



The 2017 Rivendell ROADINI

In the mid-1970s just three kinds of bikes — road, “sport-touring,” and *actual* touring—covered all kinds of riding. The difference was tire size, tube beefiness, and gearing.

If you had only a road bike, you could mount 32mm tires and a rack and go on a credit card tour. If you had a touring bike, you could strip the racks, ride lighter tires, and sprint with the club. A “sport-touring” bike was the do-it-all.

When the ‘80s mtn bike & its lite variants took over comfortable & practical riding, the road bike retreated to extremism and hasn’t recovered. Today’s typical road bike is suitable only for head-down/follow-the-butt riding on dry and smooth roads. Years of tech-chasing and weight wars have sucked the sense out of it.

The handlebar is too low, so it’s uncomfortable. The skinny tires and no fenders rule out rough or wet roads. It’s a nervous handful in the wind or on a fast descent. You can tame it, but it’s always on the edge of something—a crash that’s not entirely your fault, a fender install it rejects, a slightly too big tire you have to return, a responsiveness that never lets you relax.

If it’s carbon fiber, a hidden manufacturing flaw or a wound picked up along the way is a potential sudden failure. On paper, carbon looks like the best material in the land. But carbon bikes have a dismal record of sudden failures and life-changing injuries to their riders. This isn’t fear-mongering; it’s a carbon fiber fact. Carbon is popular because most road bike riders can’t see past tech and weight and what the pros are paid to ride.

OUR ALL-LUGGED CrMo STEEL ROAD BIKE — the \$4,200 Roadeo, is an excellent alternative. It’s far more versatile than a modern road bike, will last ten times as long, and can’t fail suddenly—because it’s CrMo steel. It’s similar to the early ‘70s road bikes, but has benefitted from 40 years of materials, design, and construction progress. But \$4,200 is still a lot.

If most of your riding is carrying something and going somewhere, you might still want a sporty bike for solo or group road rides that finish at the coffee place. And maybe you want variety, but your budget’s \$2,200 to \$2,500. You should be able to get something for that, right?

In 2015 we sketched out a bike with the ride of the Roadeo and all the qualities a road bike should have. It’s safe, comfortable, good for all roads & weather, and fun to ride. This August we’ll have it: the Italian-sounding ROADINI.

Roadeo vs ROADINI

1. The Roadeo has lighter tubes, but ROADINI’s tubes are light enough. They’re our own SILVER design, but we’ve chopped from the big-butted ends to minimize weight. It’s light enough, and stronger than necessary.

2. The same tire clearances —up to a 35mm with no fender, and easily a 28mm with.

3. ROADINI’s chainstays are a hair longer than the Roadeo’s (which are already longer than most)—so it’s more stable, but still zippy.

4. The ROADINI top tube slopes up more, so it’s easier to get the bars high. Your ROADINI size is 2-3cm smaller than your Roadeo size.

5. The Roadeo frame is made in America and is all lugged, which makes it our flagship road bike. The ROADINI frame is made in Taiwan, is tig-welded except for a seat lug, weighs a few ounces more, and costs \$1,450 less.

The ROADINI’s seat lug has the swirly beauty of our other seat lugs, and a new way of attaching seat stays that makes a gorgeous joint, rock solid. It may take some familiarity with compression and sheer to fully appreciate, though.

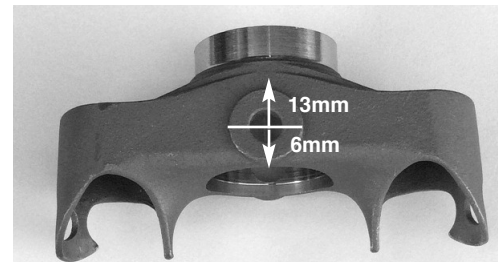
6. The Roadeo & ROADINI forks have the same crown, material quality, construction quality, and good looks. The Roadeo fork is made in America; the ROADINI fork—Taiwan.

THE ROADINI IS AN ALL-AROUND, ALL-WEATHER ROAD BIKE. It gives up nothing to modern extreme bikes on smooth, ideal roads, and far better in every way when conditions are crappy. It has the reasonable clearances of the oldies, higher quality overall construction, is more comfortable, and rides like a Rivendell.

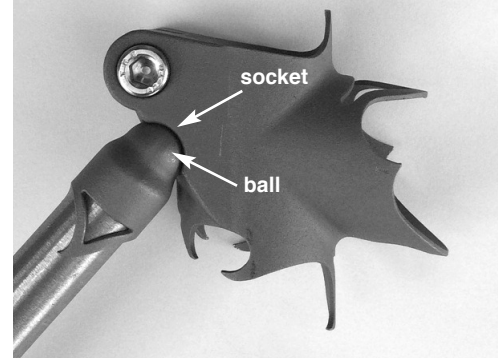
If up to now you’ve avoided road bikes because they’re so weird, extreme, and expensive—good move. But the ROADINI is a *better* road bike. This year we’re making just 82 frames in 5 sizes.

If you’re interested in the ROADINI, go here to keep on top of the progress:

http://eepurl.com/cFkw_b



Roadini’s investment-cast road crown with the vertically uncentered hole that maximizes clearance for bigger tires, fenders. All crowns for sidepulls should copy it. It’s not patentable.



Here’s that our new seat lug with a ball-and-socket fit that eliminates sheer forces and adds extra strength. There are lots of smart secret details in this lug, but that’s the only one we’ve time to harp on here. If this lug gets made on time, it’ll go on the Roadini. Si no..no.

frame vitals

SIZES—48 (650B); 51, 55, 58, 62 (700C)

TWO COLORS: blue, darkish silver.

COMPATIBILITY: Quill stem, 1-inch threaded headset (30.2 x 26.4), 130mm rear wheel, 31.8 front der., 26.8mm Seat post.

FRAME & FORK (no parts): **\$800.**

sizing by pbh or saddle height

PBH	SADDLE HT	ROADINI SIZE
74-5-77-5	73-5-76-5	48 (650B)
77-83	76-72	51
82-87	71-76	55
85-90	75-79	58
89-96	78-85	62

This assumes you’re not comfortable on a modern road bike with a “bike shop fit.” But if you’re a young gummy and like low bars, ride down a size. A Roadini 55 will have the bar-height of a much bigger typical modern bike. Like, about a 62.

BUILD OPTIONS

1. **RIV TRAD.** Non-brifter shifting, and parts we’ve used forever. 32-spoke wheels. Lots of flexibility, talk to us, we’ll help you nail it. About \$1,500 for parts.

2. **RIV MOD.** Mark & Brian will get you the best combo of Shimano non-electroid brifter shifting in your budget. Typically \$1,600-\$1,800 for parts, but if you want to go nuts, we’ll be reluctant enablers. (We’re cheaper with your money than you are.)

3. **PART / FULL ROGUE.** A good option if you have some parts already and you want the new stuff to be compatible with it. We’re happy to advise, but you’ve got to ask.



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