

SURFXTM

6400 W. 105th St.
Bloomington, MN 55438

SURFXTM

winter 2001

Our First
Complete Bike!

Cross-Check™

Just in time for 'cross season, as if that really matters - **Surly Cross-Check™** complete bikes!

At the core of our very first complete is the fab new Cross-Check™ frame and fork. Having made only minor changes on the frameset for this fall, we once again bow in honor and respect to the rich European tradition of cyclo-cross racing. But leave the overpriced, single-purpose, disposably-light bikes lacking of tire clearance to be made by some other manufacturer.

When you spend your hard-earned cash on a Cross-Check™, you'll get a very aggressive, multi-purpose, off-road worthy 700c-wheeled steed that is cross-raceable, rideable, tour-able, commute-able, and downright single-trackable. By now you know **there is no free lunch**, but once you ride a Cross-Check™ you'll realize that it is possible to have a reasonable compromise between hard-core geometry and comfort, between weight and durability, and between price, features and quality.

Our parts specification is exactly what you'd expect from Surly™ - Every component was chosen with value, durability, versatility, and fit in mind. We won't bother with name-dropping now (consult the chart below), but we think you'll agree: The stuff we've spec'd simply works, works well, and is intended to be practical and serviceable for years to come.

The Cross-Check™ rides like a champ out of the box, but if you're like us, you'll want to do a little experimenting. That's why we went to great lengths to ensure maximum compatibility with all available tire widths, brands of fenders, modern single, double, and triple cranksets, as well as cantilever and linear-pull brakes. Yep, with a little tinkering, it's single-speedable, too, for you fellow one-speed freaks needing a 700c fix. We've given the frame a fresh new bean-green paint job, and we switched to a 1-1/8" threadless headset. Not because we think it's better system, but because of the much greater stem selection available, and because versatility and the ability to customize your ride with commonly available parts is a major cornerstone of the Surly™ design philosophy. Speaking of custom fit, the Cross-Check™ is available in TEN sizes, from 42-60cm, to fit riders large and small, and really small. More Cross-Check™ features you'll dig:

- **Tubing:** 100% cro-moly steel. Main triangle features double-buttetted Reynolds™ 631 tubes. TIG welded.

- **Rear Dropouts:** Long horizontal dropouts with adjusters feature single-speed compatibility, wheelbase adjustability and our exclusive Gnot-rite™ 132.5mm spacing to easily fit 130mm road or 135mm MTB hubs, should you want to switch wheels between bikes and whatnot.

- **Tire Clearance:** We already said it, but our proprietary FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 700x45c with mud and fender clearance left over. Seriously!

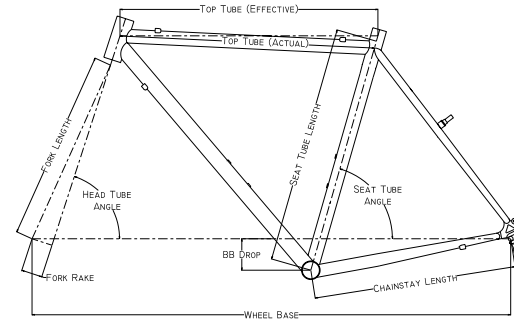
- **Chaining Clearance:** Though we haven't yet tried a '56', we manipulated the chainstays heavily so you can fit whatever size rings you want, so go for it!

- **Downtube cable routing:** Simply put, top-tube routed shifter cables aren't any better, and they look crummy. Our downtube routed cables look clean, and don't promote water dribblin' down the rear derailleur cable.

We could go on and on, but we'll get to the point: **\$895.00** (higher in some areas) will get you a really sweet 'cross bike that is affordable, fun to ride, and built to last a long time. Once a competent, independent bicycle dealer assembles and preps your bike, you'll be trailbound and unable to wipe the grin off your face. Let us know how it goes...



Geometry:



See next page for a complete Cross x Check frame geometry grid.

Component Sizing:

Size	Stem Length inches mm	Stem Angle** degrees	Bar Width inches mm	Crank Length inches mm
42 cm	2.0 50.0	84.0	15.7 400.0	6.7 170.0
44 cm	2.0 50.0	84.0	15.7 400.0	6.7 170.0
46 cm	3.1 80.0	84.0	15.7 400.0	6.7 170.0
48 cm	3.1 80.0	84.0	16.5 420.0	6.7 170.0
50 cm	3.1 80.0	84.0	16.5 420.0	6.7 170.0
52 cm	4.1 105.0	96.0	16.5 420.0	6.7 170.0
54 cm	4.1 105.0	96.0	17.3 440.0	6.9 175.0
56 cm	4.1 105.0	96.0	17.3 440.0	6.9 175.0
58 cm	4.7 120.0	96.0	17.3 440.0	6.9 175.0
60 cm	4.7 120.0	96.0	18.1 460.0	6.9 175.0

** Stems can be flip-flopped to customize angle.

Bike Specifications:

Component	Type	Description
Frame	Surly Cross-Check	100% cro-moly, double-buttetted Reynolds 631 front triangle. TIG Welded. Bean-Green.
Fork	Surly Cross-Check	100% cro-moly, lugged + brazed crown. 1-1/8" threadless steerer. Bean-Green.
Headset	Ritchey Logic Comp	1-1/8" threadless, w/ 15mm spacers. Black.
Stem	Tahoma	1-1/8" threadless. Forged. Black.
Handlebars	Salsa Moto Ace Bell-Lap	26.0mm clamp diameter. Black.
Handlebar Wrap	Co-Union Cork Mix	Feels good. Black.
Brake Levers	Shimano	#BLR-400 aero.
Brakes	Tektro Cantilevers	#862A. Silver.
Cable Hanger, front	Tektro	#1271A. Includes routing noodle. Black.
Cable Hanger, rear	Dia-Compe	#1266. Silver.
Shift Levers	Shimano Bar-end type	#SL-BS77. 9-speed.
Shift Cable Adjusters	Jagwire	#CC-233 Microadjuster.
Front Derailleur	Shimano Tiagra	#FD-4403 Triple.
Rear Derailleur	Shimano Tiagra	#RD-4400-GS Mid-cage.
Crankarms	Cyclone	110mm BCD. Silver.
Chainrings	QBP Engagement Rings	36 x 48t.
Pedals	NOT INCLUDED	
Bottom Bracket	Shimano Deore LX	#BB-UN52 68x113mm.
Seatpost	Kalloy Uno	27.2x250mm. Black.
Seatpost Clamp	Kalloy	Black.
Saddle	Velo Endzone	Steel rails, vinyl cover. Black.
Cassette	Shimano Tiagra	#HG-50 9-speed 12-13-14-15-17-19-21-23-25T.
Chain	Shimano HG-72	9-speed compatible.
Hubs	Shimano Deore	#HU-M510. 32 hole. 100mm O.L.D. front, 135mm O.L.D. rear. Black.
Spokes	Stainless Steel	Straight-gauge 15 w/ brass nipples.
Rims	Alex	#AL-DV15. 32 hole x 700c. Silver.
Tires	Ritchey SpeedMax Cross	700x32c. Wire bead. Black wall.
Tubes	Cheng Shin	Standard presta valve 700x35c.

Extras: Clear chainstay protector. Die-extruded cables with anti-rattle donuts. Full CPSC reflector kit. Generic owner's manual

Cross-Check™ Frameset

In 1999 we sold every Cross-Check™ cyclo-cross frameset we could make — and you let us know you like ‘em, you really like ‘em! We didn’t want to mess with a good thing, so this year we have made just three small changes to the Cross-Check™. We switched to a 1-1/8" headtube and fork, gave it a spunky new bean-green paintjob, and most importantly, we’ve upped our production to make sure y’all who want one get one.



Having made only these minor changes to the second-generation Cross-Check™, we once again bow in honor and respect to the rich European tradition of cyclo-cross racing, but leave the overpriced, single-purpose, disposably-light, short and twitchy framesets lacking of tire clearance to be made by some other manufacturer. When you spend your hard-earned cash on a Cross-Check™, you’ll get a very aggressive, multi-purpose, off-road worthy 700c-wheeled bike that is cross-raceable, rideable, tour-able, commute-able, and downright single-trackable. By now you know **there is no free lunch**, but once you ride a Cross-Check™ you’ll realize that it is possible to have a reasonable compromise between hard-core geometry and comfort, between weight and durability, and between price, features and quality.

We went to great lengths to ensure maximum compatibility with all available tire widths, brands of fenders, modern single, double, and triple cranksets, as well as cantilever and linear-pull brakes. Yep, it’s single-speedable right of the box, too, for you fellow one-speed freaks needing a 700c fix. We switched to a 1-1/8" threadless headset not because we think it’s a better system, but because of the much greater stem selection available, and because versatility and the ability to customize your ride with commonly available parts is a major cornerstone of the Surly™ design philosophy. Speaking of custom fit, the Cross-Check™ is available in TEN sizes, from 42-60cm, to fit riders large and small, and really small. Shrimps everywhere rejoice!

All this can be yours for the meager suggested retail of **\$399.00**, so you’ll have plenty o’ zhing left over for the after-ride activities, or, perhaps, another Surly™ for your stable. That price is up by twenty from last year, but if you ask around you’ll find that the Surly Cross-Check™ is a fantastic ride at twice that price.

Size	ST (C-T)		TT (C-G)		TT (Effec.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
42 cm	16.5	420.0	19.9	505.0	20.6	522.0	72.0	75.0	2.6	66.0	16.5	420.0
44 cm	17.3	440.0	19.9	505.0	20.5	520.4	72.0	75.0	2.6	66.0	16.5	420.0
46 cm	18.1	460.0	20.3	515.0	20.8	528.8	72.0	74.5	2.6	66.0	16.5	420.0
48 cm	18.9	480.0	20.7	525.0	21.1	535.4	72.0	74.5	2.6	66.0	16.5	420.0
50 cm	19.7	500.0	21.1	535.0	21.3	541.8	72.0	74.0	2.6	66.0	16.5	420.0
52 cm	20.5	520.0	21.5	545.0	21.5	547.1	72.0	73.5	2.6	66.0	16.5	420.0
54 cm	21.3	540.0	22.0	560.0	22.0	560.0	72.0	73.0	2.6	66.0	16.5	420.0
56 cm	22.0	560.0	22.4	570.0	22.4	570.0	72.0	72.5	2.6	66.0	16.5	420.0
58 cm	22.8	580.0	22.8	580.0	22.8	580.0	72.0	72.5	2.6	66.0	16.5	420.0
60 cm	23.6	600.0	23.6	600.0	23.6	600.0	72.0	72.0	2.6	66.0	16.5	420.0

Specifications:

Tubing: 100% cro-moly steel. Main triangle features double-buttet Reynolds™ 631 tubes. TIG welded.

Rear Dropouts: Long horizontal dropouts with adjusters feature single-speed compatibility, wheelbase adjustability and our exclusive Gnot-rite™ 132.5mm spacing to easily fit 130mm road or 135mm MTB hubs.

Braze-ons: Cantilever bosses front and rear, fender eyelets front and rear, and dual water-bottle mounts. Down tube shift cable routing.

Seatpost diameter: 27.2mm.

Seatpost clamp diameter: 30.0mm.

Headset: 1-1/8" threadless.

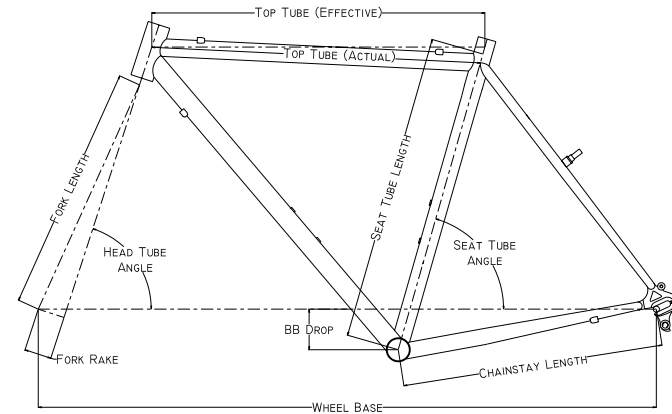
Bottom bracket shell: 68mm wide, threaded English 1.37x24t.

Tire Clearance: Proprietary FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 700x45c with mud and fender clearance left over. Seriously!

Chainring Clearance: Though we haven’t yet tried a ‘56’, we manipulated the chainstays heavily so you can fit whatever size rings you want, so go for it!

Color: Bean Green

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
42 cm	39.0	989.9	28.8	731.9	3.6	91.0	15.7	400.0	1.7	44.0
44 cm	38.9	988.2	29.2	741.6	3.6	91.0	15.7	400.0	1.7	44.0
46 cm	39.1	991.9	29.6	750.7	3.6	91.0	15.7	400.0	1.7	44.0
48 cm	39.3	998.5	29.9	760.4	3.6	91.0	15.7	400.0	1.7	44.0
50 cm	39.6	1005.3	30.3	769.4	3.6	91.0	15.7	400.0	1.7	44.0
52 cm	39.6	1006.0	30.6	778.4	3.6	91.0	15.7	400.0	1.7	44.0
54 cm	39.9	1014.4	31.2	793.0	4.0	102.0	15.7	400.0	1.7	44.0
56 cm	40.1	1019.8	31.9	810.7	4.8	121.0	15.7	400.0	1.7	44.0
58 cm	40.6	1030.0	32.7	829.9	5.6	141.0	15.7	400.0	1.7	44.0
60 cm	41.1	1044.8	33.4	847.4	6.3	160.0	15.7	400.0	1.7	44.0

*Measurements use tire with 685 mm outer diameter (Ritchey™ 700c x 30 SpeedMax™), and taken from middle of top-tube to level ground.

New! Steamroller™ Frameset

A steamroller has the ability to flatten anything in its path, which is exactly how you'll feel the first time you take our new Surly Steamroller™ fixed-gear for a twirl. Unstoppable. Euphoric. Happy. If you haven't ridden 'fixed' before you might even feel a little bit scared.



Designed specifically to give you the ideal foundation for a pure and unadulterated fixed-gear bicycle, some will see the Steamroller™ and think “messenger”, while others will automatically think “track”. We hope you'll think about those two, plus “coffee shop”, “watering hole”, “commuter”, “urban assault”, “double century” and whatever else. What you do with it is up to you, we can only hope you won't let your preconceived notions about fixed-gear bikes impair your ability to realize the possibilities of the Steamroller™ frame. The only thing it wasn't designed to do is **coast**, although if you decide to strap a coaster brake out back, we won't spoil your plans. Do what you like, because as with all Surly™ products, this frameset is merely another platform to expand your horizons and bring your rides to a new or different level of enjoyment.

Since reliable freewheeling technology evolved decades ago, folks have ridden fixed gears by choice, not out of necessity. We won't try to convince you that riding 'fixed' is better or special or why you should try it, you'll have to determine that for yourself. We will take the opportunity to say that at the unbelievably low price of **\$379.00** for frame and fork, this may be the best chance you've had yet to give coast-free riding a shot. Gee, the Steamroller™ just might change your life (if this happens please call us)!

The Steamroller™ geometry, tubing choices and features or lack thereof are deliberate in our quest to bring you a balance of pure aesthetics and a ride that is aggressive enough to be quick, exciting and purposeful, yet just mellow enough to be ridden all day long in comfort. We gotta point out the nice fork crown, its even drilled for a long-reach safety brake, should you opt for one.

The Steamroller™ is available in 4 sizes to fit a spectrum of riders, and was designed by fixed-gear riders for fixed-gear riders. We also have some other fine 4130 offerings and neat parts... take a look!

Size	ST (C-T)		TT (C-C)		TT (Effec.)		HT Angle degrees	ST Angle degrees	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm
49 cm	19.3	490.0	20.7	526.5	20.8	529.5	72.5	74.5	2.8	70.0	15.7	398.0
53 cm	20.9	530.0	21.5	547.0	21.5	547.0	73.0	74.0	2.8	70.0	15.7	398.0
56 cm	22.0	560.0	22.4	568.0	22.4	568.0	73.5	73.5	2.8	70.0	15.7	398.0
59 cm	23.2	590.0	23.1	587.0	23.1	587.0	74.0	73.0	2.8	70.0	15.7	398.0

Specifications:

Tubing: 100% cro-moly steel. Main triangle is double-buttet. TIG welded.

Rear Dropouts: Investment cast “Sub 11.0” track dropouts, spaced 120mm apart.

Braze-ons: None, baby. Pure. OK, we put one set of water-bottle mounts on the seat tube 'cause we're not camels.

Seatpost Diameter: 27.2mm.

Seatpost Clamp Diameter: 30.0mm.

Headset: 1" threaded English standard 30.2 cups / 26.4mm crown

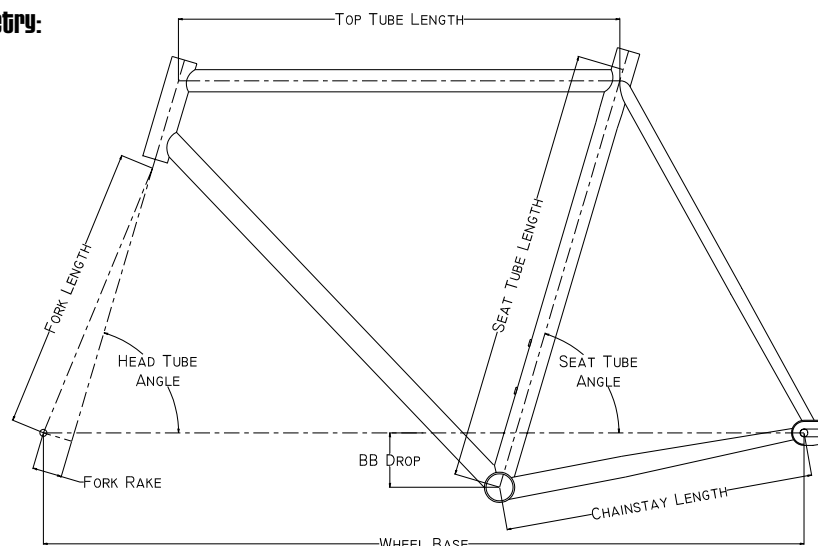
Bottom Bracket Shell: 68mm wide, threaded English 1.37x24t

Tire Clearance: Proprietary FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 700x38c with fender clearance left over (P.S. - use clip-on fenders!!)

Chaining Clearance: Heavy manipulation of the FFF™ stay gives room for any size ring you wanna use while maintaining chainline.

Color: Boston Baked Bean

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
49 cm	38.0	965.7	29.5	748.5	3.1	80.0	14.5	368.0	1.5	38.0
53 cm	38.1	966.6	30.7	780.5	4.2	106.0	14.5	368.0	1.5	38.0
56 cm	38.5	978.6	31.8	807.9	5.2	133.0	14.5	368.0	1.5	38.0
59 cm	38.9	987.6	32.9	835.2	6.3	160.0	14.5	368.0	1.5	38.0

* Measurements use tire with outer diameter of 682 (700c x 28), and taken from middle of top-tube to level ground.

1x1™ Frameset



Nobody wants to spend a bunch of cash on a single-speed... and why should they? To do so is contrary to the whole spirit of the single-speed experience. At Surly, we have recognized this for years and are continuing to offer our excellent 1x1™ single-speed frameset. Unchanged since its inception, the 1x1™ features a beefy, double-butted 100% Cro-Moly suspension-corrected frame and 1-1/8" hard fork with very nice black powdercoating and cool white decals. As if there were any doubt, the one-speed bandwagon has already left town, folks, and the 1x1™ is here to stay.

All hype aside, the motivations to purchase a 1x1™ are endless. Maybe you need a derby-rated steed to steamroll some 700c's. Maybe your financial sensibilities have kicked into overdrive at the sight of thick 4130 steel for a price you can justify. Perhaps the wide, curvy stays tempt you to try stuffing in some flat-trackin' skins. Maybe you can't stomach the extra twelve cents per gallon for premium, or maybe you just wanna try something new. Whatever the reason, we're sure you will appreciate the form, function and value of the 1x1™ as much as we do.

How does it ride? Take a look at our detailed geometry chart and you'll see our design is, well, regular. Take the 1x1™ for a spin and you'll find that it merely "rides like a bike" - leaving you right at home to forget about the machine and enjoy the ride. The 1x1™ rides so nice you won't notice it, you 1x1™ owners who have written know what I'm talkin' about. Fantastic at any price if we may say, though at a suggested retail of **\$359**, you won't be able to wipe the smile off your face.

The 1x1™ is available in small, medium, large, and suddenly now XL sizes. Designed by single-speeders for single-speeders, and as with all things Surly™, you can't go wrong. Keep lookin' our way for more good deals on tough cro-moly bikes, framesets and unique components.

Size	ST (C-T)		TT (C-C)		TT (Effec.)		HT Angle	ST Angle	BB Drop		CS Length	
	inches	mm	inches	mm	inches	mm	degrees	degrees	inches	mm	inches	mm
small	16.0	406.4	20.8	528.1	21.7	550.0	71.0	73.0	1.7	42.5	16.5	419.0
medium	18.0	457.2	22.4	567.7	23.0	585.0	71.0	73.0	1.7	42.5	16.5	419.0
large	20.0	508.0	23.2	588.2	23.6	600.0	71.0	73.0	1.7	42.5	16.5	419.0
x-large	22.0	558.8	24.2	615.0	24.2	615.0	71.0	73.0	1.7	42.5	16.5	419.0

Specifications:

Tubing: 100% cro-moly steel. Main triangle is double-butted. TIG welded.

Rear Dropouts: Investment cast "Sub 11.0" track dropouts, spaced 135mm apart.

Braze-ons: Cantilever bosses front and rear, fender eyelets front and rear, and dual water-bottle mounts.

Seatpost Diameter: 27.2mm.

Seatpost Clamp Diameter: 30.0mm.

Headset: 1-1/8" threadless standard

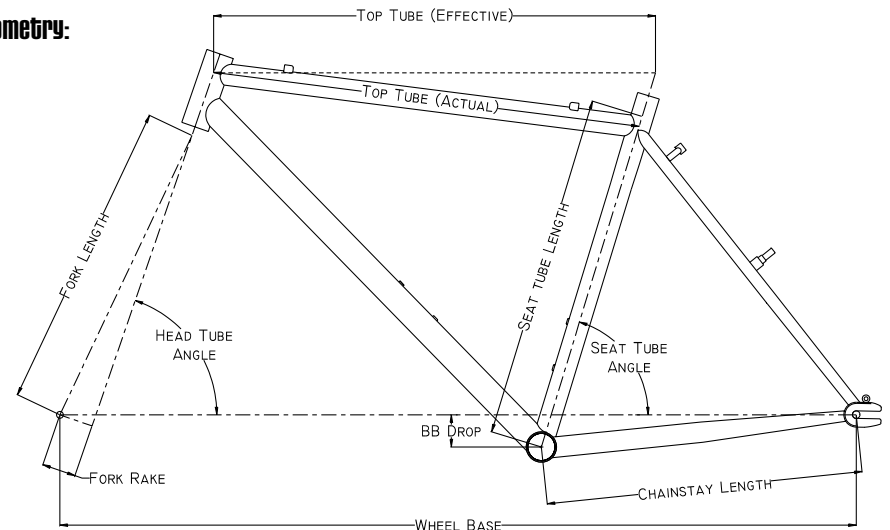
Bottom Bracket Shell: 73mm wide, threaded English 1.37x24t

Tire Clearance: Proprietary FFF™ (Fatties Fit Fine) chainstays and our custom fork give room for tires up to 2.7" with plenty of mud and fender clearance left over. Seriously!

Fork: Suspension corrected for 3" travel sus fork. 100% cro-moly.

Color: Black

Geometry:



Size	Wheel Base		S.O. Height*		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
small	40.1	1018.5	29.0	736.6	3.5	89.0	16.6	421.0	1.8	45.0
medium	41.5	1053.9	30.2	768.2	4.0	102.0	16.6	421.0	1.8	45.0
large	42.0	1066.5	31.4	797.6	4.5	114.0	16.6	421.0	1.8	45.0
x-large	42.7	1084.9	32.7	830.0	5.3	134.0	16.6	421.0	1.8	45.0

* Measurements use tire with diameter of 676 mm (Tioga™ 2.1 DH), and taken from middle of top-tube to level ground.

1x1 Singleator™

The Singleator mounts to your derailleur hanger and provides a simple, effective, adjustable means of tensioning excess chain slack found in vertical dropout single-speed drive trains.

Singleator Features: triple sealed reversible spring, 22t cog capacity, chain-rejection protection, fully adjustable chain line, floating tension pulley, and a stainless steel pivot bushing. Stop being so damn serious... get yourself a Singleator, and give the single lifestyle a try.

Colors: Black or Silver.

MSRP: \$50



The 1x1 Speed Gear Chart

1x1	24	26	28	29	30	31	32	34	36
16	1.50	1.63	1.75	1.81	1.88	1.94	2.00	2.13	2.25
17	1.41	1.53	1.65	1.71	1.76	1.82	1.88	2.00	2.12
18	1.34	1.45	1.56	1.61	1.66	1.72	1.78	1.89	2.00
20	1.20	1.30	1.40	1.45	1.50	1.55	1.60	1.70	1.80
22	1.09	1.18	1.27	1.32	1.36	1.41	1.45	1.55	1.64

1x1 Hubs™

When the bandwagon rolls through your town, be ready with the 1x1™ single-speed hubs. You'll be confident in your derby abilities rolling on this pair of rugged hubs. The 1x1™ single-speed hubs are forged and CNC-machined from 6061 aluminum and feature 4130 Cro-Mo solid axles, spinning on sealed cartridge bearings. The 135mm-spaced rear hub allows the use of BMX freewheels and as an added bonus, it's threaded on each side for the convenience of quick gear changes. The front hub is 100mm spaced, and the matched pair is available in black or silver. (32°) Both feature the handsome 1x1™ laser-etched logo.

Color: Black or Silver

MSRP: \$45 (front) \$54 (rear)

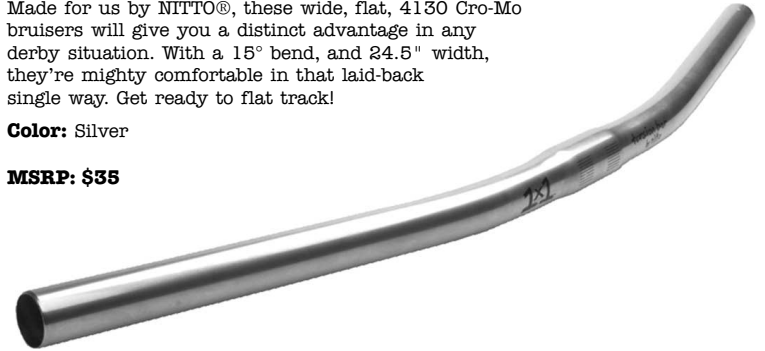


1x1 Torsion Bar™

Made for us by NITTO®, these wide, flat, 4130 Cro-Mo bruisers will give you a distinct advantage in any derby situation. With a 15° bend, and 24.5" width, they're mighty comfortable in that laid-back single way. Get ready to flat track!

Color: Silver

MSRP: \$35



1x1 Blowerdrive™



The 1x1 Blowerdrive™ is a one-piece chainring spider and trials-style bashguard that mounts directly onto Shimano's® popular **Deore LX® M569*** and **Deore XT® M739*** splined crankarms. This extremely durable and uniquely styled unit's coolest feature is its ability to fit 74mm, 94mm, or 110mm BCD chainrings --no more gear limitations due to poor freewheel selections, and no need to buy a bunch of new chainrings to experiment with strange gear combinations. We bet there's stuff hanging on your bench that will bolt right on. The Blowerdrive's integrated bashguard is gnarled for extra grip when bushwhacker mode is on, and will protect chainrings up to 36 teeth. Blowerdrives include chainring hardware and look pretty tough, as well.

***The Blowerdrive™ WILL NOT work with any other cranks!**

Colors: Black or Silver

MSRP: \$50

Jethro Tule™

Not since 'Aqualung' was re-released stateside on vinyl has there been a better way to spend twenty bucks. Our new Jethro Tule™ pocket tool is hand-crafted from stainless-steel, then polished to a high luster, and combines an offset box wrench on one end with a leverage-enhanced bottle opener on the other.



The double-sided 15mm box wrench fits most bolt-off hubs on the market and also quite nicely inside recessed dropouts, including those found on our Surly 1x1™ and Steamroller™ frames. Quit carting around the Vice-grips™; our smooth, spoon-shaped handle provides ergonomic pleasure for your palm under the most rigorous wheel-removing operations at a fraction of the weight and bulk, and snaps open the fizzy reliably before, during, and after the ride. The Jethro Tule™ hangs nicely on a key chain and is light enough to carry comfortably anywhere, but being 'Thick as a Brick', it is built to last and to resist bouncing out of your pocket during a rough single-track ride, or cross-town jaunt. Ian Anderson traded in that damn flute for one.

MSRP: \$22

Tee Shirts



"Advantage" Tee



"Dragster" Tee

Paraphernalia

Get up for the downwwn stroke. Derby-approved stuff.

PATCHES

6" or 10". Good for messenger bags, jean jackets, skin grafts...

STICKAS

Assorted stickers to mess up your world...

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SURLY™

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Who is Surly™?

Wakeman

**somebody's got to steer the ship, somebody wake me up.
brand manager + product designer.
I can probably break it.**



Pre-SURLY



Post-SURLY

Wakie, aka Wakeman Massie, as in Wakemanfirstname, which is howIintroducemyself. Once, two weeks into dating this girl, I got a love letter in the mail addressed to "Scott Wakeman", hmm. Lucky for me as we all age and maneuver our way through pseudo-adulthood, people become less interested in picking the details apart, and I have to explain the name thing less and less. None of it bothers me, I guess it's all irrelevant anyway since I don't actually speak anymore with electronic mail so convenient and all.

My first bike (a black 16" wheel Ross BMX) was left in the ditch outside the house for two weeks until some opportunist poached it. In trouble, my next ride was had without parental assistance for \$24.00 at National Auto Supply "downtown", and it was all I ever needed, though when the rich Aunt came to town to purchase my affection I said "Make it a Mongoose, uhh, with Tuff Wheels and a gold front brake." Thus began a personal sickness which I trademarkedly describe as "Transportation Fascination". Affecting me to this day, bikes, skateboards, motorcycles, wagons, trains, planes, and, yes, cars continue to captivate my attention on a personal and professional basis. That and my fine lady, "The Shrimp."

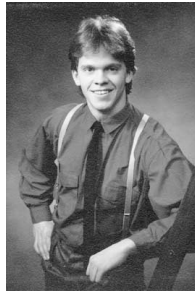
My philosophy for living (for now) is be nice to everyone you meet until you discover you can't stand them, and then be pleasant even, but never suppress your feelings. Don't lie to yourself or me. For the good of humanity, learn how to say what's on your mind clearly and directly. Steer clear of people who can't take (or give) a joke. Resist the temptation to consume (cept fermented drinks, natch), but don't let the act of resisting consume you. Be opinionated but open; let live. Cut loose once in a while, have yourself a little mischief, and lighten up for crying out loud!

To the greatest extent possible, I try to let the direction of Surly reflect who we're all about, and develop products we'd wanna use at a price we'd wanna pay. I know you're out there, I hope you like our schtick and dig the stuff!

-Wakie

Hurl

action news reporter.
emergency-room correspondent.
pleasant voice on the Surly hotline,
smiling face at your event.



Pre-SURLY



Post-SURLY

Hurl Overtone. 6 feet zero. Capricorn. Hailing from the river bottoms of Bismarck, NoDak, this cretin took the training wheels off at age 3, and hasn't looked back since running over Linda Groszhans' mother at the age of 5, with his Schwinn Hollywood, complete with bolt-on top tube for that "boys" bike conversion style. "My Dad said I couldn't ride in the street, sidewalks only, so when Mrs. Groszhans stepped into my path that sunny afternoon on Ryan Drive, I had no choice but to run her downwwn." True story. These days, I can be found stumbling out of local Minneapolis watering holes, riding my fixed gear 1x1 w/the Paul Component's FlatBed Rack into immovable objects. Sometimes this results in stitches to the dome...

Some of you might know me from the little punkbike quarterly I publish called Cars-R-Coffins. Frankly, I'm not anti-car, I'm just anti-so-many-damn-cars. My pal Loren Morlock has a great saying: **"cars make good screwdrivers, but too many people use them as a hammer."** Word. The first car I owned was a cool, beat 1966 Pontiac Tempest 2-door; my brother traded some guy his motorcycle for it. Somehow I became the owner. And I dig Volkswagens; hell, any wagon for that matter. But that's not important right now.

I can still remember the day my Dad bought me my first very own bike. This was no hand-down from my older bro. or sisters. This was The Huffy Paydirt, from Woolworth's. Since that Huffy, throughout all the quagmire which can accumulate in 32+ years of life, the one constant in mine has been my bike. I've raced BMX, Mountain Bikes, rode centuries, toured from NoDak to Oregon, rode on a velodrome, been a pro team mechanic, had a child, and saw the original KISS reunion tour. I've also discovered the joys of punk-rock music, Jack Kerouac, Charles Bukowski, the company of women, good wine, good food, and Pabst Blue Ribbon. And there's still no greater feeling than throwing a leg over the toptube and rolling across town, with no particular place to go, maybe laying down a fat skid just for fun, or bunnyhopping some stoopid obstacle. I've got 11 bikes to choose from, but any bike will do. I ride bikes for fun, and I ride bikes for freedom. Mostly, I just ride.

Cheers,
- Hurl

Grayboy

artist. fireman. designer.
helluva product tester. surly janitor.



Pre-SURLY



Post-SURLY

Grayboy. The FBI knows me as David John Gray...or thinks it knows me, that is.

I think my velocipedic obsession is partially rooted in the fact that I had mediocre bikes as a young lad, so now I'm making up for lost riding time. My first two-wheeler, a red 20"-wheeled Vista Cruiser (which I still have) with removable top tube, was functional but not cool. My second was an orange Sears Free Spirit 10-speed...enough said.

I grew up with a garage full of tools, a great father who encouraged me to try new things, and a lot of room to collect all things mechanical. My fixation on the wheel started early. Growing up, I had motorcycles, a go-cart, a 35mph motorized skateboard powered by a 3.5hp Briggs and Stratton 4-stroke, and other wheeled machines that I created from salvaged junkyard treasures. When I got my drivers license, a vehicle hoarding frenzy kicked in. By age 21, I had accumulated 11 cars and trucks. I had motor madness on the brain. Then I made a decision that has greatly influenced much of my life...

I got a whacky notion, about 9 years ago, to buy a mountain bike. I got a great deal on a Fisher-made Cinelli Ottomila (full Suntour XC Pro, Columbus tubes...nice), courtesy of Bennett Gibb's, founder of Bennett's Cycle in St. Louis Park, MN. Thanks again, Ben. I went for a ride off-road, in the mud, and I was hooked...hooked bad. As melodramatic as it may sound, that was a turning point in my life. Epiphany. From that point, I've built a stable of 40+ bikes: road, mountain, bmx, trials, and cruisers. More than 50% of them are single-speed rigs...coaster, freewheel, and fixed. 3 Surlys in the living room. I don't collect bikes to stash them away...I collect them to ride them. Some of my machines are sweet-looking rides; many are ugly to the untrained eye, but I love them all.

The cars and trucks? Gone...except for my rusty, trusty '86 Mazda B2000, which sees less than 1000 miles of road per year. 30 degrees below zero or 100 degrees above, I'd rather be riding my bike than driving.

I ride because it's good for my body and soul. I ride because I can't ignore the fact that the excessive and unnecessary use of the automobile is destroying the planet. I ride because it frees my mind. I ride because adrenaline is a wonderful drug. I ride because I like the company of fellow cyclists. I ride to lead by example. I ride because it's the right thing for me to do.

- Grayboy