

THORN Cyclosporatif

Cyclosporatif rides are becoming increasingly popular in Europe; these are often run over the routes of famous Classic races, which are usually very challenging. The fields can be very large; "l'etape du tour 2001" had over 8000 cyclists taking part! At the front of the ride the pace is very close to racing speed. Finishing times are often published, the roads may be closed to other traffic, electronic tagging of participants may be used and the police sometimes provide motorcycle escorts... we have nothing like them in the U.K!

Whilst we are convinced that 26" wheels are the best choice for light-weight, medium and heavyweight touring, we feel that for ultra-light-weight touring, particularly when undertaken by very fit individuals, who wish to travel at great speed, and for whom comfort is only a secondary consideration, the 700C wheel still has its place. If you are genuinely capable of maintaining a high average speed, say 20mph (32kph), then you should find it easier (albeit less comfortable) with narrow (700 x 23mm) tyres, not because they roll better than high quality 26 x 1.5" (which they don't) but because they cut through the air better! You should note, minor benefits gained in aerodynamics do compensate for small losses due to increased rolling resistance, but only at relatively high speed! If this is your type of cycling, and you are looking for the best possible machine for the purpose, look no further... we have a real peach... the exquisitely beautiful Thorn Cyclosporatif.

The superb, "conical" Reynolds 853 tubeset (taper gauge, heat treated, very high quality steel) is manufactured especially and exclusively for us, to our exact specification.

We use the world-renowned Reynolds 531c fork blades. The frame and forks are hand built and fillet brazed by a master craftsman (here, at our Bridgwater frame shop) into the finest ultra-lightweight touring frame possible!



UNIQUE THORN 14 DAY PLEDGE

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



Bike shown:
10 speed Triple STI shifter Shimano Ultegra, with many upgrades.

Sure, you could save 200g with a (disposable) alloy frame, but they really do give a harsh ride! Our steel frame is designed to last, we have totally sealed 8 of the tubes and fitted a drain plug to the seat tube, so they can't rust from the inside, thus removing the only objection to high quality lightweight steel, as the material of choice, for high-performance cycles... **"STEEL IS REAL!"**... If you have never tried it, or if much time has passed since you have, the way it feels alive, its natural spring, which works with you, the way it smoothes out bumps and dampens road vibration will come as a revelation! But our steel is better than any you may have tried in the past. Steel was **THE** material of the past, our steel **IS** the material of the present and we are sure that, with the resources available, it will still be the material of the future! These are not empty words; we are the only manufacturer to back up our claims...

"WE GUARANTEE SATISFACTION... OR YOUR MONEY BACK!"

We manufacture the Cyclosporatif in 30 different sizes! **YES**, you did read that correctly, **30 SIZES!** Each of the 10 different, proportionally-sized frames is available with short, medium or long top tubes! The size of frame you need is dictated by the length of your legs, with consideration given to the handlebar height you require (which may be greatly influenced by your age). However, it is very common to have a short (or long) upper body, compared to your leg length! It is possible to compensate a little for this, with different length handlebar stems, but for larger accommodations, a longer (or

shorter) top tube, not only looks better, but, if other dimensions are adjusted accordingly, actually rides, feels and, more specifically, handles better! We are the only manufacturer to (currently) offer this option, without the expense and indeed, the worry, of a custom frame (remember our guarantee).

You would have to be a very unusual person to need a custom built Cyclosporatif frame from us! Of course we could build you a custom frame, but this would cost much more money!



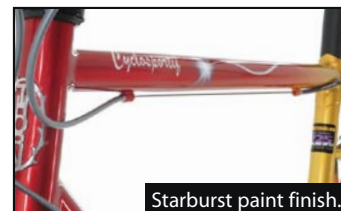
We have designed the Cyclosporatif to accept mudguards (with close, but adequate, "road" clearances) when fitted with 700 x 23 (and some 25) tyres. The actual drop that we build to is 48mm (+/- 0.5mm), this allows the fitting of either 39-49mm (shallow drop) or 47-57mm (deep drop) Shimano brakes (alternatively, 39-50mm Campagnolo brakes may be used).

Which should you use? The Shimano "600", deep drop brakes, when set at their minimum height, out-perform any rim brake you could wish to use, in terms of braking power, they also have excellent modulation ("feel"). The Shimano (shallow) Dura Ace brakes look the neatest and have the best modulation and may be plenty powerful enough, (but perhaps overly expensive) for most people.



The frame can be specified with 135mm OLN (standard) or 130mm OLN between the rear drop outs. 135mm OLN (over lock nut width) allows the fitting of mountain bike hubs (future road hubs?), which build up into wheels with much less "dish" (perhaps of more importance to the unsupported cyclist than to the racing cyclist, who has the benefit of a following team car, with spare wheels on board!) or 130mm OLN to allow the fitting of current road hubs.

We would advise the use of 32 spoke Shimano XTR (MTB) hubs for most people, if the budget allows. Shimano XTR hubs are very lightweight, seem to last forever and build into a really strong wheel.

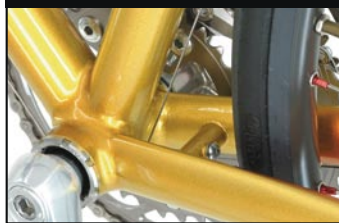


There are bosses under the fork crown, under the brake bridge and behind the chain stay bridge which facilitate the direct mounting of the mudguards to the frame. There are also bosses behind the fork bend and on the rear dropouts, to which the mudguard stays may be mounted. We have, in addition, provided upper mounts on the seat stays to attach a small, lightweight, rear carrier, if

required (such as our own Reynolds '531' beauty (300g), which has fittings to accept a rear L.E.D. light) 2 sets of bottle bosses are provided (3 may be provided, if requested). All of our usual (metal) slides, stops, bosses and guides (for "bare wire" gear and brake runs) are also fitted, as you would expect from us. When not equipped with mudguards the clearances are such that the cycle does not look at all "gappy". You could, if you wished, just squeeze in (some, but not all, manufacturers') 700 x 28 tyres.

We are very proud of the quality of the filing, which puts "famous Italian names" to shame. The standard, stove enamelled and deep lacquered, "starburst" paint job is exotic, eye catching and tastefully exclusive. Many alternative finishes/colours may be ordered (some would cost extra, but most would not). The final external detail is the application, with molten silver, of our stainless steel "wreath of thorns" headbadge, in the new mini size.

Fillet brazed & filed to perfection.



External details are nice to look at and certainly sell frames, but the real beauty of our frames can't so easily be seen. The care and precision taken in the mitring of the tubes and the low temperatures that are used in construction, the high quality of the dropouts, fork crown and bottom bracket shell, the stainless steel "blind end" bottle bosses used in the down tube (to seal it from the air), the use of 55% silver to attach fittings and above all else, the pride which is taken in each frame's construction, are all internal, or unseen, details that you can take for granted when you purchase a Thorn Cyclosporitif.

No matter how well a frame may be constructed, or what material it may be constructed from, it is of little consequence to the committed cyclist, unless that frame performs exactly in the desired manner... and even then, for many, it also has to look the part into the bargain!

The Cyclosporitif certainly looks modern! It is built to the fashionable "compact" design, with sloping top tube and consequently shorter seat tube and seat stays. This style does save a little weight and it does create a stiffer frame, whilst at the same time giving a little more standover clearance when compared with the same size frame with a parallel top tube.



1 1/8" threadless headset.

We feel that our steel, with its silky riding characteristics, is particularly suited to this (compact) style of frame, much more so than the especially harsh mega-tube aluminium that compact frames are so often constructed from. The "new" idea of threadless headsets has everything to recommend it, but it makes little sense to us to fit a 1" steerer, then a shim to fit a 1 1/8" stem... so we fit a 1 1/8" steerer to start with, which also allows us to fit a higher quality, longer lasting 1 1/8" headset!... We feel sure that you will agree that our bike certainly looks the part, especially with its subtly tapering tubes!

O.K. so it looks the part, but the way it rides is pure heaven! Smooth and springy, with enough stiffness to assure you that any extra effort you choose to make will be rewarded with extra forward motion! The geometry is classic "stage race"... stable on the descents, capable of being ridden no-handed, yet with fairly quick steering. It should lose nothing in performance to a pure race bike, and could be ridden as such, but unlike the professional, who has following team cars, this cycle is designed for the more self-reliant rider, such as Audax U.K. (or Australia) hard riders, U.S. double century riders, or, as the name suggests, European Cyclosporitif riders, all of whom need to carry at least a little luggage. If this sounds like your style of riding, then go ahead and place your order, this cycle has been designed especially for you!

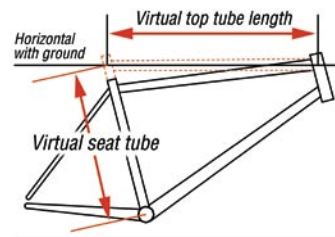
YOU WILL LOVE IT! ...
WE GUARANTEE!



PLEASE NOTE, the sizing of "compact" style frames can be very confusing, not to say misleading. The slope of the top tube can, and does, vary considerably from frame to frame. Other manufacturers often quote the actual length of the seat tube as the frame size, this tends to make frames sound smaller than they really are! With parallel (to the ground) top tubes, the most common way of sizing frames is to give the length of the seat tube from the centre of the bottom bracket to the centre of the intersection with the top tube... (centre to centre)... This gives a clear indication of the height of the

headset and, consequently, the height of the handlebars and, most importantly, the proximity of the front of the top tube to soft tissue! So we size our frames as if the seat tube continued beyond its actual top, to an imaginary intersection where the top tube would be if it were parallel. The length of our top tubes are, for the same reason, given as if they were parallel and intersected in the same place. If this sounds complicated please read the paragraph again ... **ALL IT MEANS IS THAT YOU BUY THE SAME SIZE THORN 700c COMPACT FRAME AS YOU WOULD HAVE BOUGHT IN A PARALLEL TOP-TUBED 700c FRAME!** (But we couldn't say that without first saying why!)

Frame Dimensions



Unless you have particularly large feet for your height there should be no overlap when used with 700 x 25 tyres. But there may well be overlap when mudguards are fitted.

*165mm (or shorter) cranks should be used.

**Crank longer than 175mm may be used.

Short Top Tube				
Size / Virtual seat tube (mm)	Virtual top tube length (mm)	Stand-over @ mid tube (mm)	Stand-over @ head (mm)	Seat tube angle
485 S*	495	697	722	76
500 S*	505	710	737	75.5
515 S	515	730	759	75
530 S	525	742	774	74.5
545 S	535	755	790	74
560 S	545	770	805	74
575 S	555	783	820	73.5
590 S**	560	803	840	73.5
605 S**	570	815	855	73
620 S**	580	830	870	73

Medium Top Tube				
Size / Virtual seat tube (mm)	Virtual top tube length (mm)	Stand-over @ mid tube (mm)	Stand-over @ head (mm)	Seat tube angle
485 M*	510	697	722	76
500 M*	520	710	737	75.5
515 M	530	730	759	75
530 M	540	742	774	74.5
545 M	550	755	790	74
560 M	560	770	805	74
575 M	570	783	820	73.5
590 M**	580	803	840	73.5
605 M**	590	815	855	73
620 M**	600	830	870	73

Long Top Tube				
Size / Virtual seat tube (mm)	Virtual top tube length (mm)	Stand-over @ mid tube (mm)	Stand-over @ head (mm)	Seat tube angle
485 L*	525	697	722	74
500 L*	535	710	737	73.5
515 L	545	730	759	73
530 L	555	742	774	72.5
545 L	565	755	790	72
560 L	575	770	805	72
575 L	590	783	820	71.5
590 L**	600	803	840	71.5
605 L**	610	815	855	71
620 L**	620	830	870	71



www.thorncycles.co.uk

