

# THE SAGA OF THE DERAILLEUR

The little engine that can

By now you have heard that there are a few creative companies taking a hand in the derailleur war. Why are they doing it? Some people say it's because of the demand; people want a completely rebuildable derailleur that is made in the good ol' U.S.A. Sound silly? No. Four new players entered the derailleur market this year and are making quite a storm: Dean/Rhino, Paul's Components, Joe's Brakes and Gorilla Billet. We looked into the derailleur war a bit and decided to talk to the four kings of the new derailleur to get the scoop on why they are making them, why are they better than a standard Shimano XTR derailleur and how close they are to shipping them out to you.

## DEAN/RHINO DERAILLEUR THE DUKE OF DEAN/RHINO

### ●MBA: Why the new derailleur?

**Rhino man:** A lot of people were talking about doing new derailleurs. We looked at it and it seemed like a good project. When we started, we were the only ones doing it in the U.S. It has taken us at least a year. I would think Joe and Paul were working on theirs at about the same time. For us, it was our bikes. Our ability to get derailleurs is limited. We don't buy directly through Shimano. The whole idea for us was to put together a Dean/Rhino complete bike.

**MBA: What are the advantages of the Dean/Rhino derailleur over a standard Shimano unit?**

**Rhino man:** Well, you know, our big thing is trying to make it replaceable. The design is a slant parallelogram. It is all machined 6061 and 7075 aluminum, and you can pull off the upper stage, the lower stage, the parallelogram and the cage. We are also using replaceable springs throughout. The pivot pins are 6/4 titanium and the insert is a nylon bushing. So, we have titanium against nylon against aluminum, making the shifting really smooth. We are currently working with Bebop pedals on a metal-matrix pulley with a float.

**MBA: What else we should know?**

**Rhino man:** We are working on the distance to where the cable comes through from the cable guide to where it hooks to the actual parallelogram—that determines

how much it throws on each indexing. We made that area staggered so that you can tighten it down at various places and can use any type of shifting you want.

**MBA: What will it sell for?**

**Rhino man:** \$300.

**MBA: What will it weigh?**

**Rhino man:** Comparable to an XTR derailleur.

**MBA: How soon will it be ready?**

**Rhino man:** It's pretty much ready to go. We are testing right now. ●

## A DERAILLEUR BY PAUL A NEW-BREED, U.S.- MADE COG SWITCHER

### ●MBA: Why the new derailleur?

**Paul:** Well, somebody had to do it. There was a need for a rebuildable, precision, American-made derailleur. I thought nobody else had done it and thought we could do it as good as or better than anyone else. We started last year.

**MBA: What advantages does your derailleur have over a standard XTR unit?**

**Paul:** It's lighter [170g], has more precise shifting and heavier spring tension.

**MBA: Brag a little bit, please.**

**Paul:** The derailleur is completely rebuildable, completely serviceable and broken parts are easily replaced. The derailleur boasts high-quality construction, adjustable spring tension, sealed pivot bolts, breakaway bolts and floating pulleys.

**MBA: Are you shipping them out yet?**

**Paul:** We've shipped 200 already and just made some special machinery specifically for the derailleur. We will make 2500 this year and already have 1500 on order.

**MBA: What material do you use?**

**Paul:** 6061 aluminum and 7075 aluminum, with brass pins and bushings, stainless-steel springs and really smooth and quiet Delrin pulleys.

**MBA: What's the price?**

**Paul:** \$300 [for a short cage; a long-cage version will be available soon]. ●

## A DERAILLEUR BY JOE NO SHIFTY CHARACTER

### ●MBA: Why the new derailleur?

**Joe:** It's American made, totally re-

buildable and high-tech. I'm using self-lubricating aluminum matrix bearings at all the pivot points [16 in all]. It is lightweight, but not too lightweight [200 grams] and very durable.

**MBA: What are the advantages of your derailleur versus XTR?**

**Joe:** It is totally rebuildable and lighter weight. It is as good as a Shimano unit. It looks nice. It's totally CNC-machined with a lot of detail work that went into it.

**MBA: Is it ready?**

**Joe:** Yes, we've been shipping for four weeks now.

**MBA: How many are you making?**

**Joe:** Around 800 a month, and our first production run of 100 is already gone.

**MBA: What's the price?**

**Joe:** \$200. [They're available in gold, blue, purple, silver, black and red.] ●

## PRECISION BILLET PRO SHIFT THE GORILLA IN THE MIST

### ●MBA: Why the new derailleur?

**Gary:** Actually it presented a challenge for us. We looked at it like that. We have a large, CNC machine shop; we make everything in house. This project started some time ago. We felt that an American manufacturer should have a decent stab at it. At the time, there was no coverage of the derailleur. We are all avid mountain bikers. So we saw it as a way to flex our muscles.

**MBA: What advantages does it have over XTR?**

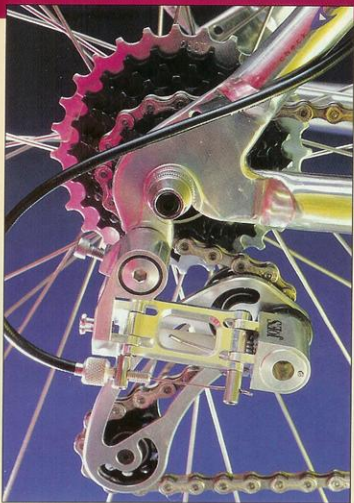
**Gary:** Serviceability and weight savings. It can be completely disassembled, versus a Shimano derailleur. With aluminum bolts it weighs in at 171 grams. It is constructed of 6061 T-6-51 aluminum, with double-sealed bearings, stainless-steel pivot pins and post; and all of the hardware is stainless steel [including the springs]. The top pulley has optional floating at no additional charge. Included with our derailleurs is a four-page manual and an isometric breakdown of every part.

**MBA: How many are you going to make?**

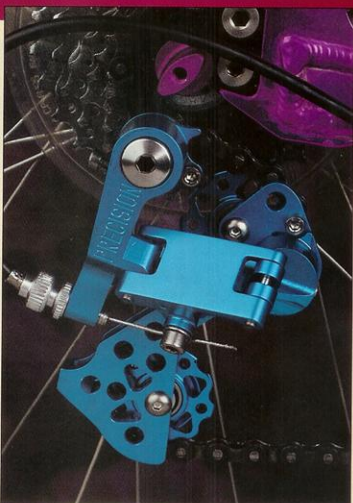
**Gary:** Thousands! We can make a thousand a month.

**MBA: And the price?**

**Gary:** \$219. □



Joe's Brakes.



Gorilla Billet.



Paul's Component Engineering.



Dean/Rhino.