

Tech Briefs

Wood Headsets Add Class to Bike Cockpits

FLETCHER, NC—Bird's eye maple and walnut burl add warmth to the cockpit of Bentleys, Jaguars and Rolls. Cane Creek took a similar approach with its \$145 Maple IS-8 headset. On an integrated headset, the frame's headtube supports the bearings. This allows Cane Creek to replace the spacers with wood, in this case maple or ash, to add a little class to a bike's cockpit. "We knew we could do it so we did, but we didn't know it would sell so well. We are now gearing up for the second generation of the design," said Josh Reddoch, marketing coordinator at Cane Creek. "The maple is actually lighter than our carbon or aluminum IS-8 headsets," he added. Emboldened by its success, Cane Creek debuted its wood-accented 101 Reserve at the North American Handmade Bike Show. The \$500 headset features inlaid wood rings in either dark mahogany or lighter maple around the top and bottom bearing cups, which are polished flush with the bearings. "We have no idea how well it will sell, but it sure got a lot of attention at the show," Reddoch added.



Cane Creek's 101 Reserve headset retails for \$500.

White Industries Puts End to Stripped Hubs

PETALUMA, CA—Track gear is being used in ways that have nothing to do with track racing, like landing jumps with pedals locked, mixing JIS with Campagnolo threads and off-road riding. "Today's fixed riders have really upped the ante on what track gear is being exposed to," said Doug White, founder of White Industries. "The biggest gripe I hear from riders is about stripped hub and cog threads." Whether the problem is riders not knowing how to properly secure a fixed-gear cog or the abuse riders are dishing out, White tried to make his system foolproof and more rugged. He designed a hub and cog system that relies on a splined interface with 12 teeth and a traditional track lock ring to secure the cog on the hub. The first two hubs using the system are a large-flange, 120-millimeter over locknut hub and the company's trademark eccentric hub for off-road use. The 120-millimeter hub comes with an 8620 steel-threaded axle and White's own bronze axle nut and integral washer system. "The bronze is a nice contrast to the polished aluminum. It has turned out to be a great looking setup," White said. Splined cogs for the system are made in 14 to 22 tooth options. Pricing for the cogs and hubs has yet to be determined.

Carbon Clamp Looks Good, Prevents Damage

PEABODY, MA—Part of Parlee Cycles' motivation to design a front derailleur clamp was aesthetic. It bothered the company that beautiful front derailleurs are clamped on beautiful bikes by a \$2 aluminum clamp. "And then there is a more personal reason. Carbon tubes hate to be clamped more than any other frame material," said Tom Rodi, director of sales and marketing at Parlee Cycles. For the past three years the company debated whether to develop an integral derailleur tap by bonding or riveting a tap on, or manufacturing its own derailleur clamp. It opted for a clamp due to less potential crash damage and greater range of adjustment. "The advantage of using carbon is that we lay it up around a steel mandrel so it fits the tube perfectly. There is no possibility of damaging the tube," Rodi said. In fact, the clamp is designed to bottom out. Any further tightening causes the clamp bolt to break or strip out, preventing damage to the seat tube. Rodi also noted that working out the lay-up schedule was harder than it appears. Parlee's first clamp (34.9 millimeters), which was designed to fit its bike and sold for \$100, proved so popular that the company asked Quality Bicycle Products to distribute it. Parlee Cycles has 31.8- and 28.6-millimeter clamps in the works.