

# Project Bike

**L**AST Fall we decided that it was time to build a Project Bike, something that was distinctly 'not' off-the-rack. Rather than do the standard "World's Lightest Bike" (usually breaks, or costs so much nobody can afford it), we thought it would be interesting to do a Made in Canada Project Bike. The idea was simple: put together a bike that contained as much Canadian technology as was possible. We also wanted to make it a traditional steel bike and, finally, make it something that could be used for all-round riding.

Well, the project has begun, and we hope to have it completed for you to read about in the Fall issue. Until then, here's where we are.

## FRAME:

There was no shortage of choices here, but we decided to settle on one from our own backyard - True North from Alma, Ontario (near Guelph). Builder Hugh Black was eager to be involved, and pulled out all the stops for this one. Since we wanted to stick to steel, we unfortunately couldn't use a Canadian source for tubing (with aluminium we could have, but then it wouldn't have been a handbuilt custom - however, we did use Canadian aluminium in some of our other reviews in this issue). However, it did give us a chance to try out the new Reynolds 853 steel.

As you can tell from the photos, our True North looks gorgeous. Hugh used the opportunity to incorporate a new seat stay bridge that he has been working on, and fillet brazed the whole thing for an extra clean look. He then sent it down the road to his painter for a one of a kind Canadian paint job - the painter succeeded, as you can see. He even managed to do a matching paint job on the fork (a Judy XC - sorry, no Canadian suspension fork builders out there...).

## COMPONENTS:

We are starting to put it together now. We began with RaceFace for components. Headset, bars, one of their very nice sealed bottom brackets, cranks and chainrings all came from this Vancouver manufacturer. On their way are some very nice parts from Paul Allan of Allan Metalcraft. Paul has been featured in our pages before, for his custom-made brake levers and hubs. This time he will be supplying a seatpost, hubs and a stem. Also in the works are Syncros rims and a Cycle Dynamics ti cogset. We are still on the hunt for a set of Canadian brakes and levers. Unless we manage to find a Canadian derailleur manufacturer, or tire producer, that seems to be as far as we can go, so the rest of the bike will be filled out with as many interesting parts as we can scam, uh, review. Stay tuned.

