



Audax Classic

From here to eternity...

well, ok perhaps not eternity!

We produce our Audax 853 with conical tubes, fillet brazed construction, sloping top tube and 1 1/8" threadless steerer... we prefer it!

However we feel that there will always be a market for new frames with horizontal top tubes, lugs and 1" threaded steerers... so we continue to make our original design available but now call it the "Audax Classic". There is no need for us to change anything else... the bike was and is perfect!

The frame

Our Audax Classic machine had such high acclaim that every journalist who rode one regarded it as the benchmark against which all other machines were judged. We firmly believed high quality steel to be the finest material available for such a machine and there still appears to be no material on the horizon which will change that. Aluminium frames are too harsh to be comfortable. Titanium is too expensive, prone to failure and, in practice, impossible to repair. All the carbon frames we have seen have failed in the bonding process.

Our frame builders are craftsmen, proud of their work and paid well enough not to rush things. Of course there are other craftsmen around who, if they used our designs and methods of construction (low temperature silver brazed into cast lugs to avoid overheating the tubes) and if they used the same tubes as us (for each frame size) would produce a frame as good as ours. Fortunately for us nobody else does, which is fortunate for you as we are such nice people to deal with, we fully understand our duty of care and responsibilities to you.



The Audax Classic frame tubes vary proportionally with frame size. Whatever the frame size we only use high quality Reynolds 725 tubes... we will never try and make economies with our frame materials.

UNIQUE
THORN
14
DAY
PLEDGE

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



The Classic UK style hard-riders bike.

Bike shown: saddle upgrade, wheel upgrade & bottle cages.

The Audax frame is silver brazed "with care" into cast lugs by craftsmen here onsite in Bridgwater.

The forks



Reynolds 531C forks are very lightweight and comfortable yet strong enough to withstand quite severe shocks. By using a fairly shallow head angle we are able to give the forks a large rake for even more comfort whilst still maintaining perfect steering geometry. This combination also allows a fairly short top tube whilst keeping the front centres long enough to provide great stability. We set each pair of forks by hand and produce an elegant, comfortable, tight radius bend.

We have designed the frame to be used with Shimano deep drop dual pivot sidepull brakes. **These will accept tyres which measure 28mm**, without the mudguards becoming a liability. These brakes are easily as powerful as the best cantilevers but have much more 'feel' and are very simple to maintain and keep adjusted.



Deep drop Dual Pivot calipers.

Braze-ons

We have chosen a very comprehensive set of frame fittings... these are:



"THORN" headbadge.

- > 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).



Reinforced pump peg.

> 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.



Bottom bracket drain plug.

> 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.

What frame size do I want?

We recommend that for Audax use you purchase the largest size frame that you can comfortably stand over, especially if you are a more mature rider. This should enable you to have your handlebars suitably high for comfort and still be able to use a road racing handlebar stem, which not only looks aesthetically right with this style of bike but is available in small size increments in length.

There are 13 different frame sizes!

STANDARD (STD) - Frames built with the standard size tubing (1" top tube, 1 1/8" down tube) and shortish top tubes. These are mainly aimed at the shorter, lightweight (probably female) rider.

Sizes: 500, 515, 530, 545.

OVERSIZE - These sizes use our exclusive oversized mixed tube set (1 1/8" top tube, 1 1/4" down tube which has proved to give the perfect balance of comfort, rigidity and performance and is lightweight. (We use slightly heavier gauge down tubes in the largest sizes.)

Sizes: 500, 515, 530, 545, 560, 575, 590, 605, 620.

Audax Classic Frame Dimensions

Standard				
Size centre to centre (mm)	Size centre to top (inches)	Top tube length (mm)	Bottom bracket height (mm)	Stand-over height (inches)
500	20 1/8	520	264	30 1/4
515	20 3/4	525	264	30 5/8
530	21 3/8	535	267	31
545	22	545	267	31 1/2

Oversize				
Size centre to centre (mm)	Size centre to top (inches)	Top tube length (mm)	Bottom bracket height (mm)	Stand-over height (inches)
500	20 1/8	530	264	30 1/4
515	20 3/4	535	264	30 5/8
530	21 3/8	545	267	31
545	22	555	267	31 1/2
560	22 1/2	565	267	32
575	23 1/8	575	270	32 5/8
590	23 3/4	585	270	33 1/4
605	23 3/8	595	273	33 7/8
620	24 7/8	610	273	34 1/2

All of our frames are built with 135mm over lock nut (OLN) spacing at the rear to enable low dish 8 speed or 9 speed wheels to be used.

Finished in any single colour you like (4-8 weeks wait) all with polished stainless steel headbadge. (see colour options).

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.

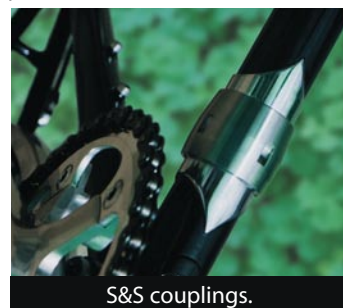
Bike Build-up options...

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... + £350



S+S couplings.

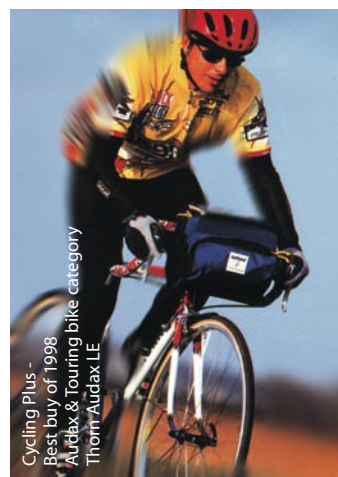
These high precision couplings are beautifully CNC machined in the USA, specifically for cycle frames, by aerospace engineers using 17-4 (chromium-nickel) stainless steel. This steel is used in a variety of critical applications such as jet engine parts and nuclear reactor components. The couplings allow the main frame of your Audax Classic to be separated for easy transport. They are secure, perfectly aligned, strong, durable and undetectable in use. They add 200g to the weight of your Audax classic and do great damage to your bank account!



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!

A brief note on Audax Events



Cycling Plus - Best buy of 1998 Audax & Touring bike category Thom Audax LE

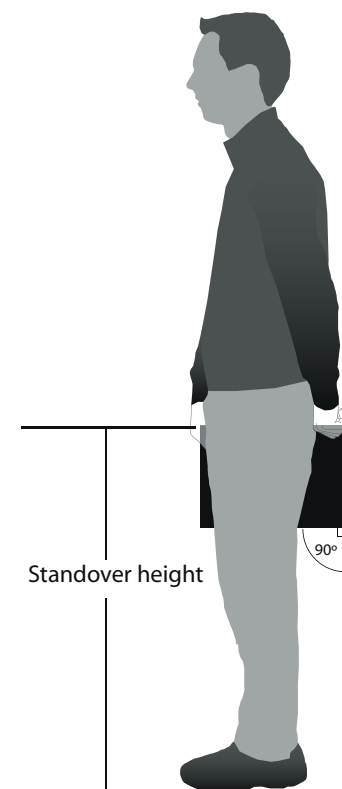
Audax Events

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.

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.



Standover height

To measure your standover height...

1. Stand in cycling shoes with your back against a wall, feet together.
2. Place a large coffee table style book (a thin hardback book is best) against the wall between your legs.
3. Raise the book as high as it will go. Without moving the book step forward and note the position of the top of the book.
4. Measure from the floor to the top of book... **that is your standover height!**

