



BRIDGESTONE XO-1

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IN THE 1890S, MALE RIDERS SPORTED MUSTACHES AND RODE BIKES called safeties with turned-down handlebars. In a sense, Bridgestone product manager Grant Petersen has reintroduced these styles a century later. For '92 a pair of Bridgestone hybrids sport a modern version of the classic bar, and they're named "mustache" bikes in reference to its elegant, swept-back shape. The bikes were the talk of Interbike, and we're particularly fond of the top-line XO-1 (\$900-\$925).

For it and the \$510-\$540 XO-2, Bridgestone took a semi-drop bar popular in Japan and changed it to better fit large American hands. Compared with drop models, the new shape provides quicker access to brake levers. Compared with flat bars, it offers more hand positions. For instance, gripping the back portions on climbs provides better leverage and reduces wrist strain. Also, by changing hand positions you can alter weight distribution for better climbing traction. The XO-1 has 2 chainrings and Shimano Ultegra bar-end levers, while the XO-2 has a triple and Shimano Deore DX thumbshifters.

In its attractive, hand-drawn catalog, Bridgestone describes the do-everything XO-1 as "the most exciting bike we've ever made." With Araya rims that handle 26x1-inch slicks through 1.6-inch knobbies, simple-to-adjust and reliable (no diving pads) Dia-Compe sidepull brakes, road tubing and geometry, a Ritchey 90-degree stem, Avocet seat, and a weight of 24 pounds, it should live up to its billing and perhaps spark an industry trend. The company plans a limited first run of 1,000, so order now—they could become scarce.

—J.L. ■