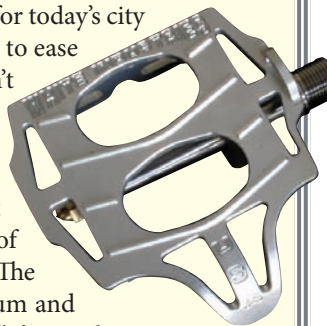


Tech Briefs

White Industries Pedal Targets Urban Cyclists

PETALUMA, CA—For riders looking for high-end alloys and super smooth bearings, their only choice was clipless racing pedals—until now. White Industries founder Doug White updated the classic Lyotard pedal for today's city rider with a wider platform and a slightly larger toe clip to ease pedal entry. "If you want to ride in street shoes you don't have many options. There are some nice Japanese pedals that use clips, but they are still narrow racing designs that are not easy to get into," White said. "I designed our Urban Platform Pedal to be wide to better support normal shoes and ease entry." The pedal axle is made of 17-4 stainless steel alloy, and it rides on two bearings. The aluminum body is carved out of a big hunk of aluminum and takes quite a bit of time on a CNC machine to produce. "It's strictly a street pedal. There is no room for a cleat," White said. A set of Urban Platform Pedals sells for \$235 and weighs 309 grams. White said he may offer cages if he can figure out how to do it without investing in specific machinery.



Race Face Shaves Weight Off Next XC Crank

NEW WESTMINSTER, British Columbia—Race Face considered using high-modulus carbon to lessen the weight of its 730-gram Next XC carbon fiber crank, but its brittleness was too much of a compromise. "We looked at everything that



wasn't carbon fiber to see what we could do, and switching to a titanium bottom bracket spindle made the biggest difference," said Jonathan Staples, Race Face's senior carbon engineer. "We also removed about 10 grams from our co-molded parts, like the spindle end of the non-drive arm." Race Face's proprietary co-molding process mechanically locks pedal and spindle inserts within the carbon structure. Race Face's new \$775 Next SL 695-gram

crank shaves more than 30 grams off its first carbon crank, the Next XC, and does so without placing a limit on rider weight. The Next SL is even lighter than Race Face's Next SS, a 700-gram single-speed carbon crankset. Race Face stresses that the Next SL targets cross-country racing. It's only available in a triple chainring version.

Look Develops Magnetic Cleat Placement Kit

MCCARRAN, NV—Retailers who want to validate their professional fit expertise can now add Look's KEO Fit Cleat Positioning System. Look, along with L'Université de Sherbrooke in Quebec, Canada, developed instruments that fit on the bottom of a KEO pedal to measure cleat position using magnets. "A rider pedals a trainer for two three-minute periods and the pedals calculate the best position for the cleats," said Ming Tan, Look's vice president of marketing and brand development. The system reads a magnet placed behind the cleat of a rider's shoe. "It works to determine how you tend to move your foot through your stroke. For example, you may need to spin your cleat a few degrees to better center it for your stroke, or it recommends a cleat with different amount of float," Tan said. The \$500 kit comes with two instrument-outfitted KEO pedals and a protractor that translates results into a precise mounting position for any of Look's six KEO pedals. "It would take a retailer about 20 to 30 minutes to do a total cleat fit," Tan said. He noted that dealers charge about \$150 for a bike fit and may charge an additional \$30 to \$50 for a pedal fit, allowing them to quickly recoup the cost of the system.

