the **Henry James Bottom Bracket Shell**
- 1978 Introduces **Custom Series Lugs** in a wide range of angles – still growing today!
- 1979 The now famous hollow **Henry James Fork Crown** enters the market
- 1980s Schwinn Paramount, Serotta, and Masi USA grow, fueling growth at Henry James
- 1987 Henry James becomes the Distributor for **True Temper Sports** tubing
- 1990 Henry James designs the first of our **growing line of Frame Jigs** for Builders
- 1990s Economics of TIG welding end the high volume use of lugs on bicycle frames
- 2000s Small Custom Builders become the major source of lugged steel custom frames



www.henryjames.com

As we enter our 30th year, we are not slowing down at Henry James Bicycles. We will introduce two new lug series this year. Our ACCESS Series Jigs are further refined. We now have a fork building attachment, a universal axle option, and new floor and bench mount options. We will expand our line of Framebuilding Jigs.

The philosophy at Henry James Bicycles is to support quality American manufacturers, so all our products are **Made in the USA.**



True Temper Sports specializes in manufacturing bicycle tubing in the USA. In 20 years as their Distributor, we have seen growth and innovation – for example: OX PLATINUM and S3 Super Light Tubing, Alpha Q Composite Forks, Handlebars, Stems, and Seat Posts
True Temper is committed to supporting Custom Framebuilders
Henry James stocks over 140 different bicycle specific tubes

www.trueemper.com

www.alphaqbike.com



True Temper Sports Timeline

- 1902 17 blacksmiths form The American Fork & Hoe Co.
- 1923 Begins making Steel Golf Shafts
- 1949 Renames itself True Temper Corp.
- 1952 90% of PGA Tour Players use True Temper Golf Shafts
- 1980 Makes Butted Steel Bicycle Tubing
- 1984 Now a major supplier of steel tubing to US bike makers
- 1984 Supplies the tubing for the USA Olympic Team
- 2007 New products are in development



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ride the revolution

paketa magnesium bicycles
road ♦ mountain ♦ cross ♦ tandems



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currently available in the world

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