

FOR YOU AND YOUR BIKE

Kit for your next ride

by Mike Deme

Louis Garneau Multi LG

If you're looking for a new spd-compatible cycling shoe, you might want to consider the Multi LG from Louis

Garneau. It's a low-cut shoe with a lot of ventilation and breathability, and it offers a simple design: just two velcro straps to fasten and no shoe laces to get caught up with the sticky stuff from space. I found the sole to be quite stiff for what Louis Garneau markets as a mountain-biking shoe and it felt more like a road shoe to me, but it works equally well for both disciplines.

One thing of note: The Multi LG seems to be designed for the slender-footed cyclist, not people like me with Barney Rubble type feet. I typically wear a size 9 1/2, or a 43 European, but the LG in this size was a tight squeeze for me.

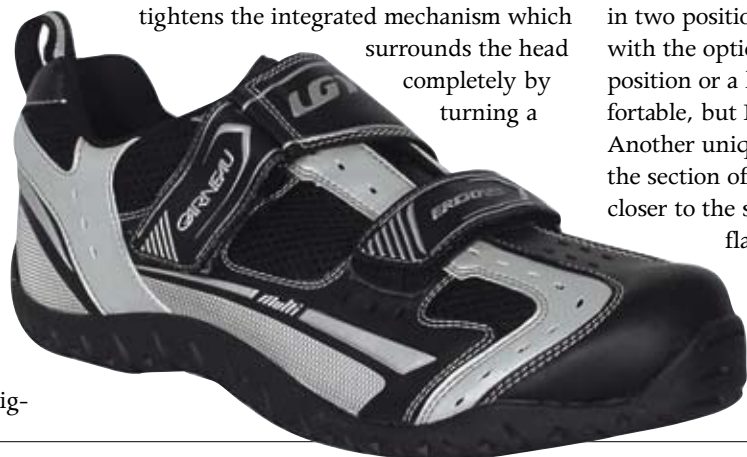
The Multi LG offers a semi-rigid rubber Ergo Grip outsole, weighs 14.3 ounces (405 grams), and retails for \$80. For more information, visit louisgarneau.com or call (800) 448-1984.

Lazer 02 Road Race Helmet

Some people think there's not much difference between helmet brands and models, and they may be right. But the same can be said about a lot of consumer goods: shoes, tires, pumps, cameras, the list can go on. What separates one item from another is design — and personal preference. The Lazer 02 Road Race helmet fits my preferences for a bicycle helmet. It offers a small profile, beefy straps, and my favorite feature, the Rollsys fit system. A lot of helmets on the market have a proprietary fit system, but most focus on the back of the head. The Rollsys system tightens the integrated mechanism which surrounds the head completely by turning a

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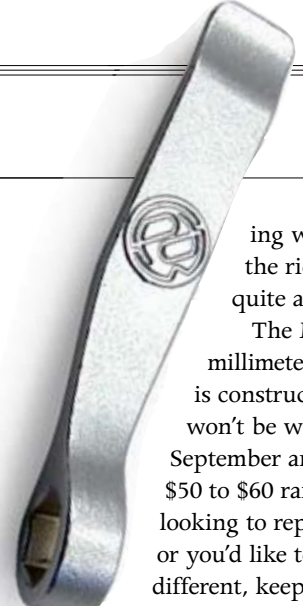
wheel at the top of the helmet. I find this feature to be easy to use on the fly, which is good because I tend to crank it tight when I put the 02 on only to find that once I start riding, my head swells a bit. (Some would say a bit more.)

The 02 features 25 vents, weighs 10.8 ounces (306 grams), and retails for \$110. For more information on Lazer helmets, visit www.lazerhelmets.com or call (952) 941-9391.

Full Speed Ahead Metropolis

I've had a straight bar on my Cannondale T-1000 for years. The straight bar provides better control for me on rougher terrain than drop bars but it doesn't allow for multiple hand positions. For that I've had a pair of Newk drop bars attached, in addition to my old brake hoods. This arrangement worked well but I've been itching to try something new.

The Metropolis, a new commuter/touring rig from Full Speed Ahead gave me the opportunity. This handlebar is a variation of the old mustache handlebars that were popular in the late 1980s and 1990s, but with some unique design elements. For one, the Metropolis can be mounted in two positions, providing the rider with the option of a more upright riding position or a lower one. (Both are comfortable, but I prefer the lower position.) Another unique design element is that the section of the bar after the curve, closer to the stem, is not round but a bit flat. This provides another hand position as well as a lower more closed upper-body position allowing for decreased wind resistance. It's almost like rid-



ing with an aerobar, but the riding position is not quite as dramatically low.

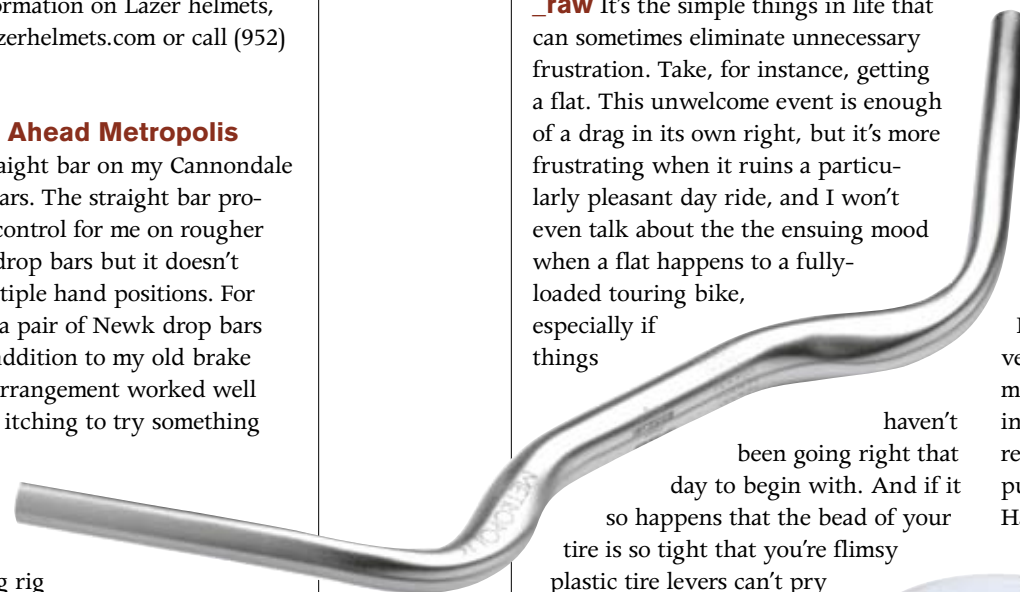
The Metropolis has a 31.8-millimeter center diameter and is constructed of aluminum. It won't be widely available until September and will cost in the \$50 to \$60 range. If you've been looking to replace a mustache bar or you'd like to try something a bit different, keep an eye out for the Metropolis at www.fullspeedahead.com or you can call (425) 488-8653.

Portland Design Works 3wrencho

It's the simple things in life that can sometimes eliminate unnecessary frustration. Take, for instance, getting a flat. This unwelcome event is enough of a drag in its own right, but it's more frustrating when it ruins a particularly pleasant day ride, and I won't even talk about the the ensuing mood when a flat happens to a fully-loaded touring bike, especially if things

haven't been going right that day to begin with. And if it so happens that the bead of your tire is so tight that you're flimsy plastic tire levers can't pry it loose, well, I can only speak for myself, but something just might just break.

Enter the 3wrencho from Portland Design Works (PDW), a bike-accessory company started recently by two bike industry pros whose mission is to develop beautifully simple products. This heat-treated steel lever can pry the tightest tire off the toughest rim. I know what you're thinking, heat-treated steel! Won't that damage my rim? Possibly, at least cosmetically, so PDW



also offers a coated version. For those of you who own a bike with 15-millimeter axle bolts holding your wheels on, the 3Wrencho has a wrench for these at the other end and, as I've already done, you can also use the flat end to spread peanut butter.

The 3Wrencho is 4.5 inches long, weighs 3.5 ounces (99 grams), and costs \$20. More about it can be found at www.ridepdw.com/goods/tools/3wrenchoraw or by calling (503) 234-7257.

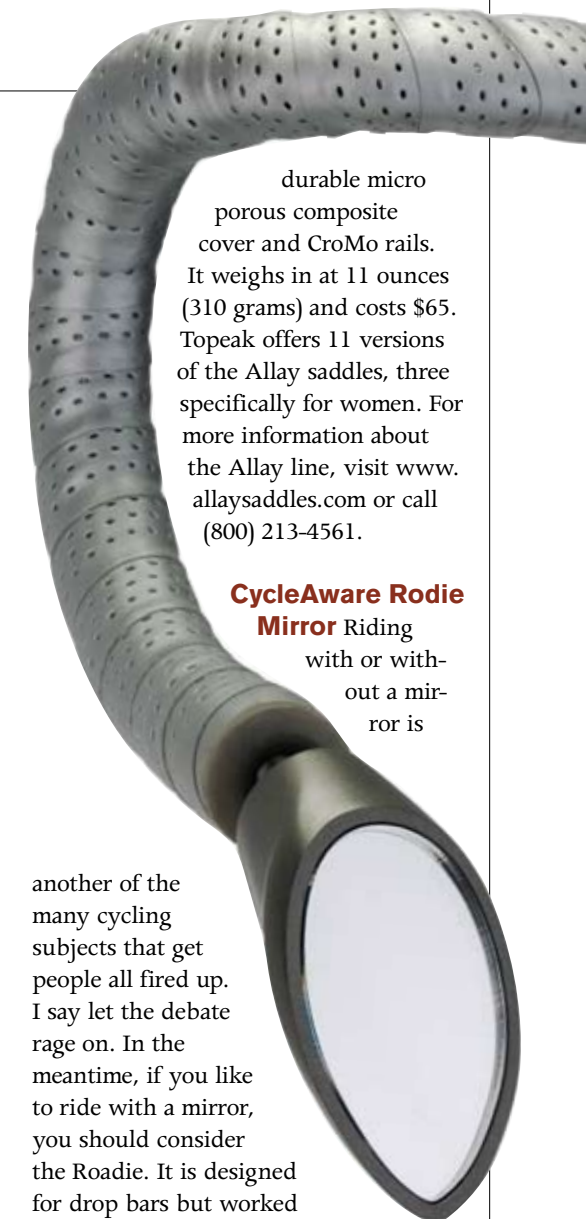
Allay Racing Sport 2.1

I reviewed the Allay Racing Sport saddle by Topeak in the 2008 November/December issue so this is more of an addendum to that review, which can be read online here: www.adventurecycling.org/library (search "Holiday Gear Guide"). Version 2 of this saddle is very similar to version 1, still offering an air-filled cushion which Topeak calls the "Compression Free Zone," the firmness of which can be adjusted and fine-tuned. I liked the Racing Sport then but I like the new version even better, mainly because the micro pump that inflates the cushion is integrated into the saddle and doesn't require the separate and removable micro pump. This eliminates two issues: 1) Having to stop and dig out the micro pump from wherever you stored it if you want to change the firmness of the saddle; and 2) Losing the micro pump,

which makes the entire system rather useless. The Allay Racing Sport offers a durable nylon shell with a breathable,



1.1 ounces (31 grams) and retails for \$20. For more information, visit www.cycleaware.com or call (800) 252-2927.



another of the many cycling subjects that get people all fired up. I say let the debate rage on. In the meantime, if you like to ride with a mirror, you should consider the Roadie. It is designed for drop bars but worked pretty well when used with the Metropolis handlebar (left). It's simple to install, consisting of a bar-end plug with a socket that the ball of the mirror fits into. It's temporarily and easily removable, widely adjustable, and offers a wide field of view. The Roadie weighs just

CycleAware Rodie Mirror Riding

with or without a mirror is

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