

## Products

### *Lugged Framesets*

Our framesets are a blend of old school style and new school functionality.

We offer two models: one designed specifically for fixed gear road cycling and the other, which is a modern interpretation of the classic lugged steel road frame.

As this is being written, it is July of 2003 and we are awaiting the arrival of our first order of frames. Here's a couple of pictures from the frame shop that we just received:



Fixed Gear Frame



Derailleur Frame

When we spec'd the frames, we asked ourselves what we really wanted - here's what we came up with:

- Steel - we've tried all the other materials and we like steel the best
- Lugs - TIG welding is cool, but lugged frames are lighter and they look better
- 1 1/8" Ahead sets - every shop has the tools and the choice of stems is unmatched
- Clearance - normal reach brakes, 30+mm tires and fenders
- Geometry - steep angles are good
- Fixed gear OR derailleur - why choose, one of each, please
- Wheel size - 700C (29" if you please)
- Braze-ons - yes, and eyelets too

We talked to builders from around the world as we searched for a shop that could provide lugged steel framesets. We were pleasantly surprised to find a company in Taiwan who still employs a couple of talented brazers, like the one pictured above. These guys are truly torchbearers who have kept the flame of lugged construction blazing. Add to that their proximity to Long Shen, the leader in investment cast lug technology and to Founder Land, the largest producer of specialty bicycle tubes in the world and you have a combination of skill and materials that is unrivaled.

The derailleur frameset is fairly easy to understand; you just strap on you favorite road parts and

go. If you're buying parts, then a standard Ultegra group will work fine. You'll need to get normal reach Ultegra brakes or the Tektro 521AG brakes because of the added reach they give. And you may need a 28.6mm front derailleur and a 27.2mm seatpost. But everything else ought to come right off your Trek and go right onto your Kogswell.

The fixed gear frame might take a little explanation. Why didn't we just use 120mm track dimensions? The answer is that we will soon. In the mean time, we wanted a 700C fixed gear frame. There's a growing community of folks who ride single speed bikes that use 559mm mountain bike wheels. We looked at the track standard and the single speed standard and decided to simply add a branch to the single speed tree by offering a 700C model. So if your taxonomic sense needs a pigeon hole in which to place this frameset, label it: *700C Single Speed With Fixed Gear Tendencies*. We just say that it is what it is, tautologically speaking. The guys at 63xc.com saw our **Fixed Gear Hubset** <<http://kogswell.com/indexNEW.html>> and they grokked it immediately.

One feature of our frames that we really like is our head lugs. Long Shen cast them for us and they're a little different from the norm. Traditionally, lugged frames are built to use 1 inch headsets: the steering tube is 25.4mm in outer diameter and the head tube is 31.8mm in outer diameter. We broke with tradition a bit and spec'd decided to use 1 1/8 inch headsets, the current industry standard. To do this we had to use a head tube that's 36mm in outer diameter. Where, we wondered, would we find the lugs? Luckily for us, Long Shen had two such lugs in their catalog. We contacted them and they agreed to cast us their models LT-07 and LD-07 lugs. We call them our '**BIG LUG**' set.

The frames include matching forks. They're made of steel and they're brazed using a cast fork crown. Because they don't have cantilever bosses, we can spec these forks with fairly thin wall thicknesses. The result is a supple fork that floats over the bumps and provides a pleasant ride.

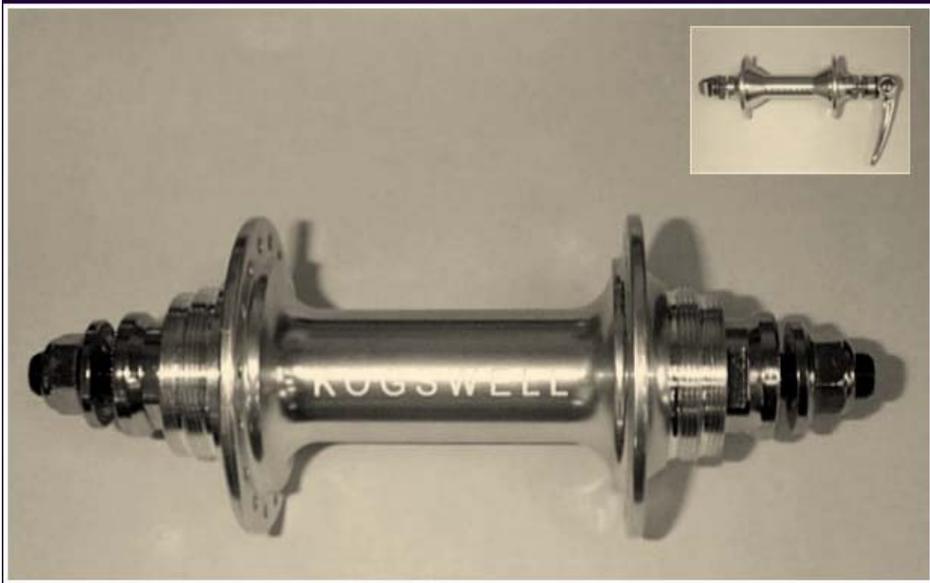
## ***Fixed Gear Hubset***

When we set out to build our fixed gear frameset, we knew that we had to design it around a rear hub. We decided to go one step further and **produce** a rear hub.

So we cleaned off the board again and here's what we came up with:

- Compatibility with off-road single speed components - 135mm over locknut
- Fixed gear threading on both sides
- Fancy hardware including fancy track nuts
- A matching quick release front hub

The result is our fixed gear hubset shown below:



**Kogswell Fixed Gear Hubset**

NOTE: If you're a 'track bike purist' and you can't handle any spacing other than 120mm, we hear you. We had to draw the line somewhere. Our plan is to offer a sprint frame some time in the near future.

## **Collaboration**

The staff at Kogswell all agree on one thing: collaboration is the key to our success.

At Kogswell, individuals from around the globe come together to form small teams that tackle production and distribution projects. We rely on tools like our message board and instant messaging to communicate our ideas and plans to one another.

And so it just feels natural to us to extend that interaction to our other collaborators: those who own our products. The owners of our framesets and components are an integral part of our business. We listen to everything they have to say.

To facilitate the exchange of ideas with owners (and future owners), we have a message board:

**[Kogswell message board <http://www.b2q5.com/boards/board.cgi?user=kogswell>](http://www.b2q5.com/boards/board.cgi?user=kogswell)**

And we're logged into Yahoo Messenger and MSN Messenger a lot of the time. So if you'd like to chat, try us:

Yahoo: kogswellcycles



MSN: kogswellcycles@hotmail.com

## Design

The end of the last decade brought tremendous advances in information processing and manufacturing technology. And as the two of them became more efficient, they raised each other to such a level that today the cost of producing quality goods is very low.

As the cost of producing goods has dropped, the marginal cost of producing aesthetically pleasing goods has also come down.

Now the only thing that stands in the way of well-designed products is the imagination of the designer and the willingness of those who produce goods to integrate that marginal cost into their business plan.

At Kogswell, we are more than willing to attempt aesthetically pleasing designs. And we're working on our imagination.

What follows are some short articles that cover our attempts at good, economical design. We hope that you find something here that pleases you.

## *T a i w a n*

A big part of the fun of being Kogswell is the experience that we've had working with companies in Taiwan. The people of the Taiwanese bicycle industry are truly amazing. Let 's look at some examples:

- Long Shen - this is a tiny oasis of cast steel component development in a desert of modern bike frame production techniques - Long Shen is the only place you can go if you need custom made frame lugs, bottom bracket shells and fork crowns - all of the big names in lugged steel framesets take the pilgrimage to Long Shen - LS was good enough to dust off some old wax and cast us a couple hundred sets of Big Lugs - thanks Shirley
- Tektro - a powerhouse in the brake business, last year Tektro introduced a normal reach version of their sidepull brakes into an emerging market - you have to admire Tektro for knowing the subtleties of the road brake space
- Founder Land / ECO - we've all heard of Columbus and Reynolds - and some of us know True Temper and Dedacciai - but in Taiwan this company makes more aluminum and steel bicycle tubing than all of the others put together - and as big as they are, they can turn on a dime to provide builders with custom steel tubes in low volumes - their motto: if we have a die, we can draw you the tube, no problem - Kogswell is proud and happy to use ECO brand Cro-Mo tubing in its frames

We have a couple of new products in development in Taiwan and when they're ready we'll spring them on you. We really like doing business in Taiwan and we see good things coming from this

tight little island. Stay tuned; the best is yet to come.

### ***Investment Cast Frame Components***

There comes a time when all the cosmic tumblers have clicked into place and the universe opens it's self up for a few seconds to show you what's possible. Or at least that's how it felt when we opened the Long Shen catalog and found the components shown below.



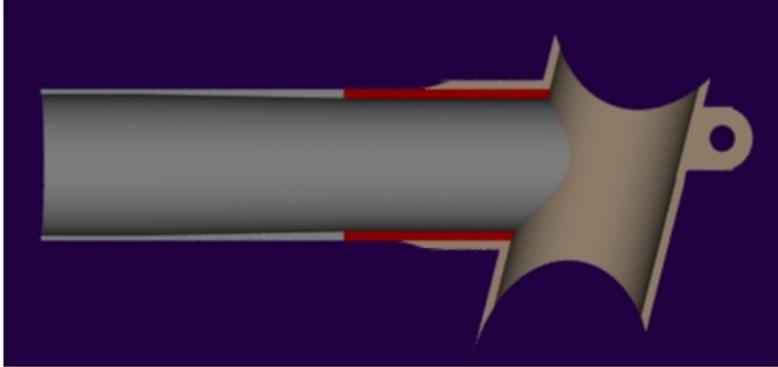
**Kogswell® BIG LUG Lug Set**

It's hard to choose a favorite: the fork crown is a beautiful bit of sculpture and the BB shell is pretty fancy too. But we really like the head lugs; the models LT-07 and LD-07. They let us use a 1 1/8" Ahead headset. Why is that important? Because everyone has the tools to install them and nine out of ten stems are made to work with them.

Is there anything cooler than using off-the-shelf technology to solve a design problem?

### ***ECO / Founder Land***

our friends at ECO deserve just a bit more coverage. One of the things that we find so remarkable about this giant company is how closely they work with our frame builder. Here's an example of the kind of energy that they bring to the framebuilding process:



Tube butt profile

The diagram above shows a cutaway seat lug and a cutaway top tube. There's a lot going on here. Not only do the tubes need to be cut to length and mitered to fit together, but attention has to be paid to the **length of the butted sections** at the ends of each tube. Each socket on each of the lugs requires a different length of butting. In the diagram above the butted section of the top tube is shown in red. Because they work so closely together, our builder can specify the butt lengths down to a millimeter and then ECO creates tubes with **exactly the butt length specified**. ECO's parent company, Founder Land, has invested in machines designed specifically for such short-run customization. Is that remarkable? Does it warrant our comment? We think that it saves material in a very intelligent way. And it demonstrates the lengths to which ECO and our builder will go to create a quality frame. ECO is a perfect example of the fusion of technology and materials that characterizes the bicycle industry in Taiwan.

This is twenty years of advancement in process control applied to a material whose properties have stood up to the test of time.

Postmodern lugged steel; we just could not be any happier.