

Brevet Conical

The Brevet has been carefully designed as a fast touring (Audax) cycle that will cope well with the daily commute, as well as being a superb winter training bike... if you are on a tight budget, you could take the mudguards off, fit narrower tyres and time trial it... without giving away much to exotic machinery.

...if you are looking for a heavier duty bike, with 700c wheels, you will find exactly what you want in our Club Tour.

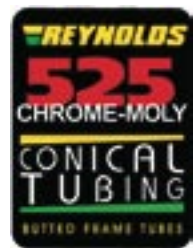
Now with tightened geometry giving a much sportier feel to the ride, whilst ensuring the Brevet still retains the stability it has always been famous for.

The frames are T.I.G. welded by the finest frame builder in Taiwan, and are subject to independent quality control at all stages of the process.



The Brevet has a modern-looking "compact" style frame (sloping top tube). This saves a little weight and produces a slightly stiffer frame, but the main benefit is the increased standover clearance that it offers, for each of the 6 available frame sizes.

The Brevet boasts an extremely high quality 1 1/8" FSA threadless headset... this allows a front-loading stem, which we have in stock in a wide variety of lengths and angles... it is easy to obtain (or change) your riding position with this system. (We can provide a larger stack of spacers on the steerer, if your desired position is for the bars to be higher than the saddle.)



The frame is constructed using a full Reynolds tubeset... 525 butted main tubes (conical down tube), 525 stays and 531C fork blades.

The Brevet retains the same attention to detail it has always been continually praised for; cast fork crown, tight-radius bends on the fork... for long-distance comfort, 2 bottle cages, seat stay pump mounting, under bridge and

UNIQUE
THORN
14
DAY
PLEDGE

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



Bike shown:
27spd STI spec



Audax / Lightweight Fast Touring / Commuting / Winter Training

crown bosses for the safe and secure mounting of mudguards, discrete boss to accept our dyno bracket on the back of the right hand fork blade, provision for a 4 point mounting rear carrier, down tube gear bosses and all the stops and guides needed to set up your brakes and gears perfectly

We have added Ritchey forged drop outs and a Cro-mo bottom bracket shell.



The Brevet is built to accept deep drop side pull brakes, set at (close to) maximum drop... suitable for tyres which measure up to 28mm with mudguards.



Colour

The Brevet is available in Arctic grey sparkle with blue graphics or Indigo metallic with silver graphics.



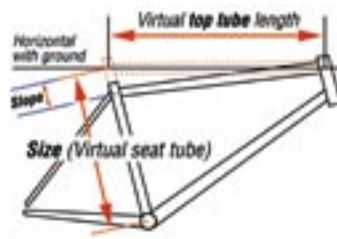
The frames undergo a multi-stage anti-corrosion process and are then finished in highly durable powder coat. This has a tough, high gloss powder lacquer top coat, which covers any decals.

Sizing

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

All sizes of Brevet 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)
516 L	55	550	778	750
554 L	65	580	816	783
594 L	75	610	856	818

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

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.