

Tech Briefs

NiteRider Offers Bright Light for Under a Bill

SAN DIEGO, CA—For years the sub-\$100 light category was filled with low light output “be seen” lights that operated on disposable alkaline batteries or older technology halogen lighting systems with bulky lead-acid batteries. “We saw a total void in the market and a very real need for a rechargeable lighting system incorporating



all the latest technologies, with great light output for under 100 bucks,” said Jack Gresmer, president of NiteRider. “Lights in this price range usually are older technologies, have lower light output and eat up tons of alkaline battery cells. The MiNewt Mini-USB uses the same high-performance features of our more expensive lights, including our universal bar/stem mount, so it’s not stripped down to meet a price point.” Compared to “be seen” lights that normally sell in the sub \$100 price point, the

MiNewt Mini-USB offers numerous performance and environmental advantages. The MiNewt Mini yields the best lumens-to-dollar ratio in its class by pumping out more than 110 lumens. That’s more than eight times the output of the typical “be seen” light. The Mini also incorporates a rechargeable Li-Ion battery pack good for three hours of run time. The system includes a wall charger, but can also be charged from any computer with a USB port. It retails for \$99.99.

Low Racing Creates Ultimate Clincher Wheel

LAS VEGAS, NV—Clincher tires work great on aluminum alloy rims, but what happens on carbon fiber wheels? The biggest problem on a typical carbon fiber rim is that the compression strength drops to approximately one-tenth the strength of aluminum for a tire inflated to 145 psi (from about 42,000 psi to 4,608 psi). That means that the traditional hook-bead style tire retention system on a carbon wheel is fraught with potential failure. The Lew Racing PRO VC-1 bead-seat clincher works on a completely new tire retention system for bicycles. The automotive industry has been using a similar system for decades. The BSC system relies on the inner diameter of the tire chamber registering the tire’s bead instead of the outer edge of the rim. So the 7,975 pounds of total force for a tire inflated to 145 psi is directed inward toward a more secure position on the rim where it sits on a perch located on the inner diameter of the rim chamber. “Through all of our tests both in the lab and out on the pavement, the PRO VC-1 is the ultimate clincher wheel both in ride and in safety,” said Paul Lew, founder of Lew Racing. “Cyclists really feel the difference when riding the PRO VC-1.” The wheelset retails for \$5,495.

Olympic Hopefuls Ride Adamo Racing Saddle

TAMPA, FL—Many great ideas come while on the toilet. At least for Steve Toll one did. “I was sitting in the bathroom and I realized I was more comfortable there than on my bike seat,” said Toll, inventor of the ISM

Adamo racing saddle. Top cyclists and triathletes already know about the innovative ISM Adamo racing saddle, but now three American women hope to ride the bike seat to Olympic gold in Beijing, China. Three members of the U.S. Women’s Olympic Triathlon team—Sarah Haskins, Becky Levalle and Laura Bennett—are using the ISM Adamo Racing Saddle in this month’s Summer Games. Toll, with the help of John Cobb, former aerodynamics advisor for Lance Armstrong and Greg LeMond, brought the saddle to market almost three

years ago. What makes this bicycle seat unique is the absence of the nose of a traditional bike saddle. A saddle nose restricts blood flow to the pudendal artery, which can cause long-term health problems for both men and women. The ISM Adamo saddle retails for \$169.

