

Tech Briefs

Wicked Dualrailleur Moves with a Derailleur

SAN JOSE, CA—Mark Reynolds' new Dualrailleur Guide takes the single ring downhill guide concept and adapts it to a dual-ring system. "Unlike our competition that only tensions the chain, we have created a guide that moves with the derailleur," said Reynolds, owner of Wicked Racin'. The problem with just a derailleur is that the chain can whip around before, during and after the de-



railleur. If there wasn't a need to control the chain, all downhill bikes would just use a derailleur and not a chainguide, Reynolds said. Like a single-ring guide, the extra surface area of the Dualrailleur calms and guides the chain before it comes in contact with the front sprocket. This enables riders to plow through rock gardens while having confidence that their chain is still on and in the right chain ring. When in the middle ring, the inside of the Dualrailleur extends below the middle ring chain line, stopping the chain from dropping to the granny gear in the roughest condition—not something an ordinary derailleur can do, Reynolds said. Turner Bikes, Santa Cruz and Specialized have taken notice. Wicked Racin' sells the Dualrailleur Guide for \$135, which includes a Shimano FD-M760 derailleur, or as a combo with the Inner Roller Plate for \$189.

Dave Weagle Debuts Split-Pivot Suspension

EDGARTOWN, MA—Dave Weagle, creator of the dw-link suspension, recently introduced his new suspension system called Split Pivot. Weagle envisions Split Pivot to be a complement to the dw-link suspension. The system melds the best attributes of single pivot and multi-pivot designs. From a manufacturing standpoint, Split Pivot can be less labor intensive and more cost effective because wider manufacturing tolerances can be used without affecting performance as much, Weagle said. Split Pivot is also more versatile from a product development standpoint. It can be designed into alloy or carbon layouts, and use multiple different shock layouts. What about performance? With the Split Pivot, the pivot



position can be optimized for pedaling while braking efficiency is optimized by the floating dropout—pivot-position compromise is no longer needed. The result is a bike with performance characteristics that will outshine the best single-pivot bikes in a package that can be as strong, light, cost effective or costly as needed. Weagle is pitching the Split Pivot to original equipment manufacturers.

White Brothers Builds Long Travel 29er Fork

GRAND JUNCTION, CO—White Brothers Cycling has been on the forefront of fork designs for 29ers, so it should come as no surprise that the company is developing a 150-millimeter-travel, single-crown 29er fork built on the 32-millimeter stanchion system. According to Paul Aieta, vice president of sales and marketing for White Brothers, the fork was spurred on by constant requests from 29er enthusiasts and frame designers in the United States and parts of Europe. The fork will utilize a new, ultra-stiff single crown, and a new arch/brace design providing 5.5 millimeters more tire clearance to accommodate wider designs hitting the market. Forks specs, pricing and availability will be announced after testing is completed, Aieta said.

Bontrager Brakeset Lowers Limit for Weight

WATERLOO, WI—Bontrager's new Speed Limit road brakeset pushes the envelope in many regards, especially weight. Unveiled at May's Trek Madone launch in Milwaukee, the Speed Limit has a best-in-class weight at just over 9.5 ounces. One thing you'll notice is that the arms look wider than other comparable brakes. The large cross-sections of the arms allow the brake to maintain its top performance and provide a stiff, responsive feel at a minimal weight. Todd Bischoff, product manager for Bontrager, said the brakeset is designed to work with road levers from all major manufacturers. Suggested retail is \$179.