

THORN Audax Mk3

A superb derailleur geared, lightweight, 700c Audax bike

Also excels at ultra-light weight to medium weight touring, serious hard training, fast commuting and fast day rides

Please read and note.

Prices are rising all the time and we do not wish to waste resources; consequently the prices printed in this brochure may no longer be correct. The current prices, given in the on line brochure, are correct and will always be honoured.

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THORN sales administrator, Lisa P, at speed on her highly personalised Audax Mk3

*Our best Audax bike ever?
Many customers think so...
it is certainly our least expensive!*



THORN

AUDAX Mk3

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About Thorn

The business began as St John Street Cycles, in 1984 when Robin Thorn took over an almost defunct toy and cycle shop at 36 St John Street. He chose Bridgwater quite by chance – he was having holiday in the area from his home in Norfolk, and was amazed to see the number of people on bicycles in the town. In an instant the decision was made and the shop was leased that day.

Robin borrowed a small sum from his parents and worked all hours of the day and night to build up the business. He soon became a well-known figure with his oil-stained brown overalls and wild hair and beard, often working on the pavement in the sunniest weather to draw further attention to his shop.

In 1989, the first employee was taken on – Andy Blance, a friend and very experienced audax rider.

In 1992, the first tentative moves were made into national advertising, concentrating on the touring and tandem markets, which were the particular interests of Robin and Andy. The emphasis had completely changed from cheap bikes to very high quality, specialist machines, though still often sold at a bargain price made possible by Robin's buying prowess.

In 1993, Robin decided to move up the road to number 91-93. The entire building front was gutted to give a modern, light, air-conditioned shop and a very superior workshop; the rear was left as a long single-storey brick store. St John Street Cycles was rapidly becoming known as one of the major touring and tandem suppliers in the country. We were gaining an extremely good reputation for the quality of our service and the breadth of our knowledge in the field.

In late 1995 we began to consider manufacturing our own bikes. We had become increasingly frustrated by the mistakes and missing features on the bikes we could buy and wanted to design what we considered to be the ideal touring bike and the ideal tandem. Andy used his wealth of experience and study of the subject to design the bikes, and the THORN brand was launched. The first bikes were so well received that we didn't even have to advertise them – they sold as quickly as we could get them made. At this point we set up our own frame shop and Andy designed complete ranges of Thorn bikes. Thorn quickly became established as a premier brand in the tandem touring market. At the same time, our mail order business and online store had been growing apace, and our internet site recognised as an industry best.

In 2000, the limited company Thorn Cycles Ltd. Was formed, with Robin and Helen Thorn as joint owners. St John Street Cycles remains as a trading name of the company.



- (1) Robin and Andy back in 1992
- (2) Robin 2007
- (3) Andy 2007



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Steel is real

High quality steel is the best possible material for a strong, comfortable, well equipped, long lasting frame... all our bikes are high quality **heat treated steel**... we would not wish to build our bikes with anything else and we would not wish to use anything else for our own cycling!

The final heat treatment process can double the cost of a steel cycle tube. Heat treatment significantly raises the UTS (ultimate tensile strength) which makes the tubes stronger and more resistant to cracking, it also makes the tubes more resistant to denting. It also greatly enhances steel's much talked of and easy to notice but hard to describe quality of "resilience". Because heat treatment is so expensive, the steel tubes used in most cycles are not heat treated. If a frame doesn't say "heat treated", you can be certain that the tubes won't be.

All the tubes used in Thorn frames are heat treated.

Cheap (thick-walled) aluminium frames are strong enough, they could have the fittings required on a touring bike but they are heavy and very uncomfortable.

Expensive (thin walled) aluminium frames are less uncomfortable and they are quite light but they can't have the fittings required for touring and they break! Dealing with a broken lightweight aluminium frame is easy...You recycle it into bottle tops!

Carbon fibre frames can be very lightweight and very durable...as long as you don't scratch them...a gouge in a carbon frame is a catastrophic failure waiting to happen. I'd have no hesitation using one for racing...

...if I raced!

and (especially) if somebody else was paying for it! It is difficult to manufacture a carbon frame with bosses...I don't know whether to laugh or cry, when I see a "cod" carbon road racing frame being used for lightweight touring...I see rattling mudguards, held on with cable ties, mega heavy alloy seat post-fitting (seat post breaking?) carriers with loads being carried, which are too high and too far back for stability...or I see no provision for luggage at all, **with the riders looking like a cricket umpire, clothing tied around their waist...how cool is that...in both senses of the word?**

I also frequently see the dangers and difficulties associated with toe overlap.

Titanium is two-thirds of the weight of steel...but even the top quality, cycle-specific tubes are much less stiff. To make a frame which is as stiff as a good, high quality steel frame, you have to use considerably more volume of material, which does not give that much of a weight saving. Many customers however want a weight saving with a Ti frame and they end up with a frame which is not stiff enough...this

not only wastes energy...it can give a scary ride down steep hills!

Much of the titanium used today is not only of a very low grade but it is also "plain gauge" material, that is, it is not butted at all! If low grade steel frames can be nicknamed "gas pipe", perhaps these tubes should be called "nuclear reactor cooling pipe". Such tubes may be an improvement on "gas pipe" steel but they are far inferior to top quality steel, unless, of course, they are actually being used in a reactor!

They remind me of the story of "the Emperor's new clothes".

It is either impossible or extremely expensive to have the required fittings on a high quality butted Ti frame and furthermore, all such titanium frames, that we have known, have also broken! It is usually impossible to repair a cracked titanium frame. Perhaps there are some proper titanium frames, being made today, or which may be made in the future, that won't break...but we doubt it. We certainly wouldn't want to risk such a huge sum of money, when steel is almost as light, is much more durable and could be easily repaired if necessary, steel rides better, is relatively inexpensive and a steel frame can have all the fittings you require.



You couldn't have these fittings on an alloy or titanium frame



The Mk3 Audax is available as a complete bike or as a frame kit, which comprises of frame and fork, complete with seat post and headset package. We are so confident that you will appreciate its resilient ride, stunning build quality and super-tough finish, along with the famous "Thorn attention to detail" and pedigree handling, that we make the following pledge:-

For a complete bike.

Buy a Mk3 Audax, ride it for 14 days and, if you are not totally delighted, upon



its return, we will refund the purchase price.

For a frame and fork package.

Buy a Mk3 Audax, frame and fork and we will give you 100 days (!) to complete the project and thoroughly test the bike. If you are disappointed, you may return it to us and, upon its return, we will refund the purchase price of the frame and fork package.



The "NOT SO SMALL" PRINT

Provided that, it is returned in the original box and, if you have cut down the steerer, there is still room to fit a stem and 50mm of spacers. Applies to EU residents only

How is that for confidence in the quality and performance of our product?



Steel is real!

Thorn Audax Mk3 By Andy Blance

Our new 700c, derailleur-gear, lightweight touring bike...the **Thorn Audax Mk3**, is now available and has received an unprecedented amount of very positive feedback from its owners.

By switching production of the frame and fork to our builders in Taiwan, we have been able to produce a machine which is superior, in many ways, to the earlier Thorn Audax bikes...but for significantly less money!

Pedigree and lineage

Our original Audax bike was very highly praised when we launched it in 1993. I designed it to be the ideal bike for very long audax rides (600Km). Many of the riders of long events, in those days, rode traditional touring bikes (TTBs), often with 28c (or narrower) tyres. (Some other riders favoured road racing bikes, usually with badly fitted mudguards and no proper provision for luggage). The TTBs were unnecessarily heavy for long distance audax use... as they were designed to carry medium to heavy touring loads with wider (35c) tyres. The TTBs were also a bit too stiff for comfort, especially with narrower tyres and very light loads. When introduced, the original Audax weighed much less than a TTB, and was much more comfortable, its handling characteristics were deliberately made to be just like a TTB (i.e. biased towards great stability at the expense of a little agility). The original Audax was very docile and had no handling quirks to be wary of on long distance rides, when drowsiness may have set in. Some people loved it with a passion; some people admired it but thought it a little dull, others said it was boring to ride.

The Audax 853 appeared in 2000 and, because we were running it alongside the Classic, we gave it much sportier handling characteristics...it handles much more quickly but it is still stable at speed...even with a small load. Nobody ever accused the 853 of being boring (!) but, nevertheless, we introduced an even tighter version, the Cyclosporitif, which rapidly achieved cult status among certain hard riding types. Indeed, "Cycling Plus" once wrote that the Cyclosporitif was the best steel bike that they had ever ridden. The frames of the Audax 853 and the Cyclosporitif were made from oversize, conical, Reynolds 853 tubing, in a medium-light gauge. Frames built from this tube set, whilst having the comfort of steel, were very, very stiff in the bottom bracket area and show no tendency to "crab" sideways when even the most powerful of riders kick hard. Many owners told us that their Audax 853 was far and away the best frame that they had ever ridden for long distance cycling...others wished it was as comfortable as the Original Audax. The truth is that, probably, only the strongest of riders could ever get the best out of the Audax 853 and, for most cyclists, something a little less stiff and therefore more comfortable, is much more desirable.

The best Audax frame ever?

For the majority of cyclists, the new Thorn Audax Mk 3 is the perfect 700c, derailleur gear, lightweight Audax frame.

It is strong enough for ultra-lightweight to medium weight touring. The Mk3 is also a seriously good frame for hard training. Being capable of such diversity, it should be obvious that it builds into a superb fast commuting or fast day riding bike!

Please read and take note of this.

Whilst having significantly more clearance than a "racing" bicycle, the Audax Mk3 has less clearance than many traditional touring bikes. Mk3 owners should expect to wear "proper SPD type shoes", or "traditional cycling shoes, with steel toe clips and straps". Either type must be set to allow clearance, when riding a Mk3. Failure to cycle with appropriate footwear, could lead to contact between the rider's shoe and mudguard...which could precipitate loss of control.

The Audax Mk3 has the levels of comfort associated with the original Audax and the modern, quick (yet stable) handling of the 853. I have designed, for these frames, a lightweight, high-quality (cold drawn, seamless, double butted and heat treated) Cro-Mo tubeset (31.8mm down tube 28.6mm top tube and seat tube) with extra-resilient ovalised seat stays. We call this set of 8 tubes "THORN 858". These frames have all the brazed-on features that you would expect to find on a Thorn frame...direct-fit mudguard bosses, carrier bosses, cable guides and stops for brake and gears.

The extra bonus is, apart from the stunning price, all the Mk3's fittings are stainless steel!

Versatility

Whilst the Mk3 Audax excels at light weight touring (less than 8Kg), the frame is strong enough to cope with medium weight touring, it will carry up to 15Kg of luggage...on a suitable rear carrier...if you need it to!

The Mk3 is supplied with a pair of high quality, competition weight Cro-Mo forks, with cast crown, complete with stainless bosses for mudguards and 10-loader carrier.

These forks are designed for comfort, with narrow tyres, at high pressures, therefore it is important that you do not treat them as "full-blown touring forks", they have a maximum luggage limit of 2.5Kg (per side).

Note, for medium weight touring, due to the shortish wheel-base, if more than 10kg is carried at the rear, the bike will handle better, if some weight is carried in front 10 loader panniers.



Bike shown is size 525, with optional carbon fork

The Thorn Audax Mk3 frame and steel fork are guaranteed for the lifetime of the original owner.

Geometry. All the sizes, except size 495 (small) and 555S (medium with short top tube) have geometries which are suitable for one of the deep drop carbon forks that we can supply. The substitution of a carbon fork reduces weight significantly, whilst also noticeably increasing comfort and makes the Mk3 a better bike for today's audax events. All the frames arrive with a steel fork, sprayed in the same batch as the frame, if you tick the carbon-option box, you get the steel fork supplied as well...a policy that most people will find useful. **Please note**, the Mk3 frame and its steel forks will accept tyres which measure 28mm (i.e. some tyres labelled as 700 x 32c) with sufficient clearance for mudguards...the carbon forks will accept 28mm tyres...but not with mudguards. **The carbon forks will only accept tyres which measure 25mm, with mudguard clearance.**

Compatibility.

The Mk3 frames are deliberately supplied with the rear ends set 133mm apart. Road hubs are spaced 130mm and MTB hubs are spaced 135mm, therefore 133 will suit either. Springing a frame by a few mm each time you remove or replace the wheel is not a big issue but you can permanently set the frame to 130mm or 135mm, if you wish. (Before you do this, please note that, once re-set, is it not permitted to "re-re-set" 135mm frames to 130mm or vice-versa)

We have long favoured the advantages of 135mm... you get a wheel with less dish and MTB hubs have better seals than road hubs...there are no team cars in audax events! But we do acknowledge that all the really trick road wheels are only available in 130mm...which is why we have given you the choice!

Finish

The Mk3 is available in a choice of 2 colours; **blood red** and **cobalt blue**. The frame may also be available, in your size in some, or all, of the "guest colours". **Guest colours are colours, that we have small quantities of frames sprayed in, when we need to order more Red or Blue frames.** Please note guest colours may be currently out of stock and may never be available again in your size.

Our frames are treated internally with a rust inhibitor; the outside surfaces are sprayed with a rust-inhibiting primer. The frames are then coated with highly-durable powder coat paint; all the decals are applied and sealed into the finish with a clear powder lacquer. The metallic pearl cobalt blue is lush, rich and, dare we say, boldly sophisticated? The blood red is simply the reddest red we have ever seen...completely "in your face" and, of course, as many people know, red bikes are always the fastest! The current guest colours, which are:- **Fuchsia pink**, which is not just for the ladies (Do you remember Telecom? Do you remember Barry Hoban on his pink and chrome Mercier, if it comes to that?). We have introduced classic **BRG** (British Racing Green), which is an established favourite of Thom customers.

We have also introduced two new colours, a really strong acid yellow, which we call **Tonka Yellow** and that good old perennial favourite... **Matt Black**. With these extra choices, it should be easier to recognise your bike, when it's outside of a control, on a popular Audax ride!



Look at the quality of the welding and paint finish



Audax Mk3 Size Matrix
(All dimensions in mm angles are in degrees)

[1] Size (Virtual seat tube length C to C)	[2] Actual Seat tube length (C to C)	Slope [1] minus [2]	Virtual Top tube (C to C)	BB Drop	Seat Angle	Chain Stay length	Mid tube S/O (standover height)	Height of top tube@ junction with Head Tube
495S (Small)	375	120	518	72	74	425	701	761
525 (Small/Med)	425	100	550	72	73.5	430	738	788
550 (Medium)	480	70	565	72	73	430	772	807
555S (medium) short top tube	415	140	530	72	74	430	742	812
570 (Med/Large)	510	60	575	67	72.5	430	801	831
600 (Large)	545	50	595	67	72	435	833	863

Frame Size	Steerer Length	Stem Length	Stem Angle	Crank Length	Bar Width
495	230	80	6	170	42
525	250	90	15	170	42
550	280	100	17	170	42
555S	290	100	17	170	42
570	310	110	17	175	44
600	350	120	17	175	44

MK3 Default dimensions MATRIX.

Please Note, unless you request otherwise, these are the dimensions of various components we will use when building each size of bike. All dimensions in mm, (except drop bar width, which is traditionally measured in cm.) angles are in degrees. We always fit the stems "reversed"...which, in the case of a 17 deg stem, makes it parallel to the ground...this allows extra bar height to be achieved later, by the simple expedient of "flipping" the stem.

Blood Red

Cobalt Blue

Tonka Yellow

Fuchsia



BRG (British Racing Green)

Matt Black

Carbon Fork Options (Price surcharge)

We can supply sizes 525, 550, 570 or 600 with a carbon fork.

But we can't supply sizes 495S or 555S with a carbon fork, as the geometry is not suitable for any carbon fork which is available

Please see the price list for details.

PLEASE NOTE. The widest possible tyre using mudguards and a carbon fork is 25mm. Please also note that we will supply the steel fork in addition to the carbon fork.

The Thorn Mk3 SJSC special offers exceptional value for money and gives exceptional, real-world, performance.

It has a THORN frame of the highest pedigree...which not only handles perfectly and can carry a light load efficiently but is also built for a long service life.

It has an honest pair of wheels, hand-built and superbly tensioned, by a genuine master-builder, it also has good quality finishing kit.

Price includes silver or black SKS mudguards...the best available.

Mk3 frames and forks have bosses for the "direct fitting of mudguards"...this method totally eliminates rattles and enables the 'guards to stay true indefinitely.

We've chosen a Thorn Velo saddle as the standard equipment, this is a well made lightweight saddle with a thin layer of high density foam. It is available in men's or women's widths.

We have chosen Anatomical alloy handlebars and a front loading, threadless, 1.125" forged stem. We've also specified a reasonably light weight, micro adjustable alloy seat post and black cork tape to complete the package.

Choosing handlebar width, crank length, tyre width and set up.

Whilst no cyclist should use dropped bars which are narrower than their shoulders, because they will restrict breathing, there are no physiological concerns about using bars which are wider.

Wider bars can give more control in difficult circumstances but they are obviously marginally less aerodynamic. As a general rule, riders of smaller frames, are happier with bars which are narrower than the bars of riders of larger frames but this is not set in stone. Please see the default dimensions matrix on page 6, to see what we would fit, unless you specified otherwise.

There is a very definite requirement for having cranks which are the correct length for you. Too long and you will overflex your knees, too short and you will not be able to generate maximum power, because you have lost leverage. There is also a very definite correlation between leg length and frame size...if you require a different length crank, to that given in the default dimensions matrix (on page 4), you must ask yourself if you have the correct sized frame.

The default tyre width is 28mm with steel forks and 25mm with carbon forks. 28mm tyres will fit the carbon forks but not with mudguard clearance. If you choose 25mm (and, even more especially if you choose 23mm!) you will lose comfort and, on rough country roads, you will also waste energy, unless you significantly reduce tyre pressures, which is likely to lead to "snake bite" punctures...which reduce speed much more dramatically!

Carbon Fork

We have a carbon fork available, which will fit all the frames (**apart from sizes 495 and 555S, which do not have appropriate geometry for such a fork**). We are in two minds about recommending a carbon fork because, whilst this fork saves (on average) a whopping 600g and undeniably enhances comfort, especially with high tyre pressures (carbon is renowned for "damping out road buzz") the trouble with carbon is that you can't necessarily see when it has been damaged by an impact. **Our advice is to only proceed with the purchase of the carbon fork upgrade, if you are prepared to destroy and dispose of the (carbon) fork, if it is ever subjected to an impact and if you are also prepared to never lend the cycle to anybody.**

Carrying weight

If you intend to carry the maximum permissible weight on the Mk3 Audax, you will need to use lo-bader carriers on the front fork. Not only will these increase the total "pay load" but also, by carrying some weight at the front, you will balance up the handling of the bike, when the maximum 15Kg is being carried at the rear.



Dramatic changes to weather conditions can occur rapidly in high moorland and in mountains. A sweltering alpine climb can be followed by a sub zero descent. Even in Wales, I have known the climb out of one valley to be in blazing sunshine and the descent into the next to be in torrential rain. It is irresponsible to cycle in unpredictable environments without carrying suitable extra clothing. The Mk3 has the luggage-carrying potential, to allow you to do this, does this sound soft? Remember Tour de France riders are tough professionals and that they also have following cars.



Thorn Audax Mk3 SJSC Special

SJSC special Spec

The "SJSC Special" 27 speed Spec is designed to both enhance and showcase the Mk3's multi-faceted nature. This spec would be our No1 choice for a mix of Audax riding and light touring in hilly areas...the spread of gears is greater than anything offered by any other manufacturer...we have had to "think outside the box" because we know how useful it is to have really low gears, in severe terrain...especially when you are really tired! **We also fit genuine Shimano deep drop calliper brakes, to make sure you can stop safely when required.**

Transmission.

The transmission we have selected is really very special, we have used a Shimano Deore 26/36/48 chainset and 11-32 C cassette with a Deore rear mech, Tiagra front triple mech and Tiagra STI levers. This **100% Shimano transmission** works really well and give an awesome range of gears, which should give most people a gear for every situation likely to be encountered on the Mk3. (However, we can even fit a 22t inner ring (!!!) for a small upcharge, if requested...or, if you want a tighter spread of gears, we can substitute a Shimano 105 12-27 cassette again for a small upcharge).

Alternatively, you can choose to have the 30, 39, 50 Tiagra triple chainset for a small upcharge...please see page 10

Wheels and tyres.

During our time in the trade, you can imagine that we have learned a thing or two. We know that wheels and tyres make more of a difference to the performance of a bike than anything else can...to some people performance equates to absolute speed. Whilst we appreciate a quick bike, we are convinced that, when contemplating the true meaning of "performance", reliability and durability should be major considerations... particularly on a lightweight touring bike! We equip the "SJSC Special" with a set of "proper", hand built wheels...black **Mavic Open Sport** rims, with top quality DB stainless spokes on the front wheel and on the LHS rear, plain gauge are used on RHS rear to allow sufficient tension of LHS spokes to prevent them from unwinding. We use enough spokes to promise long-term reliability... 32 in fact! We have specified the very durable and reliable **Shimano Deore sealed MTB hubs** with 135mm axle spacing, to reduce wheel dish. These wheels will certainly not be the fastest wheels you could obtain, neither will they be the most durable, the most expensive or the cheapest but we believe that they will be the best possible compromise of speed, durability, affordability and comfort. Deep section aero wheels can be many things (fast, strong, weak, light, heavy, cheap, expensive etc) but they can never be described as comfortable!

It is a similar story with the tyres... **28mm Panaracer Pasela** tyres have a great reputation for grip, reliability, long life and, most importantly, comfort! Paselas don't pick up many punctures either! We also know that the 28mm Pasela is adequately fast...almost certainly the quickest 28mm, puncture-resisting, non folding tyre ever made. Having sold literally thousands; we also know this 315g tyre is the most reliable. The Mk3 frame can easily accommodate 28mm tyres and mudguards, with enough clearance for them to be an asset, rather than a liability; therefore it makes great sense to fit them as original equipment.



Check out the super-low gearing!

The SJSC Special weighs 10.9Kg

A long steerer is supplied. (See matrix on page 4)...you may cut to suit, when you have achieved the position that you need.

What you see is what you get.

(Bike shown with upgrade to Rolls saddle)





Size 495S

This our smallest size, it has an exceptionally short top tube but thanks to the clever geometry there are still adequate toe clearances and the bike handles superbly!

SJSC spec, with the significantly less expensive XT/Dura Ace bar end shifter option.

(See "a different approach" page 8)
The colour shown is BRG.



Size 525

This bike was built to the customer's spec.

The colour shown is matt black



Size 550

SJSC Special spec but with optional supplementary brake levers.

The colour shown is Tonka Yellow



Size 555S...a size that's unique to us.

It's a medium size, with a short top tube. If you are of average height (or slightly shorter) and you need drop bars that are higher than the saddle and/or a fairly short reach, this is the size for you. The clever geometry not only provides superb handling, it also gives you proper toe clearance! Bike shown is not standard spec. The colour shown is Fuchsia.



size 570

This is the pic from the previous page, to give a good comparison. The colour shown is blood red.



size 600

This bike is the largest size of Mk3 that we make. This bike has many expensive upgrades. The colour shown is cobalt blue.

Any of the 6 sizes may be in stock in all 6 colours.

But you will need to check specific availability. Please read our policy regarding "Guest Colours" on page 4



Upgrades and Accessories

A different approach.

Whilst most owners and potential owners, positively want the benefits of Shimano's STI (combined brake lever and shifter) there will always be some cyclists who prefer to use bar end shifters, for their fool-proof reliability and ease of maintenance. We offer Dura ace bar end shifters and R400 SLR brake levers, along with XT front mech, as a significantly **less expensive "side grade"** to those who choose this option...this is top drawer kit and you will certainly get your money's worth out of it! (Please see pic of 495S on page 7) **I have absolutely no doubt that you will double the life of your transmission, with this alternative approach.**

Dynohubs

For many cyclists it is probably more useful to upgrade the front hub to a dyno hub. Schmidt are the only manufacturer that I'd recommend, as a hub, they are top quality and run on top quality sealed bearings.



They are the most efficient and reliable dyno hub on the market. Unlike other dy no hubs, the wheel spins almost as freely as a "normal" front hub, when it is not generating electricity and it is difficult to notice the drag, from the hub, when it is generating power. The Original Schmidt SON 28 is slightly less expensive and slightly

heavier than the SON deluxe.

If you wish to use halogen bulbs the SON 28 is the only choice. It is the best choice if you wish to use it to recharge GPS batteries. **The SON 28 is only available in polished (silver) or anodised black.**

The new, more compact, lighter weight, SON Deluxe will only work with one of the new LED headlamps. It is a choice which many cyclists will make, if they want to use such a head lamp, for MTB 24 hour racing or for long distance Audax rides. The Deluxe will also charge batteries but it takes longer to do so...even with LED head lamps, the Deluxe does not produce power as well as the 28, at low speeds.

The SON Deluxe is available in polished (silver), anodised black or anodised red.



Dynamo lighting.



There is now a budget LED front light, which has made every halogen dynamo headlight obsolete... **the Busch & Muller Lumotec LytN Plus.** Whilst the performance of this light falls far short of the superlative Edelux, it costs a fraction of the price. The plus version also features a "standlight"

The Schmidt Edelux LED front light is simply awesome! It is awesome in terms of the quality of light output, it is awesome to think that one is producing such a light, without batteries and



without noticeable effort! It is also awesome to consider how much it costs! But it is very well made. The casing is CNC machined from "the solid". The Edelux has a magnetic switch with 3 positions; on, off and sensor. The

sensor position automatically switches on the light when light levels fall. The Edelux has a built in capacitor, which will produce several minutes of good light after the wheel stops turning. The LED itself has a copper heat sink to ensure a very long life and the lens is a superb example of optical technology.

I have used 15W halogen rechargeable systems which give inferior illumination. **The Edelux is available in silver, black or red** and is supplied fully installed and mounted to a substantial stainless bracket it is available in polished (silver) anodised black or anodised red.

Rixen Kaul Mini map holder

Holds maps securely. Super tough Plexiglas. Quick release bracket, fits on either bars or stem (Fittings for both options are supplied)



B17 Narrow



B68



Team Pro



B17 Ti



Swallow



Swift



Brooks leather saddles

You will find brief descriptions of the saddles illustrated, along with current upgrade price in the upgrades to spec section of this brochure. We can't guarantee that you will find a Brooks comfortable, although very many cyclists swear by them. Now is your best chance to try a Brooks saddle because we can supply many of them at a bargain price on a new bike...especially the B17 standard.

Brooks B17 Standard

This saddle is available at a really super price because we buy lots as original equipment.



Pedals

It's hard to advise what pedals to use on audax rides or on tour, it depends upon many factors. I have used SPD pedals for almost 2 decades now, I'd hate to use anything else. I feel really safe in them...my feet can't accidentally get bumped off the pedals and there are no toe clips to cut into my feet on really long rides. I've always been happy with MTB racing shoes. MTB racing shoes transfer power really well and they are exceptionally comfortable to cycle in. Even on a lightweight tour (but not on an Audax ride) I always take another pair of shoes;



either Gore-Tex walking shoes or sandals...depending upon where we are. I'd hate to only have one pair of shoes and so it doesn't matter if my cycling shoes look weird when I'm off the bike. You can try real Shimano PD M520 SPD pedals for very little money. The PDM540 pedals are the next level up, they cost about twice as much. The very best of the SPD pedals, the XTR pedals are not suitable for touring, as you need a 10mm Allen Key to take them off the cranks. A 10mm key is a heavy bit of kit, with no other use on the bike.

If you've never ridden with SPD pedals, whether I'd recommend trying them really depends upon how old you are. You'll never have your feet still locked into them when you do but you will fall off once or twice, when you forget that you have them on. Getting used to SPD pedals, away from traffic is a good idea!



for several tours, the PD A530. This has SPD on one side and a flat platform on the other.



The old favourite of using toe clips and straps is my least favoured option. The straps get caught on things and the clips can kill your toes but that's just my opinion based on past experience. If you get on with them you'll find it hard to better the MKS GR9 with steel clips and nylon straps.



A computer is a nice thing to have, it gives you encouragement, and extra interest. It also allows you to determine when an oil change may be necessary on a Rohloff equipped bike. The Cateye CC-100W wireless computer is easy to use and it is undoubtedly the most reliable on the market.



There are a couple of front lights that I can recommend highly. - When we are on our big trips, we don't actually plan on riding at night but we occasionally get caught out and we sometimes need to ride in urban areas. The Cateye HL-EL 450 light (3 x AAA) can be seen from literally miles away...it can't really be used to see where you are going but, when being seen is a priority this is a nice bright, compact and reliable unit.



I also use the bigger and brighter (4 x AA) Cateye HL-EL 530 light in the UK for Audax rides, when I know that there is a chance that I may still be on back roads in the dark. I can see where I'm going with this light but I do have to be careful not to cycle more quickly than is safe. I also use it in lanes in the winter, in conjunction with a dynohub. I aim the Cateye just in front of my wheel, which allows me to focus the Edelux even further down the road.

Regarding rear lights, I can see no logical argument for choosing anything other than the brightest, most visible light on the market...especially when this light is so reasonably priced. The Cateye TL-LD1100 LED is the rear light to choose. It has 10 super bright LEDs, it is highly water resistant and reliable and each bank of 5 LEDs can be set in 4 different modes, this means that you can have 5 LEDs on constantly and 5 LEDs flashing! Run time 50 hours constant and 100 hours flashing.



Thorn 105mm Accessory bar. This useful device clamps directly to the steerer tube of the bike's fork, in place of some spacers. It can be used to mount various accessories, including lights and computers. The accessory bar is strong enough to accept a handlebar bag. The lower a bar bag is mounted, the less detrimental effect it will have on the bike's handling. Many bikes have their bars high enough to allow a handlebar mounted light, to shine over the top of a bar bag, that is mounted on one of our accessory bars.



There is no point in wearing a sweat hydration pack on a touring bike! The original "profile cage" of the early nineties was great...so great in fact that we got more made especially for us. It is very durable and comes very highly recommended, you should consider having 2 or 3 fitted.



You can see pics of our own heat treated, tubular Cro-Mo, front (right) and rear expedition carrier (far right) these are the undoubtedly the strongest carriers on the market. These carriers are over the top for use on our Audax bikes



A Blackburn Mtn. carrier is a very lightweight and useful accessory. It can easily carry a small pair of front panniers and/or a rack top bag. Having a flat top, it can also accommodate that most high-tech of luggage solutions, the plastic bag and bungee! It will not carry a big load but this shouldn't be a problem. If you seldom plan to carry more than 10Kg, this will do the job really well



The Mk4 Ultra-light carriers (being the lightest weight carriers on the market, at 415g) are the best option for the Mk3 Audax, the fork of which is designed to carry no more than 2.5Kg each side.



All sizes of the Mk3 Audax, except size 495 (which does not have room), have pump pegs to allow a size 1 Zefal HPX pump to be fitted to the LH seat stay. This is a very convenient place to keep a pump (on a bike with relatively narrow tyres) it doesn't reduce the number of bottles which may be carried and it doesn't need to be removed if the bike is lifted by the top tube. The Zefal pump is highly reliable and it makes short work of reaching the 90psi (and more) that is necessary with narrow 700c tyres. **NOTE SILVER FINISH NOT BLACK AS SHOWN.**



Saving Weight. It is possible to save more than 250g simply by fitting alternative bars, stem and seat post. We have looked carefully at what is on offer and we have decided that the black Shimano Pro PLT range offers the best compromise of weight saving, strength and value for money. The compact bars are anatomic in design and have a short forward throw, which makes them especially suitable for ST1. The centre section is 31.8mm, consequently the 4 bolt Pro PLT stem is required. These stems are reversible and have 10 degrees rise/fall. The Pro PLT stems are available in lengths from 80mm to 140mm in 10mm increments. The black anodised, Pro PLT seat post is a superb bit of engineering and saves nearly 100g itself! Whilst these upgrades are titled "recommended upgrades", we don't necessarily recommend that you need to upgrade...we are simply saying that, if you are looking to save weight, the Pro PLT ensemble is a recommended way of reliably doing it!

THORN AUDAX Mk3 ORDER FORM

Frame and fork kit.....£449
 Complete bike...SJSC Special spec...£1499

Size and colour

Bar end shifter
 Spec £1399.....

495 Small.....	<input type="checkbox"/>	Blood Red Powder.....	<input type="checkbox"/>
525 Small/Medium.....	<input type="checkbox"/>	Cobalt Blue Powder.....	<input type="checkbox"/>
550 Medium.....	<input type="checkbox"/>	Guest colour Yellow.....	<input type="checkbox"/>
555S Medium short top tube	<input type="checkbox"/>	Guest colour Fuchsia.....	<input type="checkbox"/>
570 Medium/Large.....	<input type="checkbox"/>	Guest colour BRG.....	<input type="checkbox"/>
600 Large.....	<input type="checkbox"/>	Guest colour Matt Black...	<input type="checkbox"/>

You can customise and personalise the Mk3 to your own requirements (see the options on the following pages) but the standard spec bike, in the correct size, with all the default dimensions, builds into a really nice bike to own and ride. There isn't a single duff component in our spec. All you need to do is add pedals, a carrier and some bottle cages* and you could head towards the horizon, in comfort, with utmost confidence.

(*You'll see our recommendations for these items highlighted in pink on page 12)

Do you have a drop handlebar bike, upon which you are comfortable? (Or something which you believe could be comfortable, if you were able to change something slightly?) We are able to duplicate this position exactly, if you can fill in our set up dimensions accurately, in exactly the manner we ask below. If you don't have a comfortable drop handlebar bike, we can make certain that you have the correct size frame and, with some fiddling, you will achieve a comfortable position.

Please note that if you give us your trouser size, instead of your standover height, you will almost certainly get the wrong size frame!

Invoice No _____

Male
 Female

Title _____

First name _____

Surname _____

Address _____

Town _____

County _____

Country _____

Postcode _____

Telephone numbers.

Home _____

Mobile _____

Work _____

Email _____@_____



Call on
 Email
 Online

01278 441 500
 sales@thorncycles.co.uk
 www.thorncycles.co.uk

St John St Cycles,
 Thorn Cycles Ltd,
 91-93 St John St,
 BRIDGWATER,
 Somerset
 TA6 5HX

PLEASE NOTE:- Occasionally some items become unavailable for long periods of time. We reserve the right to substitute items of similar (or greater) value, where there will be no adverse affect on function. No surcharge will be made for this.

St John St Cycles is a trading style of Thorn Cycles Ltd (Incorporated in England 4121096 - registered office: St John St Cycles, 91-93 St John St, Bridgwater, TA6 5HX)

Set up dimensions

Height = _____ mm Standover Height = _____ mm Shoe size = -

Racing Sporty Relaxed

The dimensions below will enable us to set up your new bike exactly as your favourite machine. Please provide either "L" or "H"

If you don't have a "favourite machine" please provide all data requested above!

N = _____ mm
 Overall saddle length & name of saddle.

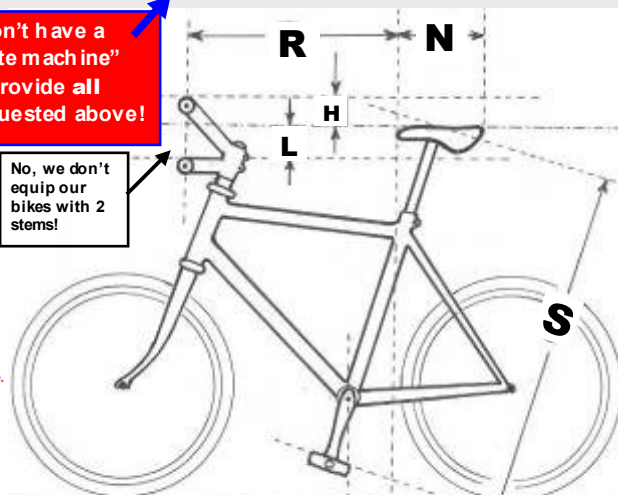
S = _____ mm
 Distance from top of pedal (with crank in line with seat tube) to the top of the saddle, measured along the seat tube.

L = _____ mm
 Using a level straight edge; distance from top of the saddle to top of stem (with drops.) Or to top of grips, with straight or comfort bars. Bars are lower than saddle.

H = _____ mm
 Using level straight edge; distance from top of saddle to top of stem (drop bars). Or to top of grips, with straight or comfort bars. Bars are higher than saddle.

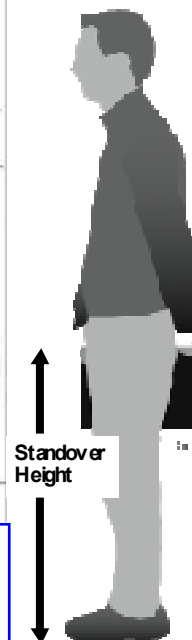
B = _____ mm
 Distance of plumb line behind BB, from saddle

R = _____ mm
 Distance from the tip of saddle to the centre of the stem clamp.



Please note: The dimensions that you send us must be accurate. Please get somebody else to check your measurements.

How standover height is to be measured.



[1] Cycle shoes must be worn
 [2] Measure the distance from the ground to the top of a tube (or thick book) which is parallel to the ground.
 [3] Raise the tube (or book) as high as it will go, until contact with the crotch is made.

Standover height is NOT trouser length, trousers go down to the ankle...
 ...feet go down to the ground with shoes!

Choice <i>(Please circle your choice)</i>	Cost
Carbon fork Ambrosio Momentum (includes steel fork, max 25mm tyres and special SJSC countersunk bolt for mudguards)	£120
Handlebars	
Anatomic handlebars 42cm wide <small>Default option smaller sizes</small>	£0
Anatomic handlebars 44cm wide <small>Default option larger sizes</small>	£0
Shimano Pro PLT Bars and Stem in black, comprising oversize 31.8 compact bars and stem (saves 150g) choose bar width and stem length and write in notes.	£60
Wheels <small>delete std spec wheels</small>	
6 SPARE SPOKES <small>Our wheels are hand built by a master builder and you won't need these. Fiona and I never take any, even when we tour in remote wilderness.</small>	£5
Pitlock silver F&R skewer set	£35
Handbuilt wheels, Hope Pro3 Silver 32h anodised F + R hubs, DT Swiss RR465 black rims, double stainless eyelets, the best rims ever for Audax use! Top quality S/S spokes	£230
Handbuilt wheels, Hope Pro3 Black 32h otherwise as above.	£230
Handbuilt wheels, Hope Pro3 RED 32h otherwise as above.	£230
Dyno Hubs <small>(Delete front hub from build)</small>	
Schmidt SON 28 Black fitted instead of the standard Black Deore hub An awesome bit of kit, heavier than the SON deluxe but probably better, if you plan to charge batteries at low speed or power up a light simultaneously. Expensive but much cheaper to buy now, when the wheels are being built, than to upgrade to later!	£160
Schmidt SON Deluxe 32h black fitted instead of the standard Black Deore hub Lighter in weight than SON 28, produces as much light with LED lamp, not the best choice for charging at low speed.	£168
Schmidt SON 28 Polished 32h (Silver) fitted instead of the upgrade Hope Pro 3 hub As above but polished (silver)	£88
Schmidt SON 28 Black anodised 32h fitted instead of the upgrade Hope Pro 3 hub As above but black.	£110
Schmidt SON Deluxe polished 32h (silver) fitted instead of the upgrade Hope Pro 3 hub. Lighter in weight than SON 28, produces as much light with LED lamp, not the best choice for charging at low speed.	£108
Schmidt SON Deluxe black 32h fitted instead of the upgrade Hope Pro 3 hub. As above but anodised in architectural quality black	£118
Schmidt SON Deluxe 32h red fitted instead of the upgrade Hope Pro 3 hub. As above but anodised in architectural red	£129
LED Head lamps for dyno-hub	
The Busch & Muller Lumotec Lyt N Plus. A brilliant budget headlamp.	£40
Schmidt Edelux LED headlamp The best and brightest LED headlamp available. Polished (silver).	£130
Schmidt Edelux LED headlamp The best and brightest LED headlamp available. Architectural quality Black	£130
Schmidt Edelux LED headlamp The best and brightest LED headlamp available. Red anodised.	£140
Tyres	
Panaracer Pasele Tourguard 23c...too narrow in our opinion.	£0
Panaracer Pasele Tourguard 25c...good choice...widest possible with carbon fork and mudguard	£0
Panaracer Pasele Tourguard 28c...excellent choice with the steel fork. <small>Default option</small>	£0
Schwalbe Ultrero Evo folding 23c...ultra-lightweight and very quick on smooth roads...too narrow in our opinion	£30
Schwalbe Ultrero Evo folding 25c...ultra-lightweight and very quick on smooth roads...widest possible with carbon fork and mudguard.	£30
Schwalbe Ultrero Evo folding 28c...still ultra-lightweight and very quick...the ultimate choice for steel forks	£30

Choice <i>(Please circle your choice)</i>	Cost
Gearing	
Standard chainset 170mm <small>Default option smaller sizes</small>	£0
Standard chainset 175mm <small>Default option larger sizes</small>	£0
Tiagra Chainset 50,39,30 rings 170mm	£10
Tiagra Chainset 50,39,30 rings 175mm	£10
XT Chainset 26/36/48 rings 170 _{mm}	£129
XT Chainset 26/36/48 rings 175 _{mm}	£129
22t teeth inner chainring	£15
Ultegra 12-27 9 speed cassette	£40
XT rear mech	£30
Dura ace 9sp Bar end shifter with R400 SLR brake levers and XT Front Mech. That's right...£100 less! Just to be clear, this is not £100 off the £1599 price.	-£100
Mudguards	
SKS P35 mudguards silver	£0
SKS P35 mudguards black <small>Default option</small>	£0
Seat posts	
Shimano Pro PLT 2014 Alloy seat post. A lighter and sexier option to our standard post	£35
Saddles...Brooks	
Brooks B17 Standard saddle. Suits Men and Women. How do you know it won't be bliss, when broken in, unless you try it? But you may hate it and it may never suit you. Black with black steel rails. This is a real bargain because we buy B17 Standard in quantity to fit as original equipment.	£20
Brooks B17 Standard saddle, as above but Honey with black steel rails. Honey breaks in more quickly	£20
Brooks B17 Narrow saddle, as the name suggests narrow and unlikely to suit male tourists, never mind the female anatomy! Black with black steel rails	£46
Brooks B68 classic wide saddle, highly unlikely to suit any male anatomy...too wide for most women Black with black steel rails.	£46
Brooks B68 classic wide saddle as above but Honey with black steel rails.	£46
Brooks Team Pro An iconic saddle with big copper rivets, between B17 standard and B17 narrow in width, would suit very few women. Black with chrome rails.	£54
Brooks Team Pro As above but Honey with chrome rails.	£54
Brooks B17 Ti saddle. Suits Men and Women. If you know you like a B17 this saves weight and is more comfortable but best not used in severe terrain. Black with Titanium rails.	£138
Brooks B17 Ti saddle, as above but Honey with Titanium rails. Honey breaks in more quickly	£138
Brooks Swift This is a slightly narrower saddle and is unlikely to suit the female anatomy Black with Chrome steel rails.	£86
Brooks Swift This is a slightly narrower saddle and is unlikely to suit the female anatomy Honey with Chrome steel rails.	£86
Brooks Swallow The return of an icon. This saddle is dramatically cut a way Black with chrome rails.	£107
Brooks Swallow The return of an icon. This saddle is dramatically cut a way Honey with chrome rails.	£107

Choice <i>(Please circle your choice)</i>	Cost
Saddles...other	
San Marco Rolls Classic saddle. This is very well made and long lasting. It is highly regarded by some for value and comfort, it has an almost cult following.	£25
Selle Royal MEN'S Travel Lite Gel saddle. We've never met anyone who was uncomfortable on a good gel saddle for short periods of time, or anyone who was comfortable on one for long periods!	£0
Selle Royal WOMEN'S Gel saddle. The comments above also apply here.	£0
Thorn Velo MEN'S saddle nice quality, firm padding. Could be perfect for you, if you don't want a Brooks or San Marco Rolls. Men's default option	£0
Thorn Velo WOMEN'S saddle nice quality, firm padding. Could be perfect for you, if you don't want a Brooks or San Marco Rolls. Women's default option	£0
Other saddles can be fitted.	£'s Vary
Pedals	
MKS GR9 pedal a classic platform pedal. Single side, so no use without toe clips. Supplied with Small steel clips, & nylon straps	£36
MKS GR9 pedal as above but with Med steel clips, & nylon straps	£36
MKS GR9 pedal as above with Large steel clips, & nylon straps	£36
MKS GR9 pedal as above with X large steel clips, & nylon straps	£36
Shimano PD A530 SPD one side and concave platform the other. Ideal for touring. You can use MTB racing shoes or "ordinary footwear" without changing pedals.	£56
Shimano PD M520 SPD pedals. A bargain. You can try SPD pedals without great expense. Silver	£19
Shimano PD M540 SPD pedals. Good quality SPD double-sided pedals. Silver	£45
Other pedals can be found in the accessory pages.	£'s Vary
Carriers and Accessories	
Thorn Expedition carrier. Heat treated Cro-Mo tubes. Super strong and rigid. Overkill for most Audax Mk3 bikes	£70
Thorn Mk5 Lo-Loader. Heat treated Cro-Mo tubes. Super strong and rigid. Over the top choice for any Mk3	£70
Thorn Mk4 lo-loader ideal for use on the lightweight steel forks of a Mk3. Whilstocks last.	£50
Blackburn Mtn. rear carrier. Ideal choice for most Audax Mk3 bikes. Black supplied	£35
Profile Design Cage. As below but just one cage	£8
2 x Profile Design Cages. The best bottle cage ever. Will carry std bottles, Sigg type 1 litre aluminium bottles or up to 1.25 litre plastic "Coke" bottles (Other carbonated drinks are available.)	£16
Profile Design Cage. As above but 3 cages	£24
Cat eye CC-MC100W wireless computer. All necessary functions. Ultra reliable, with back lighting.	£40
Cat eye TL-LD1100 10 LED Opticube rear light. Fits bracket on our carrier. Exceptionally bright and visible.	£30
Cateye HL-EL450 LED light excellent for being seen. Very bright, lightweight, compact and ultra reliable.	£30
Cateye HL-EL530 bigger, brighter and heavier than the above light. Can be used with care, to see where you are going.	£60
Thorn accessory bar 105mm extension. Fits in place of some spacers on steerer tube. Allows bar bag to be fitted lower than would otherwise be possible, frees up space on the bars.	£16
Zefal HPX pump silver classic finish only.	£20
Rixen Kaul Mini map holder A super, well made compact bit of kit.	£20
Other accessories can be fitted.	£'s Vary
Spare	
Panacer Pasela folding tyre 25c ideal spare if you use 25c tyres	£32
Panacer Pasela folding tyre 28c ideal spare if you use 28c tyres	£32
Schwalbe tube	£4

Saddles

There is one question which I can never answer, "which is the most comfortable saddle?" It would be so easy if somebody made a saddle which was the most comfortable for everybody, but nobody does! And nobody ever will!

We are all different in that area. Customers come to the showroom and press their thumb down into saddles and suck their teeth. If that was a valid test, most cyclists would choose a gel saddle. In fact I believe that almost everybody would find a gel saddle very comfortable, for a short period of time. I have yet to meet the person, who is happy to ride on one, for any great distance.

We sit on a part of our pelvis called the **ischial tuberosities** (sit bones). To protect the overlying muscle and skin from pressure, the ischial tuberosities are covered by a fat pad, the "bursa". By supporting the weight of our bodies on these bones, we protect the delicate structures between and in front of them (our perineum) from pressure, which could cause bruising, numbness, pain and could possibly lead to problems of swelling and infections. The bursa can be conditioned to become used to supporting weight, on a bicycle saddle, by gradually increasing the duration of the exercise. If too much is done too quickly, the bursas can become painfully inflamed, (bursitis). With a gel saddle, your bones sink further and further into the gel and you end up supporting your weight on the soft tissue. Add to that the absence of fresh air and you get sweaty too, which does nothing to alleviate the problem. With a firm saddle your sit bones take your weight and prevent it from being borne, by the part of your anatomy, which is least capable of doing so.

Brooks leather saddles have two reputations; they are famous for being extremely comfortable, yet they are also famous for being excruciatingly uncomfortable.

I find them comfortable! The firm hide supports the sit bones, gradually you break the saddle in, to your shape and the saddle breaks you in. If done sensibly, a great many people find their dream saddle with a Brooks, once they have broken it in.

Why try a Brooks?

The real point of trying a Brooks, is that it will mould to your shape and last for ages. If you like your Brooks, start breaking in a second one, on short journeys, because even they don't last for ever. With a back up Brooks saddle, you'll never be faced with the prospect of a big ride, on an unbroken saddle...this is the best time to consider a Brooks with titanium rails, which save weight and have even more spring.

We can sell you a bike, equipped with a Brooks B17 saddle upgrade, for significantly less, than it would cost you to buy a B17 later. Ride it only for short trips to start with and see if it suits, you can't know unless you try. If you waste money, sorry but at least you tried one.

If you then find a saddle that you really like, buy a load of them immediately because, these days, very few saddles remain unchanged for long, before long there will be a "new super whizz bang version", which may not be as good for you and the long search will begin again.

Brooks B17

Women



Men's



Our **Thorn Velo saddles** have a firm, but yielding plastic base and dense padding, you don't sink too far into them. We think that they are excellent saddles to find as original equipment on any bike.

Many cyclists find the **San Marco Rolls** saddle very comfortable, it is beautifully made with leather "upholstery" over dense foam. The Rolls is one of a small number of saddles which have remained fundamentally unchanged for decades. We buy the Classic saddle for use as OEM on our bikes. This means that the Classic finish costs you considerably less than the myriad of other finishes available on the San Marco Rolls.

If you get on with a Rolls, you'll have a friend for a very long time.

San Marco Rolls



Why are women's saddles shorter than men's?

I asked Fiona, who is a senior physiotherapist, she could offer no explanation. Nobody could offer an explanation. Eventually I realised; in Holland it was once commonplace for women to ride in cycling skirts.

Their bikes were typically short in the top tube and, when they dismounted, their skirts got hitched up on the saddles, so somebody invented the shortened women's saddles. Few women now ride in skirts, yet the shortened saddle still persists, does it matter? Yes, because the rails of a top quality saddle are springs. Springs provide comfort. Short springs are stiffer than long springs.

Ladies, don't assume you need a short saddle, you simply need a wider one, because your sit bones are probably further apart than a man's bones are.

Seat posts

Can the humble seat post really merit space of its own in this brochure?

The black alloy seat post that we fit as standard issue is a very nice quality item, it is micro-adjustable and it does its job well. There is little reason for choosing anything else.

You could spend more money and choose a Shimano Pro PLT seat post. It would save a little weight and look "sexier", if that's what you want from a seat post!

