

It's a stout touring-trail bike, somewhere between an Atlantis and a Bombadil. It has Bomba-stout tubing --- about 0.1mm thicker in the main tubes than the Atlantis tubing. But like the Atlantis, the Hunqapillar has either 26-inch or 700c wheels, depending on the frame size (48cm-51/26; 54-58-62/700C). Geometry here.

Again Bombadil-like, it has an expanded frame, meaning the listed size truly is the length of the seat tube, and then from that point the top tube slopes up six degrees. This increases the standover height (compared to a top tube that's level or slopes up less), and that's why you ride about 3 to 6cm smaller than you would, say, a Surly or Masi. And as long as you buy down a few centimeters, you'll have the standover clearance you like.

I/Grant ride a 59 Hilsen, and a 54 Hunqapillar. Keven rides a 62-63, and is getting a 58. It goes like that.

The benefit is higher handlebars easier, and that means more comfort --- important and desirable on any bike, and especially on one for touring.

The Hunqapillar frame is an interesting mix of materials and co-conspirators. It's made in Taiwan by a team of builders trained by Tetsu Ishigaki, of Toyo. The main tubes are the most expensive steel tubing we could find anywhere --- Japanese Kaisei 8630 heat-treated. The seat and chainstays are excellent Taiwan CrMo. The fork is made in Japan by Tetsu Ishigaki at Toyo.

The Hunqapillar has clearance for 2.2-inch tires, which is big enough for anything except downhill racing. The smallest tire you have any business riding on it is about 38mm/1.5-inches --- an appropriate size for a loaded tour on pavement, although we'd recommend bigger than that.

Every bar in the world is suitable for the Hunqapillar, so put on what you like. Drops, Moustache, Bullmoose, and Albatross are the ones we like, and you'd be hard-put to come up with reason to not go with one of those.

Rear Spacing is 135mm --- normal for touring and mountain bikes, and that gives you access to about a million rear hubs.

The two bigger sizes, the 58 and 62, have extra top tubes, for extra strength. The smaller sizes don't need them, because the main triangles are already well-triangulated.

Note: 58 + 62cm Hunqapillars have been built with both 26.8 and 27.2 inner seat

tube dimensions. If you are buying a frame-only from us, check with us before buying/using a seat-post from someone else, and we'll let you know which one works for your frame.

It has plenty of braze-ons for any tour. It's strong enough for any trail. It's comfortable enough for any back, hands, neck.

The headbadge has a Woolly Mammoth, and Hunqapillar seemed a good name for a Woolly Mammoth. (The name "Hunqapillar" came from a mailbox in Indiana, but that one had a K, and may have ended with er. This is top secret.)

The frame is dark grey with seat tube, down tube, and head tube panels of a complementary kidney bean color. Since the grey and bean are of similar tonal values, or however the colorists describe it, the lugs are lined with cream. The effect is a nice, crisp-yet-mellow line of vanilla. Forget the looks, though; the bike is really, really good.

Frame-fork-headset cost \$1500-1600.

Watch the Hunqavideo [here](#).

tubing: Butted CrMo. The seat, tops, and down tube are Japanese Kaisei 8630 heat-treated and custom-spec'd for the Hunqapillar. The chainstays are Japanese Kaisei as well, but not custom 8630. The other tubes are standard CrMo. The fork is made in Japan with a low radius rake, how we like it.

The front dropouts are our new investment-cast, internal plug style with two eyelets. The rear dropouts are either investment cast (54cm and larger frames) or forged (the 48 and 51). They're equally good, but the small frames didn't fit the cast dropouts, and that shouldn't make you sad. If it does, don't be that way (sad). It is a superb dropout, artistically addressed and beautified.

All lugs, bb shell, and the fork crown are ours exclusively. We had a new BB shell made for this frame, and two (2!) new lugs, for the second top tube on the two larger frames. Obviously, with another Kaisei tube and two lugs and the labor involved, the two bigger frames cost us more to make, and if we same-sized the margin on all the models, these would cost more. We don't like two-tiered pricing by size, even when it's justifiable, and this time we priced all frames as they would be with single top tubes.

All frames use 1-inch threaded headsets, as is normal around here and unusual in the real world, where you will be told this is backwards and obsolete. That is

pure bullpucky. The one-inch standard has worked for more than a century, and didn't stop working well when oversized and threadless headsets were introduced. Our "skinny steel" head tubes are far more reliable and safer than are fat-n-flared carbon, and allow us to make forks with good tire clearances (up to 52mm wide in the case of the Hunqa).

In addition, the Hunqa's fork uses a quill stem, which makes vertical adjustments easy as pie. Far from being obsolete, the quill stem remains a sensible standard, and availability is easy. We have twenty variants in stock, with different lengths, materials, and looks. If you want a clamp-on stem for any reason, adapters abound and by the time the Hunqa is out of the oven we'll have a fine one by Nitto.

There is a kickstand plate that doubles as a chainstay bridge.

The name "Hunqapillar" is a variant of a last name that's usually spelled "Hunkapillar" or "Hunkapiller." One of those was a name my girlfriend-at-the-time and I saw on a big fat mailbox in Indiana when we were touring in 1976, and it's always been a fun, friendly, easy name that rolled off the tongue. It seemed an appropriate name for a stout bike, and rather than irk the Hunkapillars with an "e" before the final R, or the Hunkapillers, with an "a" there, we went for the Q without the U to distract the both. The "a" won the next-to-last spot because it looked better.

The bike itself may be a new model, but coming as it is after 15-1/2 years of Rivendell models, it is already highly refined. It has benefited from all we've learned up to this point, and we fully expect it to last you into the sunset.

How to build it up?

We have tons of experience with all of our bikes, and infinite patience. If you know only the result you want but not how to get there, let us show you the way. We'll ask the right questions, we know how to interpret the vaguest of answers, and from the get-go we have your best interest as a goal.

Whether you put drops or Moustache H'bars or Albatross bars or Bullmoose or something else on it, we'll make sure you get the right bike for you; and with all the possibilities, it will likely be the only one exactly like it in the world. A fun process leading to a killer Hunqapillar!

Want a 29'er Hunqapillar? [Look here.](#)

Sizing

As always, we like to start with your Pubic Bone Height (PBH). Lots of riders are used to BMX and mtn bike frames, and if you're one, you can use the smaller of the sizes recommended for your PBH. Otherwise, go with "BIG RIV" sizing.

The PBH/size breakdown is:

48cm Hunqa: 76.5-83cm PBH (Saddle height 66-72cm, standover on biggest tire is 77.5cm)

51cm Hunqa: 79- 85cm PBH (Saddle height 68 to 74)

54cm Hunqa: 83.5-89cm PBH (Saddle height 72-81cm, standover on biggest tire is 83.5cm)

58cm Hunqa: 87.5-93cm PBH (Saddle height 76-84cm, standover on biggest tire is 87.5cm)

62cm Hunqa: 91.5-100cm PBH (Saddle height 82-90cm, standover on biggest tire is 91.5cm)

Basically, the Hunqapillar is easy to size. Nine in ten riders can go by the following:

Under 5' 6" : 48cm

5'6" to 5'8" : 51cm

5-9" to 5-11: 54cm

Long-legged 5-10" to 6-1: 58cm

Long legged 6ft to 6-4.4: 62cm

If you're in the high sixes, get a Bombadil, either a 64cm or 68cm. It costs more, but it's still a good deal, and if you're too tall for a 62 Hunqa, then you probably haven't ever had a bike that fit you (in your adult life), and it's time for the madness to stop.

Which handlebar?

This is the hardest decision you'll make, because every option makes sense. If you're in love with drop bars, go ahead. Put them on a DirtDrop stem, and you'll love life. If you want maximum comfort and the most upright position: Albatross bars. Use a Technomic Deluxe stem. 10 to 12cm long. Probably half the Hunqas will go out with Moustache H'bars -- either with a DirtDrop 8 or 10, or a

Technomic 7 to 9cm. And heavens, what better choice for a Hunqapillar than the Bullmoose bar? Hand-fillet brazed by Nitto of CrMo steel, it complements the bike and will confound any newbie who sees it.

Tires

Don't put on anything smaller than a 38mm. And that one, only for road touring. If most of your riding is on pavement but you want trailabilities, go with a Schwalbe Marathon Supreme or Extreme or Dureme.