

THORN

Audax 853

We have taken the concept of our original Audax bike (still manufactured, but now called the Audax Classic) and brought it up to date. The conical tubes that we use on our Cycloportif (which was reviewed as "simply the best steel frame we've come across to date" Cycling Plus C+131) are so good that we couldn't resist using them in an Audax style bike. Well that is what we planned to do, but Reynolds informed us that it was now technically possible to make us an 853 conical tubeset... so we ordered some!



The threadless headset system is so reliable and convenient, we felt we had to include this feature.

We have got used to looking at frames with a sloping top tube (compact style) so, apart from having the benefit of increased top tube clearance, they now also look much more attractive to us.

The very best way of joining tubes of this specification is low-temperature fillet brazing... so that's what we do.

"All the tubes in the Audax 853 are sealed, to prevent internal rust."

All the tubes (with the obvious exception of the seat, head and steerer tubes!) in the Audax 853 are sealed, to prevent internal rust. We even use "blind-end" stainless bottle bosses on the down tube sets to ensure that the removal of a cage does not allow a fresh charge of air to enter the tube.



We use Ritchey forged rear dropouts which are the most reliable lightweight drop out available. Unfortunately we have had to trade-off the facility for separate carrier and mudguard mounts but this is of

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14
DAY
PLEDGE

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



Bike shown: Ultegra Triple STI spec, Gloss R'n'B paint finish, plus
- saddle upgrade, wheel upgrade & bottle cages..

The ultimate UK style hard-riders bike.

no great consequence. In fact if you opt for one of our 531 carriers you will find mudguard bosses on it's rear stays, so you can keep things separate if you choose.

Because the Audax 853 is a 700C bike, we have also taken the opportunity to slightly modify the front geometry in favour of a sportier ride... the Audax 853 is still very stable, it still has clearance between shoes and mudguard but now it steers more quickly (compared to the original, ultra-stable "Audax Classic").

We have chosen a comprehensive set of frame fittings... these are: silvered-on stainless steel "THORN" headbadge, this looks quietly understated and makes it impossible to disguise the origin of a stolen frame, brazed-on gear lever bosses, slotted rear gear outer stop on chainstay and metal slides under the bottom bracket (to help keep the gears indexing more accurately for longer), allen key countersunk deep drop brake fittings, forged vertical dropouts with bosses for mudguards and rear carrier to which we silver stainless inserts to allow chain clearance in the smallest sprocket without resorting to carving away the seat stay, upper fittings on seat stays for 4 point fixing rear carrier, 3 sets of bottle bosses, discrete boss to accept our dyno bracket on the back of the right hand fork blade, 2 slotted stops for rear brake cable set at "half past four" (when viewed from the front), bosses under the fork crown, seat stay bridge and chainstay bridge to allow for the neat, direct and secure "bolting" of mudguards to the frame whilst also maximising mudguard clearance. In addition we braze the mounting points for the front mudguard stays onto the bend of the forks to save weight, increase rigidity and improve safety (if something is picked up

by the wheel (a stick or drink can, for example) the gap between the mudguard and the tyre will increase as the stays are forced round by the object, allowing the object to fall clear and avoiding a potential cartwheel).

We have also provided a reinforced peg on the left seat stay to allow the fitting of the highest quality hand pump available... the Zefal HPX. A final touch of quality is the provision of a drain plug in the bottom bracket shell to allow the draining of frame-destroying condensation or to allow the frame to breathe while being stored.



Discrete dynamo boss.

Colour

The Audax 853 is available from stock in in Gloss R'n'B with white graphics, or in any single colour to choice (4 week wait) at no extra cost.

If you are one of the hard-riding types, looking for a 700C bike, we are confident that you will find the frame both comfortable and very responsive... especially on climbs.

We are so confident that we will include, with the lifetime guarantee, our 14 day no strings money back guarantee... and we are well aware that some of you could ride 3000 miles in that time!



"THORN" headbadge.



3 sets of bottle cage bosses.

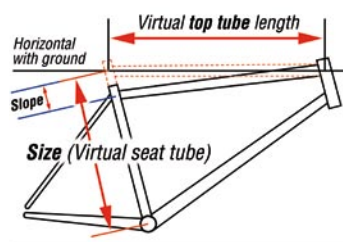


4 point rear carrier bosses.

Sizing (see sizing diagram)

With the Audax 853 we have evolved our concept of providing different length top tubes, to suit differing customer requirements. All sizes of Audax 853 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!



Long Top Tube				
Size	Slope (mm)	Virtual top tube length (mm)	Stand-over @ head (mm)	Stand-over @ mid tube (mm)
505 L	55	530	744	716
535 L	65	550	780	749
565 L	75	570	815	780
595 L	85	595	846	810

Short Top Tube				
Size	Slope (mm)	Virtual top tube length (mm)	Stand-over @ head (mm)	Stand-over @ mid tube (mm)
495 S	50	500	723	703
520 S	60	520	766	736
550 S	70	540	796	761
580 S	80	560	830	793

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 would like to stress that 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.

We would like to repeat that we have designed every aspect of each size of frame individually and we have specified the correct fork offset to suit. This means that you can expect to receive a high quality cycle that has been completely thought out, which handles perfectly and which fits beautifully.

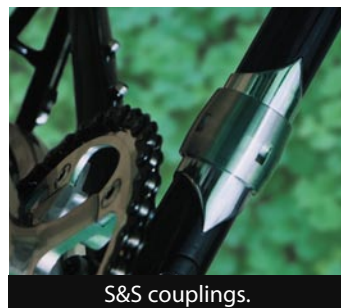
Bike Build-up options...

Each bike is individually hand built from the frame up, to your exact specification, on our premises here in Bridgwater.

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

S+S Couplings

S+S couplings including cable joiners, fitted to Audax 853 ... + £350

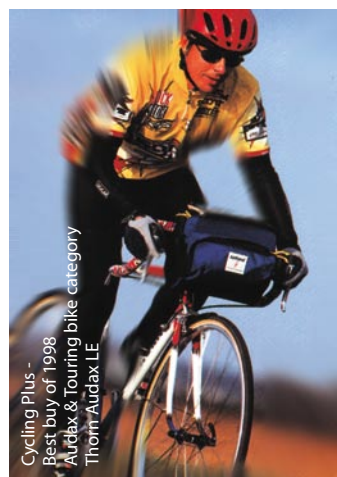


Thorn Audax wheels.

The standard specification wheels supplied are Sun CR18 rims on Shimano Deore hubs... these are both long-lasting and reasonably lightweight, they are an ideal choice for reliable lightweight touring... without incurring extra costs.

For higher performance cycling (which the frame is easily capable of and ideal for) we recommend that you consider even lighter rims, Mavic Open Pro rims will give the bike a little more "zing". Open Pro CD Ceramic rims are highly recommended, despite their price... the hard wearing, ceramic brake surface will ensure a very long life of high performance cycling.

A brief note on Audax Events



Over long distances a comfortable frame is vital. More people abandon long rides because of sore backsides or numb hands than because of sore legs! A really tight, twitchy racing cycle is great fun to ride until tiredness and lack of concentration make it a liability... even in daylight! Some individuals have had frames built for them to suit their needs. We have decided to produce cycles specifically designed to fulfil the requirements of Audax riding.

SUCH A CYCLE IS ALSO EMINENTLY SUITABLE FOR FAST TOURING, LONG DISTANCE COMMUTING AND WINTER TRAINING.

Audax Events

are organised rides run between control points over set routes, which have to be completed within a maximum and a minimum time limit. These limits equate to average speeds, both between controls and over the entire event, of 15 and 30 kilometres per hour. Audax regulations allow individual event organisers to insist on the use of mudguards for events. Events range from easy 100km 'populaire' rides (which may be run at a lower speed) through ferociously hilly 100km 'grimpeur' events to the standard 200km rides and up to 1400km organised events and 3000km 'permanent' rides.

It follows that a ride of 100km in 10 hours could be undertaken by almost anyone on any cycle. The ability to ride 200km in under 13 hours 20 minutes is an attainable achievement by most cyclists using 'lightweight' cycles. However, riding this distance is more comfortable when the appropriate machinery is used. In recent years, everybody's conception of where the limits of human athletic endurance lie have been shattered. Audax riding is rapidly gaining popularity as 'ordinary' cyclists discover that they, too, have previously undreamt-of reserves of strength and stamina which, when realised, enriches the quality of their lives.

Historically, the membership of Audax UK has been composed of three main elements: hard-riding tourists, ex-road racers and current 24-hour time trialists. The tourists have usually ridden stripped-down touring bikes and the racing contingent have ridden racing bikes to which mudguards and some form of luggage capacity have been bodged to fit. Neither cycle is really ideal: the touring bikes are too heavy and the modified racers are too twitchy (because of their short wheelbase) and uncomfortable owing to the very narrow tyres which have to be used when some of the available space is taken up by mudguards.



www.thorncycles.co.uk