Tech Briefs

No-Fuss Reelight Is a Bike Commuter's Dream

MIAMI, FL—Reelights never have to be turned on or off, they do not need batteries, they are never forgotten because they are permanently mounted and they are always on. The company's new $60 SL120 flasher and $70 SL150 continuous light add capacitors to their internals, which keep them lit when the wheel stops for two minutes. "When you commute every day on a bike you don't want to worry about if you have enough battery to get home. And once home you don't want to make a trip back to the garage to see whether you switched your lights off," said Chris Dupuis, product manager for J&B, which distributes the lights. "They have been great sellers this spring as more people are getting into commuting," he added. Reelights work the same way shaker flashlights do. When the spoke-mounted magnet passes by the light clamped inside a quick-release, energy is generated and the LED lights flash or beam depending on the model. They add no drag because the magnet doesn't need to hit anything to work. The package price includes front and rear lights, and four magnets, two for each wheel.

Langley Launches Title as Interactive Ebook

SOQUEL, CA—Jim Langley has a few bicycle maintenance titles under his belt, including "The New Bike Book," and *Bicycling* magazine's "Complete Guide to Bicycle Maintenance and Repair." So why another title? "I believe it's the first book on this subject. The idea is to help consumers have nice home bike shops," Langley said. "But not to set them up to sell bikes from their home. That's an important distinction." Langley's book, "Your Home Bicycle Workshop," is designed to help cyclists set up a nice home shop. He offers advice on workbenches, repair and truing stands, tools and organization. This is not a SmartEtailing book—that's Langley's daytime employer—but a side project he has always wanted to do. It's also Langley's first ebook, sold as an Adobe PDF file through www.roadbikerider.com. He is taking advantage of the technology for surprise pop-ups of his extensive collection of historical bike ads, and interactive links to suppliers like Park Tool and Ultimate when he talks about their products. He even adds an old magazine article on how to make your own wheel truing stand in that section. And for bad eyes, the text and photos can be zoomed for clarity. The $19.95 book includes rights to five downloads. "With new product coming out so fast, and the book's buyers giving me feedback, a book purchaser can return four times over the years for free updates," Langley said.

The Hive Revamps Bottom-Bracket Interface

PETALUMA, CA—The Hive switched to an entirely new interface—a rounded triangle—for its forthcoming single-speed crankset. The interface allowed the company to use an aluminum bottom-bracket axle and machine the entire interface in-house with no need for post-machining heat treating. "Everything adds up as a huge jump in efficiency for manufacturing the design," said George Dubois, the Hive's engineer. Dubois spent many years engineering cranks for Truvativ so he is intimately familiar with Isis. "Anytime you use splines you have to consider shear and fretting issues. The polygon shape, which has 100 percent engagement, does not have to deal with teeth working to cut splines off; it is all about hoop strength, which is much easier for aluminum to deal with," Dubois added. Getting away from broken or sheared interfaces is why tank transmissions switched to polygons from splines in World War II, Dubois said. The Hive will forge crank arms out to 185 millimeters, and machine them back to 180 and 175 millimeters for sale, although Dubois notes longer cranks are possible. The Hive is testing the two-piece cranksets now and will show them at the fall trade shows for delivery shortly after.