

Tech Briefs

Paul's Thumb Shifter Mounts Unite Road, MTB

CHICO, CA—A surprising number of riders continue to use thumb shifters and Paul Component Engineering's thumb shifter mounts enable them to update to eight, nine or 10-speed drivetrains. "The SRAM Thumbies need to be used with a 10-speed road cassette and derailleur. This makes for a really light cross-country setup that I would say is reliable for 98 percent of trail riders. Have I mentioned the shifting feel and function is so much better than trigger shifters," said Paul Price, founder of Paul Component Engineering. "The shifting is incredibly intuitive and precise and the Thumbies are one of our best-selling items," he added. With elite cross-country racers switching to single front rings on some courses to drop weight and the difficult front shift, other riders are investigating the setup. Plus, it allows off-road riders to access road-only 10-speed drivetrains. Price's thumb shifter mounts integrate with hydraulic disc brake levers, and they are high enough to clear two-bolt lever clamps. A pair weighs 60 grams, sells for \$67 and works with Campagnolo, Shimano or SRAM bar-end or T.T shifters. A single mount costs \$35. The parts company also offers thumb mounts for road bars with a 26.0 millimeter clamp size for flat-bar or drop-bar use.



BB30 Adapter Simplifies Crankset Swapping

BROOMFIELD, CO—Shimano doesn't make BB30 cranksets so riders with Cannondale or Specialized BB30 frames that want to run a full Dura-Ace drivetrain are out of luck. Cannondale offers an adapter to downsize a BB30 to work with traditional cranks, but the reducer is bonded into the frame, which makes swapping cranks difficult. "Our BB30 adapters are made from Delrin and they slide into already mounted 6806 BB30 bearings in the frame," said Dan Depaemelaere, general manager of Wheels Manufacturing. "All you need to do is insert your Dura-Ace cranks through the adapters and follow the standard mounting procedure." Wheels' system will adapt any 24-millimeter non-tapered spindle crank to a BB30 frame. Depaemelaere said many SRM crankset users wish to continue using their cranks in BB30 frames, and the adapters allow them to do so. Since Wheels' inserts just slip into the BB30 bearings and aren't glued, it's easy to swap back and forth between BB30 and traditional cranks. Wheels' BB30 adapter sells for \$29.

More Urban Riders Turn to Rim Lock Security

FORT COLLINS, CO—One day cyclists will get off their bikes, walk away and press a key fob to secure their ride. But until that day arrives, more and more riders are turning to European rim locks for convenient bike security. "Sales of our Axa Defender have really taken off," said Tom Petrie, Velimpex's president. "I'm surprised at how popular these locks have become. But as people start using their bikes like Europeans, I guess it follows that rim locks will become more popular." Petrie pointed out that many manufacturers are targeting urban riders by including braze-ons for rim locks on their new bikes. Adding a lock on these bikes is easy; users just bolt it onto the frame. However, the \$50 Axa Defender is sold with steel bands that retrofit the lock to any frame. "It's not a problem in Europe, but cyclists here always worry that someone will take a rim-locked bike and simply throw it into a pickup and drive off," Petrie said. He said that Axa also offers an accessory cable that plugs into the rim lock to loop around a tree or pole. One key locks both the rim lock and secures the cable.

