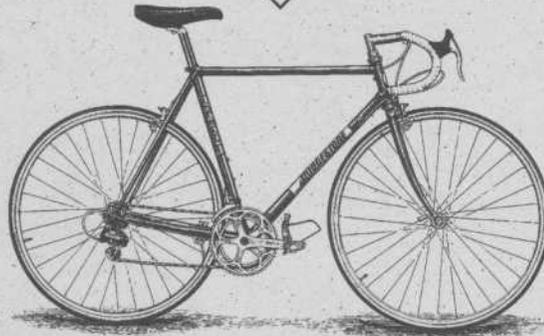


SPECIFICATIONS

BRIDGESTONE

	RB-1/7; RB-1/8
FRAME	Ishiwata CrMo; 019E, 022E, 024E
FORK	Ishiwata 019E; CrMo cast crown
HEADSET	Tange Falcon
F.DERAILEUR	Shimano Ultegra
R.DERAILEUR	Shimano Ultegra
SHIFTERS	Shimano Ultegra bar-end/ Ultegra STI
CRANKS	Shimano Ultegra; 53 x 40
BOTTOM BRACKET	Shimano Ultegra
PEDALS	MKS Sylvan track; alloy/ 600 Ultegra clipless
REAR COGS	(cassette) Ultegra 7-speed 13-15-17-20-23-26-30 8-speed 12-13-14-15-17-19-21-23
CHAIN	Shimano Hyperglide
HUBS	Shimano Ultegra (f); 105 (r)/ Shimano Ultegra
RIMS	Ritchey Vantage Comp 700C 32H, silver
TIRE	Ritchey Road Force-K 700x28C/ BS 700x25C K
TUBE	Normal weight, Presta valve
SPOKE	Wheelsmith 14/15 ga. butted
BRAKES/LEVERS	SunTour Superbe Pro/ Shimano 600 Ult. Dual Pivot
SADDLE	Avocet Racing 1; leather
SEATPOST	Kalloy SP-248; 220mm
HANDLEBAR	Nitto, modified #165, deep drop
STEM	Ritchey Force Road
TAPE	White plastic padded tape
WEIGHT	10.5 kg (56 cm)/10.6 kg (56 cm)



PRICE OF RB-1/7:

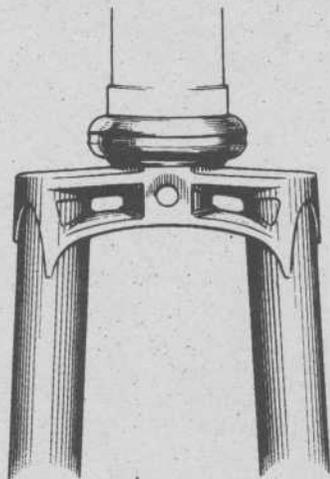
PRICE OF RB-1/8:

DEALER:

RB-1: TWO WAYS TO ONE STELLAR RIDE

MORE THAN A "RACING BIKE"

The RB-1 is built for fast, long road rides and racing. It is a good all-around bike, due largely to its generous tire clearance, which allows you to fit fatter tires than most other race-oriented road bikes can take. The fat tires, in turn, make the RB-1 at home on rough roads and easier trails. This is a race bike you can commute on, tour on, or ride in places that are too wet or rugged for other "racing" bikes.



Designed by Tom Ritchey, the light, elegant, investment-cast fork crown is arguably the prettiest crown on the market.

FRAME & FORK: PROVEN QUALITY

The frame tubes and fork blades are made from seamless, butted, lightweight, chrome-moly (CrMo) steel. We like CrMo, because, to borrow a phrase from Timex, it "takes a licking and keeps on ticking." With steel, crashed frames can often be resurrected to as good as new. The frame-tube maker, Ishiwata (of Japan), is relatively unknown in the U.S. because it doesn't actively market its tubing here.

COMPONENTS: SPOT THE DIFFERENCE

There are several component differences—read about them in our catalogue—between the red RB-1/7 and the yellow RB-1/8. In a nutshell, the RB-1/7 is a purist's bike, designed to appeal to riders who have had it up to here with integrated bicycle-component "systems," who prefer both the individuality and the versatility inherent in a mixed parts group. The RB-1/8, on the other hand, appeals to the less sentimental rider wanting to take advantage of giant Shimano's latest and greatest. The RB-1/7 is lighter, on account of its carefully selected components.

THE RIDE MAKES ALL THE DIFFERENCE

Yet the most important feature of either model is neither the frame nor the parts, but the ride. That's because the frame on any four-figure bike is good enough, shifters don't matter unless you're shifting, and brakes aren't much help when you're trying to go fast. But the way the bike rides is omnipresent whenever you're on the bike. If you are familiar at all with our promotional language, you know that we are not given to hyperbole or insupportable claims—and we won't break that rule now. The RB-1 is the nicest-riding road bike available anywhere. Before spending upwards of \$1000 on any road bike, ride it.

TRIVIA (HISTORY DEPT.)

The RB-1's precursor was a model called the 700, last built in 1987. We decided against continuing the numbering system because Trek was doing it, and the moniker of "RB-1," like all of our current model names, was a working title that stuck.

For the first time ever, we've put single eyelets on the RB-1's dropouts. Racing snobs scoff, but this harmless addition lets you mount racks or fenders and has historical precedence as well. It used to be that all race bikes were as practical as the RB-1 still is.