

New Tweed Bags. Samples, not finals

should be in Peeking Thru the Knothole

The tweed may change. We expected the most recent one and got the one before that, but these are just samples. Now the bags are the same designs as the Sackvilles.

We ordered these almost a year ago, and are told we'll have them in November, but we expect March. There are maybe thirty on back order already, and we'll likely sell out of them shortly after they arrive, especially if they come in March.

Three models expected, but not shown:
Keven's Bag (like Sackville SaddleSack XS)
Little Loafer (like Sackville Trunksack S)
Seat Pouch (Banana-style seat bag).

Expected only. No assurances.

part no. 20-147
\$215 or so



The maker (it will be a Nigel Smythe) did a pretty good job of plaid-matching the various parts of the bags, but that introduces a whole new topica and level of obsessiveness that we won't....get into.

part no. 20-140
\$160 or so



This bag needs a bit more work than the others. It's a hair too wide for the Nitto rack, and the wimy magnets are ineffective. But it is a sample, after all.

part no. 20-140
\$130 or so



The Nigel versio of the large Sackville Trunksack. A simple, easy, useful design. The Sackvilles have genuine 3M strips. Maybe this is a British version.



How much are fantastic-looking chainrings worth?

We'll come to no conclusions here, but I like this picture, and they do look good. These are TA rings mounted on a fancy Sugino crank, a double, and the combo looks really good. Still, a double. For some riders and some roads that's fine.

The 46 x 34 combo shown here is a good way to make a compact double. The usual ones are 50 x 34, but the 16t gap doesn't shift as well as the 12t, and if buttershifts are your reason for living, then get those chainrings within 8 or fewer teeth of one another. A 44 x 38, or 42 x 36. A good triple, one we're starting to put on a few bikes, is 44 x 36 x 24. It's terribly hard to beat that for allaround riding.

Our preference for smaller big rings explains our hatred of brazed-on front derailleurs. They're always brazed on too high---right for 50 to 55t rings, but who rides those? Or, who *needs* those, when you have 11, 12t rear cogs? Anyway, TA has some nice-looking rings. Once they're greasy, though, who can tell?

One of those things, that I thought would sell horribly but I thought it was a good THING to do, is the Silver Shifters.

NOBODY except us have made or attempted to sell new non-indexed shifters since 1986. We sell a few hundred of them a year, and have since about 1997 or so. We bought tooling for them in 1997, and I thought they'd appeal mainly to old guys who like to hate new stuff, but it turns out we sell them to young happy women, too. When people test ride a bike without even thinking about the shifters, they often end up raving about how easy the shifting is, and these are people who don't even know what indexing and friction mean. We don't send them off with a comment about the shifters, we don't ask, "how was the shifting?" or anything. ANYWAY, the Silver Shifters continue to make me think I'm glad I was wrong. Sometime, on some bike, try them out. They don't index, but if you can handle that, you'll love the feel. It's like advancing the film on a good camera. Exactly like that. I wish we could reshape the lever with a slight dogleg in it. But you know what? It's too late, so....tough!



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