

Tech Briefs

Cateye Backs Up Hybrid Light with Batteries

BOULDER, CO—Cateye has offered solar-powered

products for 20 years, but bikes are stored in dark garages or inside, out of sunlight. “The problem with solar-powered lights is that if the bike has been in the dark a while, the light won’t work,” said Ellen Hall, Cateye’s marketing manager. “By including AA battery backup, or two power options, the Hybrid is always ready to work.”

The solar panel on the top of the light keeps an internal nickel-metal hydrate battery charged up, but if needed, a rider can switch to a pair of AA batteries. “There is an LED monitor on top that lets you know which battery source you are using and how charged it is. This makes it easy to pull a bike out of the garage and start your commute with the AAs and then switch over to solar power once underway,” Hall said. Cateye recommends that users set the Hybrid in full sunlight for eight hours for an initial full charge. After that the available light while riding should keep the battery charged. Fully charged, the solar battery provides two-and-a-half hours of light; the backup AAs provide 10 hours. Flashing mode greatly increases run time. The Hybrid sells for \$60 and is available through Cateye’s distributors.



Adapter Makes Fixie Hubs Disc Compatible

OAKLAND, CA—Jason Montano and his friends at Broakland bikes designed a single-speed 'cross bike that builds up with a track group. “With so much fixie stuff



out there, we wanted to do a 'cross frame you could build up with stuff laying around. Since we weren't worried about UCI compliance on a single-speed, we wanted to go with disc brakes,” said Montano, who also owns Montano Velo bike shop in Oakland. Adding a rear caliper mount to Broakland's 'cross bike was easy, but finding a 120-millimeter-spaced disc-compatible hub was not. So Montano developed an ISO six-bolt rotor

mount that threads on to a flip-flop hub. Braking force threads the rotor mount on the non-drive side, and removing it is as easy as applying the brakes and pushing the bike backwards. Montano isn't aware that any disc retrofit packages for track bikes exist, so he doesn't think there will be much call for the adapter from that market. “But we have a lot of interest from the bicycle polo crowd who are rear brakiers and use 120-millimeter-spaced hubs,” he said. He has also fielded calls from mountain bikers for the \$26 adapter, but he is unsure how they are using it.

Pivot's XX Derailleur Mod Clears Suspension

PHOENIX, AZ—Suspension clearance of front derailleurs on big hit bikes has always required creative solutions. And Pivot Cycles' cable routing modification for SRAM XX direct-mount front derailleurs is creative. “We designed our big hit bikes around Shimano's direct-mount front derailleur. SRAM's design is great, but it has a slightly different cable routing than Shimano, so the cable can hit linkages,” said Adam Vincent, Pivot's sales and marketing manager. Pivot developed a simple arm and pulley to push the derailleur cable out of the way. The stock bolt pinches the cable and nothing on the derailleur is changed. “Because SRAM uses hollow bolts, our cable guide mount fits inside the top bolt and secures with a little snap-ring. It's a pretty simple mod,” Vincent said. The front derailleur shifts normally with the new cable guide, but the cable is pushed inward enough to clear suspension. Vincent said Pivot is selling the \$75 kits to anyone looking for more cable clearance. The kits are machined in-house at Pivot.