

about \$1,825 (\$1,150 for the frameset). The complete bike weighs just 24.5 pounds, according to Klein, who displayed a pared-down 22-pound version in Anaheim.

BRIDGESTONE RB-2 AND MB-0

Bridgestone and its product manager, Grant Peterson, have often been at odds with trends in the U.S. bicycle market. Sometimes he's prescient, as when he specified cantilevers rather than U-brakes and round rather than Biopace chainrings on the '87 MB-1 mountain bike. (These component choices are increasingly popular now.) At other times he caters to a smaller market, as when he included an off-road drop handlebar on the same bike. But there are always sound reasons behind his choices.

This year, 2 notable examples are the Synergy RB-2 road bike and the MB-0 mountain bike.

The RB-2, at about \$500, combines the ride of a road racing bike, the gearing of a tourer, and the off-road capability of a hybrid. It's equipped with a drop bar and SunTour AccuShift index bar-end shifters. The light, TIG-welded Ishiwata steel frame has the same geometry as the company's top steel road bike, the RB-1, except that the chainstays are 1.5 cm longer to improve the chain line for the triple crankset and provide wheel clearance for fenders. Though the bike comes with 700x28C road rubber, a hybrid's 700x35C knobby tires will also fit.

The \$1,350 to \$1,400 MB-0 (say MB-zip) is a limited-production mountain bike designed with one eye on the scale and the other on the wish lists of hard-riding equipment freaks. Starting with a TIG-welded frame of lightweight Ritchey Logic Prestige steel tubing (Ritchey and Bridgestone are the only manufacturers using it this year), Peterson cherry-picked parts to produce a race-ready machine that reportedly weighs 24 pounds for a midsize model. Equipment includes SunTour XC-Pro derailleurs, above-bar (not X-Press) AccuShift index levers, Dia-Compe drilled-out Advantage brake levers and light new cantilevers, a Specialized crankset with 24/34/46-tooth round rings, Ritchey's Vantage Comp 32-hole rims with WheelSmith 14/16-gauge butted spokes, Ritchey Megabite Overdrive tires and superlight tubes, a 245-gram Ritchey FD seatpost, and ultralight SunTour Superbe Pro track pedals (for use with cleated shoes). No neon, just an ivory beauty designed by someone who knows what performance riders want and need.

GIANT CADEX 980C AND 890I

Giant's stable boasts an economical Shimano 105 SC-equipped carbon fiber road bike and the market's only carbon fiber hybrid (even though it's not called one).

The \$799 980C road bike has 8 carbon fiber tubes (including the monostay rear triangle) bonded to polished aluminum lugs, a one-piece head tube/lug assembly, and stainless steel dropouts. The fork is polished aluminum.

The Bridgestone MB-0 gets its light weight from Ritchey Logic tubing and an international parts mix.

While not revolutionary, the 980C breaks ground by offering high-performance composite technology to the masses.

The 890i, meanwhile, is a breed apart. The flagship of Giant's new AFS (All-terrain/Fitness/Sport) series, it features an 8-tube bonded carbon fiber frame and chrome-moly fork with a white finish (instead of carbon black). At \$769, it's a bargain (but roughly \$100 more than similarly equipped steel bikes). With its flat handlebar, 26x1.35-inch road tires and 21-speed drivetrain with Shimano Rapid Fire shifters, the 890i looks and acts like a hybrid, but Giant claims to be targeting "city/suburban bikers."

BURLEY SAMBA

Burley Design Cooperative turned heads in '88 when it introduced the Duet, a \$1,200 U.S.-built road tandem that rode like bikes costing 2 or 3 times as much. Sales soared, and \$1,200 mountain and \$2,000 upgraded road models followed. This year, Burley breaks the 4-figure barrier with its \$995 U.S.-built Samba, which features 18-speed SunTour XCT AccuShift indexing, Dia-Compe 984 cantilevers, and Suzue sealed tandem hubs. (The rear is threaded for an optional Arai drum brake.)

Unlike the Duet, which uses 700C, 48-spoke wheels for strength, the Samba rolls on 26-inch wheels with 36 spokes—plenty for the smaller wheel diameter. Because it's designed for road use, it comes with 26x1.5-inch street tires, an SR anatomic front drop bar, an upturned stoker bar, and half step-plus-granny gearing from 26 to 104 inches. Equipped with knobbies, the Samba can also do light off-road duty. Its True Temper chrome-moly, oversize-tube frame comes in 3 sizes. For an additional \$100, there's an X-frame rear mixte version that increases stand-over clearance but shouldn't sacrifice rigidity.

MICHAEL BROWNING

Aerospace designer Michael Browning describes his creation as a high-performance, small-wheel bike with front and rear suspension for sport riders who appreciate good engineering. This \$2,950, mostly Campagnolo C-Record-equipped machine (the frameset is about \$1,400) is a takeoff on the concept pioneered by fellow Briton Sir Alex Moulton. Both designs use 17- or 20-inch wheels

