

# Club Tour

Ideal for Leisure, medium paced Audax, Commuting, Touring up to & including Cycle Camping.

We believe this is the best value 700C Tourer in the UK today!

Take a close look at the **Thorn Club Tour**. Look at the quality of the tough metallic powder coat finish, look more closely and you will see the sharp quality of the black outlined decals, run a finger over them and you will notice that they are under a clear lacquer, you won't feel the edge. What you can't see is that the lacquer itself is a clear powder coat finish. What you may never see is the 9 stage anti-corrosion process. Also notice that the Reynolds 725 frame decal and 531 fork decal are under the lacquer... This is a high quality frame and fork that will keep its good looks for years to come. The beauty is more than skin deep though.



The frame is made from the same high-pedigree Reynolds 725 tubes (albeit in an increased

diameter, heavier, touring gauge) that Bernard Hinault was "testing" for Reynolds as he rode to victory five times in The Tour.



Reynolds 531 fork blades do not need any introduction at all, they have been around for a long time, and there is still nothing

better on the market for no-nonsense touring. A look at the forged rear drop outs (Everest CIII) and cast fork crown will reveal that these are the same items that we have been praised for using on our top end UK built models.



Neat TIG welded construction.

Look closely at the tube joints and you will just about be able to discern their method of construction... the neatest T.I.G. welding and mitring. Look at the decal, again under lacquer, on the seat tube near the bottom bracket... it proclaims what you had already guessed... this frame and fork was not made in the UK (or Europe!).



14 day money back if not delighted guarantee on all new Thorn cycles



Bike shown: XT spec.

Audax / Touring / Commuting / Winter Training

Powder coating and T.I.G. welding of this high quality is only possible in Taiwan!

Taiwan has many frame builders. We went to the best and then we paid extra to have tighter tolerances used throughout the build process. The Club Tour is a Thorn after all! We designed the bike with all the features you would expect from a Thorn, we even paid for the tooling to produce our trademark (and highly effective) tight radius-bend fork blades.



You should have seen the beaming smiles from the frame builders when they realized that, instead of easily removed stickers, we were going to specify a "hand-built in Taiwan"

decal that can't be removed. So we, unlike many UK brands, were not planning to add a "hand-built in the UK" or "made in Sheffield" sticker in its place! (Whilst Trading Standards seem happy to continue to allow this to happen, despite us bringing it to their attention, we don't feel that it is either accurate, moral or indeed, fair to the Taiwanese engineers who have put their effort into these frames).

We are proud to be able to offer such a truly high quality machine at a much keener price than far inferior products! We are proud of the effort that **we** have put in!

There are 6 frame sizes available (see sizing). The geometry varies with each size to produce not only a perfect fit, but also a perfectly balanced ride. The frame and fork have all the braze-ons that you would expect and there are no open "blow holes" to allow water in, this in itself was a major effort on our part, we are sure that **nobody** has ever persuaded the Taiwanese to do this before!

The bike is everything that a modern 700C multi-purpose touring bike should be: comfortable, secure, and adaptable.

Fit 32mm Panaracer Pasela tyres (measuring 28mm) for a reasonable turn of speed on Audax rides. At the other extreme, fit 37mm Paselas (measuring 36mm!) for riding unmade roads with camping equipment, or indeed, simply to enjoy a supremely comfortable, leisurely ride in our own fair lanes! (We would strongly advise against using tyres much narrower than (an actual) 28mm because the Club Tour has been designed to be an all-round touring frame and narrow tyres will ride too harshly for most people.)

Most importantly the bike has been designed to be not only affordable and durable but also to be the **very best value in the UK today!** It is a shame that we can't build this quality **at this price** in the UK, but we can't (and neither can anybody else) and that's that! The Club Tour's frame builders are engineers, who enjoy excellent, modern working conditions and a high standard of living in their own country!

The very best value in the UK today!

## Frame features

> Braze-on bosses include: dynamo, 3 x bottle, seat stay pump mount, lo loader & rear carrier.



Provision for three bottle cages.

> Comfortable 1 1/8" ahead fork with Reynolds 531ST blades.



Seat stay pump mount.



Lo loader and bottle generator dynamo bosses.

## Club Tour cycles include:

- > Efficient Shimano transmission.
- > Supremely reliable F.S.A. cartridge bearing threadless headset.
- > Strong & light Sun CR18 rims on Shimano hubs.
- > Efficient Tektro cantilever brakes for touring.
- > Super quality Panaracer Pasela tyres - choice of: 28, 32, 35 or 37mm!
- > SKS mudguards - directly fitted... the best!
- > High quality finishing kit.



Efficient Tektro brakes.

## Colour

Choice of two high gloss, super tough powder coat finishes with all decals under super tough clear powder coat laquer.

Green powder coat



Blue powder coat



## Sizing

With the Club Tour we have evolved our concept of providing different length top tubes, to suit differing customer requirements.

All sizes of Club Tour have a sloping top tube... this allows a generous top tube clearance, in the middle of the tube, at the same time as providing the possibility of handlebars at a sensible height for comfort. The fact that this design also produces a frame which is both lighter and stiffer (shorter tubes and stays) is a happy consequence. There is only one downside to such a frame... it is difficult to **explain** the sizing!

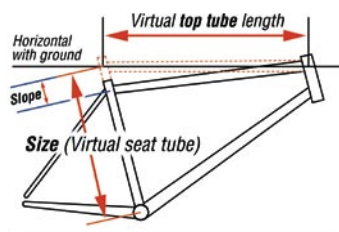
We have chosen to ignore the slope of the top tube, and give the virtual seat tube size, as if the frame **did** have a horizontal top tube... this not only gives you a reference point for comparison with your existing bike (which probably **does** have a horizontal top tube) but it also tells you how high the headset is, which is important because sometimes you end up straddling the top tube at this point.

For similar reasons the top tube lengths are given as virtual top tube lengths, because the degree of slope on a top tube will determine how long it is, without telling you how far the bars are away from the seat post... which is what you want to know!

We have specified really long (350mm) steerers. These steerers are designed to be able to be cut down, so you can have the bars at the exact height you require (you can even have the bars higher than the saddle... if you wish!).

The bars can still be raised a little, at a later date, by changing the stem to one with a steeper angle, or more simply by removing the spacer, which you can specify to be installed above the stem, and repositioning it below the stem. The bars can easily be lowered by reversing the stem, fitting a new stem with a shallower angle or by repositioning the stack of spacers.

**99% of cyclists** will find one of our 6 **proportionally** sized **compact** frames ideal for their requirements.



Virtual seat tube (centre to centre)

Virtual horizontal top tube (centre to centre)

Long Top Tube				
Size	Slope (mm)	Virtual top tube length (mm)	Stand-over @ head (mm)	Stand-over @ mid tube (mm)
517 L	55	550	778	750
557 L	65	580	816	783
597 L	75	610	856	818

Short Top Tube				
Size	Slope (mm)	Virtual top tube length (mm)	Stand-over @ head (mm)	Stand-over @ mid tube (mm)
495 S	50	510	760	735
533 S	60	530	800	770
572 S	70	560	838	803

Our smallest size, 495S is the smallest frame we could make with 700C wheels. The designation "S" denotes a short top tube (510mm). It has a standover height at the head tube (s/o H) of 760mm, the s/o at the middle of the top tube (s/o M) is 735mm.

The next size, 517L has a long top tube:

virtual top tube = 550mm,  
s/o H = 778mm, s/o M = 750mm

Size 533S has a short top tube:

virtual top tube = 530mm,  
s/o H = 800mm, s/o M = 770mm

Size 555L has a long top tube: virtual

top tube=580mm,  
s/o H = 816mm, s/o M = 783mm

Size 572S has a short top tube:

virtual top tube = 560mm,  
s/o H = 838mm, s/o M = 803mm

Our largest size, 595L is a truly huge

frame! It has a really long top tube  
virtual top tube = 610mm,  
s/o H = 856mm, s/o M = 818mm

## Bike Build-up options...

Each bike is individually hand built from the frame up, to your exact specification, on our premises here in Bridgwater and all carry our **14 day no-nonsense money back if not delighted guarantee**.

We offer many upgrades and custom options as standard, and can accommodate most component requests... Talk to us now about your dream specification.

# Club Tour frameset



The ClubTour frameset, complete with highest quality F.S.A. head set, bottom bracket, seat post, brake hanger and touch-up paint are available separately, to retail customers and also to the "trade".



www.thorncycles.co.uk