



SEE ME WEAR



BERN WATTS



LOCK UP YOUR BRIGHT SHIRT

by MIKE DEME, ALISON RILEY, RACHEL STEVENS, AND JOSH TACK

TIGR LOCK (Starts at \$145, tiglock.com)

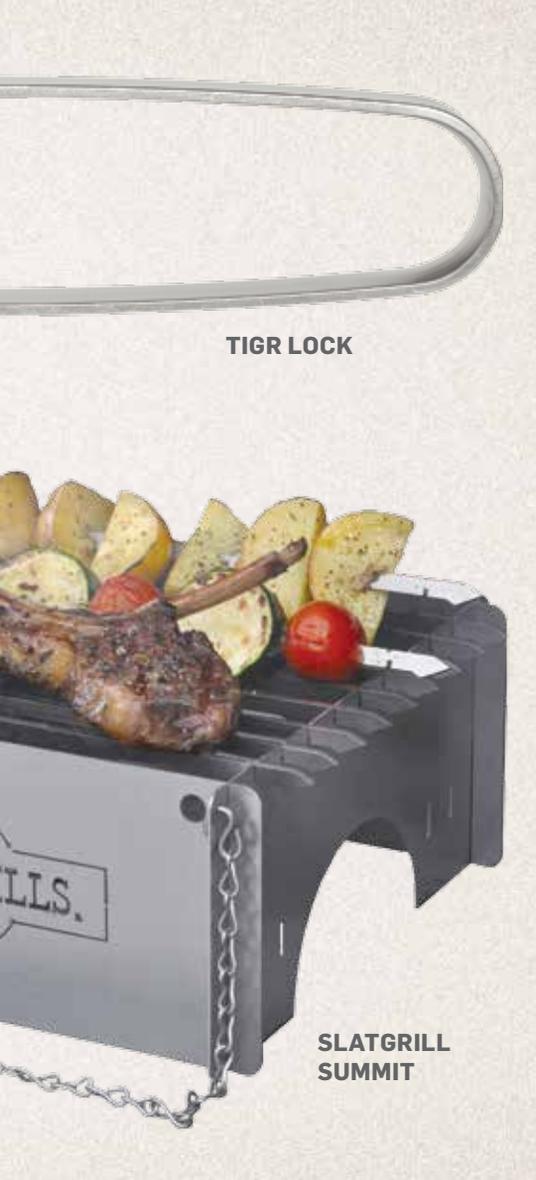
The TiGr Lock, originally funded as a Kickstarter project, offers a new approach in bicycle locks. At its most essential, it's a single band of titanium bent in half with a locking mechanism that holds the two loose ends together, like a much more flexible u-lock. When unlocked, it looks like a huge pair of tongs. The locking mechanism is a keyed cylinder that is simple to use and will lock to both or just one end of the titanium band with the push of

your thumb. The TiGr Lock comes in multiple configurations: .75" x 24" (18 oz., \$165); 1.25" x 24" (27 oz., \$200); .75" x 18" (15 oz., \$145); 1.25" x 18" (22 oz., \$180); .75" x 30" (22 oz., \$185); and 1.25" x 30" (32 oz., \$220) so you can choose the one that suits your needs best. I've been using the 1.25" x 24" version and have found it to be very well designed and it has allowed me to lock my bike to things I typically wouldn't and in ways that I haven't before. It's not that there aren't other devices that would allow me to lock my bike to another or lock both my front and rear wheels together to various-sized and configured bike-storage racks, but it's that the TiGr Lock does so very elegantly. The best thing about it is that I can tote the TiGr around very easily by simply wrapping it around my headtube and locking it behind my saddle, creating a toptube sandwich; no more wrestling with

kinked up cables or figuring how to carry around long, straight ones. The TiGr is secured to the frame with velcro straps. The velcro on these straps is extremely strong so I recommend leaving a bit of a tab when wrapping it around your frame). It's simple and elegant, just like bicycles themselves, and because the titanium is only an 1/8" thick, it's easy to slide one of the arms through a vented helmet so that'll can be secured as well and you won't have to carry it around.

Titanium is not indestructible but it does take more effort to destroy than steel and there is a video on their website that demonstrates this well. There are also helpful videos about how to use and deploy the TiGr Lock.

BERN WATTS (\$60, bernunlimited.com/shop/bike/watts.html, 781-582-8125)



The Bern Watts helmet is nice for the price. The helmet offers the full coverage of a BMX-style helmet, but with the built-in visor, and a slimmer, light-weight profile, is my go-to helmet for touring. Unlike traditional road helmets designed to take impact from the sides, the Bern Watts helmet's molded foam core meets road regulations, can handle an impact from any direction, and stands up well to being dropped repeatedly or shipped to the start of your ride in the box with your bike. I was especially attracted to the helmet's full coverage at the back of the head, where I've sustained a couple of icy-day concussions. My one major beef with this helmet is with the chin strap. While equipped with strong buckles and strap-adjustment features, the straps have a chronic tendency to come loose, requiring

that you retighten them about once a week or so. The baseball-cap style synching mechanism at the back of the helmet can be a bit finicky, but stays tight. In terms of aesthetics, Bern opts for not-so-flashy one- or two-tone matte finishes. The helmet fits a bit on the small side. I'd normally wear a size small helmet, but in the Bern Watts I'm a medium. The sizing chart on Bern's website is very comprehensive. While it doesn't appear to be well-ventilated, the nine openings at the back and top of the helmet offer plenty of ventilation for riding in hot weather, and the internal liner snaps in and out, allowing it to be switched out for liner accessories of all seasons, such as ear muffs with built-in headphones, or fleece-lined options for winter riding. All in all, a great helmet. – Alison Riley.

SEE ME WEAR (\$60, seemewear.com)
In the fashion world, neon is in. In the cycling world, safety is always important. As a self-proclaimed fashionista and a self-propelled traveler, I've found the perfect fit in my See Me Wear jersey.

See Me Wear uses fluorescent dyes so that riders will stand out in any light. Their website boasts, "On overcast or rainy days, they're dramatically more visible. When you ride into deep shade, most colors just about disappear, but See Me Wear stands out."

The construction is high-quality, including a half zip on the front and three back pockets, which are a must for cycling long days. The fit is perfect. The See Me Wear is long enough for me without being too baggy, which is usually a problem for a six-foot tall lady. I can ride comfortably all day, feeling a little bit safer.

I must admit, I wear the See Me Wear because I like how it looks. In the midst of ninja-like sea of black-clad road cyclists, I wanted to stand out. But now that I've worn it around and realize how much more visible I am with it on, I almost always don my See Me Wear when riding by myself.

Recently, I met a friend to go for a road ride. Running late to our meeting point, I rolled up on my bike, wearing my See Me Wear, apologizing for my tardiness. Eying my jersey, my friend brushed off my lateness and then said, "Hey, I like your shirt. I could see you coming from a mile away." Success!

– Rachel Stevens

SLATGRILL SUMMIT (\$200, slatgrills.com, 651-587-4984)

When traveling self-contained by bicycle, one of the chief concerns is food intake so the kit necessary for preparing meals is very important. Typically, those of us who love the camping and cooking components of bicycle travel don't get a change to grill much food along the way because we're carrying lightweight stoves that are best suited to heating pots and pans. Slatgrills changes this equation.

The Summit is a titanium grill that consists of four sidewalls and nine slats that are inserted into grooves along two of the sidewalls — there is no bottom piece; the ground provides the floor. The beauty of this grill is that you can use just about any heat source you like, including a regular ol' fire. I'm one of those people who is fascinated by fire and loves both building one and keeping it cranking so it's fun to get a fire going nice and hot and then drop the Slatgrill right over the top of it. Two of the sidewalls have rounded openings in them that provide access to the space under the slats so you can add fuel as needed. Then it's just a matter of grilling whatever it is you want to eat.

The Slatgrill comes with two chains so you can pick it up intact and carry it around or place it over a fire. You can also use your lightweight stove as a heat source and Slatgrills offers many accessories that make using the grill flexible and fun. One of the best things about the Summit is that you can use additional coupling clips to extend the grill doubling its surface, and you can stack it too. There are many videos on YouTube if you'd like to see all ways the

Slatgrill can be used.

The Summit weighs in at 24 ounces when inside its canvas carrying case and it provides 80 square inches of grill space. It is also available in anodized aluminum (Trail; \$110) and stainless steel (Scout; \$90).

BIOLOGIC JOULE HG DYNAMO WHEEL/TRELOCK LIGHT KIT

(\$650, cantitoeroad.com/bike-lights/dynamo-lights-and-generators, 800-422-2104)

For many years, people have been writing to *Adventure Cyclist* asking about power-generating hubs or dynamos, and for many years, there wasn't much we could tell them. Yes, there were a few products on the market but they were kludgy, heavy, and not very effective. Well, there's now very good news on this front; it seems the technology has caught up to the idea and we're starting to see various solutions popping up. So far, the best combination of products I've seen is the Biologic JouleHG Dynamo Wheel kit, which consists of three products: the Biologic JouleHG Dynamo wheel with hub, the Trelock LS875 Dynamo Headlight, and the Trelock LS820 Taillight.

The wheel consists of a 32-hole DT rim with spokes arranged in a 3-cross radial pattern with the Joule HG dynamo on-off hub (\$450 for both \$200 for dynamo only) at the center. The Joule HG is a very efficient dynamo and the best part is that it can be engaged or disengaged by turning a simple switch to the on or off position. When it is in the off position, the internal magnets are disengaged and there is almost no drag at all. When the switch is in the on position, the magnets are engaged and power is channeled to the lights.

While installed on my everyday bike, I honestly didn't feel that there was any difference between when the Joule HG was engaged or when it was disengaged, that's how smooth it feels and how efficient it is, and so after tinkering with it for testing purposes, I kept it switched on at all times.

The Trelock LS875 (\$140) is a 40 Lux dynamo headlight with a field of vision of 70 meters and visibility of 1,200 meters, plenty of light to see or be



seen for just about any type of night cycling on paved roads. The LS875 stores energy but begins emitting light immediately once you start to push the pedals and will stay on during brief stops along the way. The LS875 stores energy so the longer the ride, the longer the light will stay on when the hub is stationary or turning slowly. There's a capacitor that will keep the light lit for about 4 minutes after you come to a stop but it does this in the first 15 minutes of the ride. Thereafter you get 4 minutes of steady light whether you've been riding for 15 minutes or for 15 hours.

The LS820 Taillight (\$60) offers an ultra-flat design and includes a braking function. The light's got electronics that sense when there's a dramatic decrease in electrical power coming from the front wheel and an additional two lights come on to signal that you're braking. Pretty cool. Considering where dynamo hub/lighting systems were just three or four years ago, the Biologic combo kit has moved the needle significantly. If you commute in darkness on a regular basis, I strongly recommend checking into this system further.

Besides the improved efficiency of the Biologic dynamo and lighting system, there's the issue of dependability — you never have to recharge batteries or worry if you're

light will run out of juice, which is important on a long night ride or if you're touring and don't have ready access to electricity.

LIGHT & MOTION VIS 360+

(\$129; Plus \$189, lightandmotion.com/bike/vis360plus.html, 831-645-1538)

If you're not interested in the full-on dynamo wheel/light combination, you might want to check out the Vis 360+, a helmet-mount light system from Light & Motion which consists of both a powerful front and rear light. The front light emits 250 lumens on the high setting, 125 while in medium, and 125 while flashing. Runtimes are 3, 6, and 16 hours correspondingly. The rear light can be turned off separately from the front light and offers 4 lumens but is extremely bright for a bicycling tail light. Both the front and rear lights mount straightforwardly and easily and the system is designed to fit a variety of bicycle helmets. The front and rear lights are driven by a single Li-ion cell and are connected by a thin cord. Charging occurs via USB micro on the rear light and takes 6 hours to fully charge. While both lights have individual settings, they are both activated by turning on the front light.

The advantages of the Vis 360+ are obvious. First, because the lights are mounted to your helmet, they are much

**LIGHT & MOTION
VIS 360**



**PORTLAND DESIGN
WORKS EXCALIBUR**



**AXIOM JOURNEY
UNI-FIT REAR RACK**

more visible than lights mounted to your bicycle. Because the front light is mounted to your head, a human swivel, its light can be directed from side to side, and up and down. Finally, when you have the Vis 360+ mounted to your helmet, you always have both a front and rear light, and if the front light is charged, so is the rear light.

The Vis 360+ weighs in at 4.6 ounces and it was quite noticeable at first but I soon became used to it. It is available in a standard model and a Plus model. The Plus model offers brighter lights and a rear light that can be turned off, a plus if you're riding in a group.

PORTLAND DESIGN WORKS EXCALIBUR (\$48, ridepdw.com/goods/fenders/excalibur-fender, 503-234-7257)

Admission: I love clip on bicycle fenders for commuting purposes. The most maddening devices I've used on a bicycle are permanent fenders. Just thinking about attaching them to a bicycle makes me want to chop wood. One of my favorite quick release models is the Excalibur. It is 20 inches long from the seatpost, 2 and 3/4 inches wide, and weighs a bit over 9 ounces. The Excalibur easily attaches to your seatpost by way of a quick-release lever which allows it to work with various size seatposts. This is the standard configuration, but if you're

bike is parked in an area where you'll be worried about it being stolen, it also mounts with 5 millimeter stainless steel Allen bolts, which are also included. When mounted this way, it will be a bit more difficult for a would-be brigand to sail off with them.

The Excalibur comes in silver or black. If only there were a similar solution for the front of the bicycle.

AXIOM JOURNEY UNI-FIT REAR RACK (\$120/\$65/\$55, axiomgear.com/products/gear/racks/journey-unifit-series, 800-663-8916)

For the vast majority of us, purchasing non-custom bike racks is the most viable option, and one of the good ones currently available is the Axiom Journey Uni-Fit.

The Uni-Fit comes in three configurations: the MK3 cro-moly steel (32 oz., \$120), the MK3 aluminum (30 oz., \$65), and the MK2 aluminum (26 oz., \$55). Steel racks are generally considered a better option than aluminum for rugged terrain for many reasons: Steel is 66 percent stronger pound for pound; it has natural memory meaning it will return to its original shape when flexed; it has a lower rate of fatigue meaning it resists flexing better; and steel tends to bend and stretch when impacted while aluminum tears and breaks. In addition it's an easier material to repair in the

field. The differences between the MK2 and the MK3 are that the MK3 has a lower second rail which allows you to mount your panniers lower on the rack and also has a third rear stay which increases support.

The Journey Uni-Fit really shines in its flexibility. The rack comes with two top mounting options: Versalock arms that attach to seatpost or frame eyelets or a single arm that attaches to your caliper or fender bridge. At the bottom, the Uni-Fit incorporates adjustable feet that allow you to mount the bottom of the rack to brazed-on eyelets or to your axle skewer. The feet also come in two sizes so the base of the rack can be mounted closer or further back providing additional foot clearance. This flexibility also means the Uni-Fit can be used with almost any frame or wheel size, and it also is designed to fit bikes with disc brakes. In addition the Uni-Fit is powder coated, can handle loads up to 110 pounds, is double welded by hand, and features a rear light mount.

If you're looking for a rear rack to meet the challenges of your next tour, the Axiom Journey Uni-Fit is an excellent option. Check out the video on their website. **AC**