A NEW PHASE





THE COLOUR OF ORANGE

It is said by the money men that we at Orange take the design and testing of our mountain bikes too seriously. On reflection, when you consider the number of prototypes we produce, the fact that we have one of the biggest teams in the world and the time we spend testing the latest designs, you could be forgiven in believing they might have a point. Especially if you don't know what percentage of our exlcusive production are raced and ridden in their true mountain environments. A point, 'that is', until you ride an Orange bike. It is then you fully appreciate that there is no short cut to good design. No other bike rides like an Orange.

Orange



◀ Test Pilot on a disguised Aluminium Elite

▲ Kevin Sabiston National Elite Champion

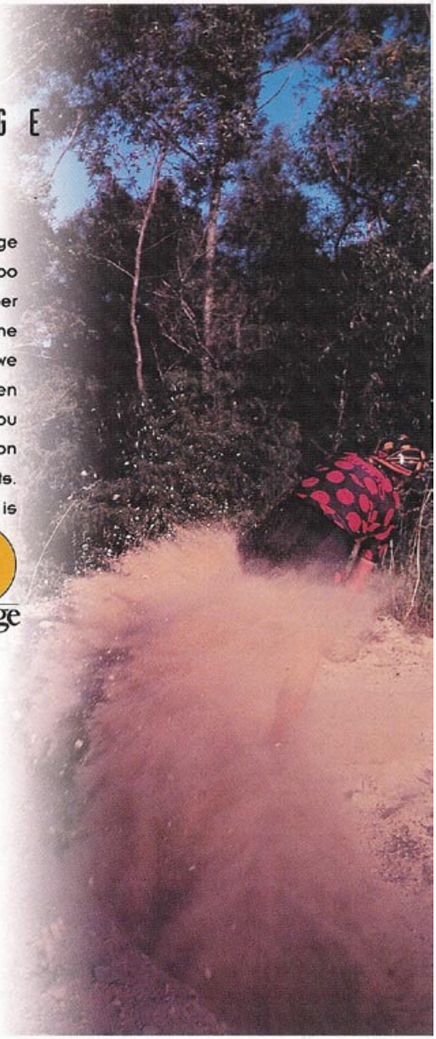


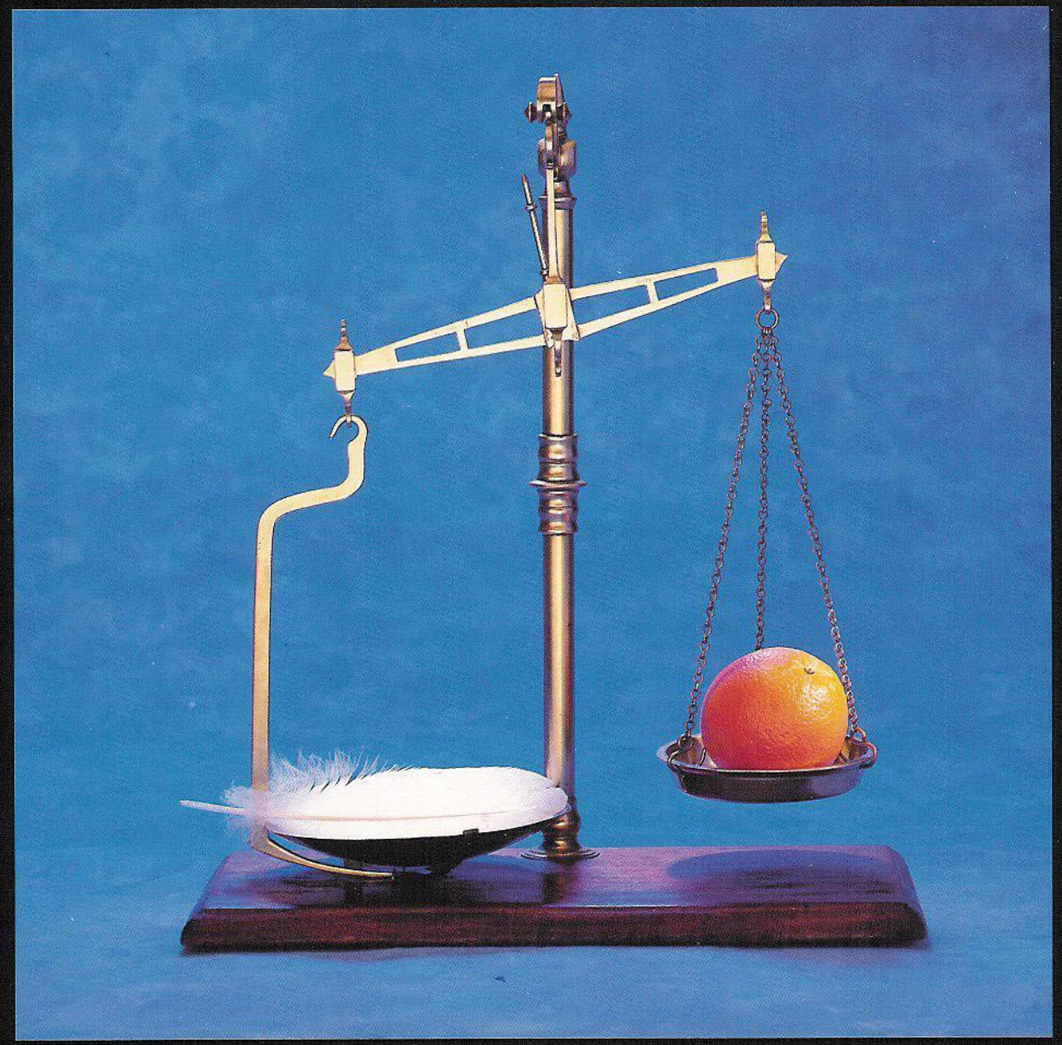
LESTER NOBLE



STEVE WADE

The skill in producing off road machines does not appear from a sophisticated computer package. Our designs evolve from time spent in the saddle. Team Orange and the two active directors, Lester Noble, top British rider in the 1987 World Championships and Steve Wade, with constant top ten placing's amongst the UK professionals, prove that thousands of hours go into an Orange design.

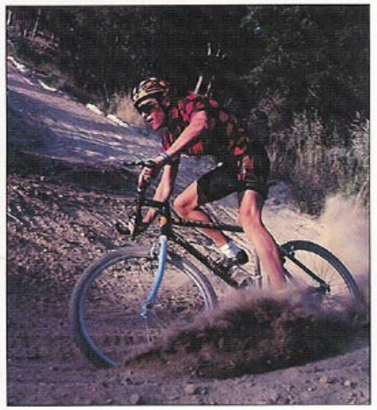




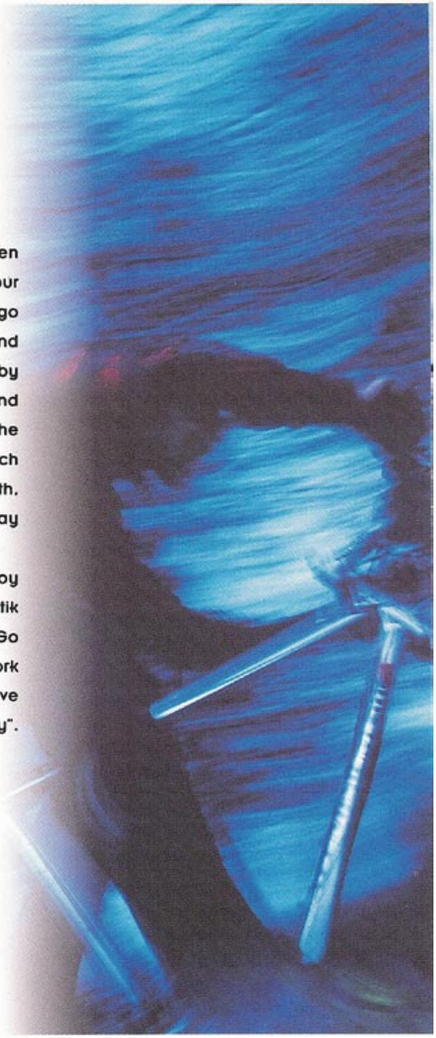
1b FOR £

One of the main objectives we at Orange have been working on is giving you, the customer, less for your money. It just does not seem fair to ask you to go and get fit without our bikes also shedding a pound or two. With the invaluable test resources provided by Team Orange each frame has been dissected and re-built to make it even lighter. Not content with the substantial savings made, we then re-evaluated each component and without compromising the strength, performance and comfort, we were able to trim away even more fat.

Standard to all models, is the Hot Rod 140gm alloy handlebar, the Stalk Lite stem, the Orange Lite Stik seat post, and a new quick release binder bolt. So with the added option of the Orange Aluminium fork and Ali Stalk available on all models, you might forgive our proud claim "you've never had less for your money".









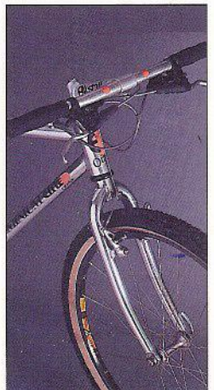
SADDLE ROW



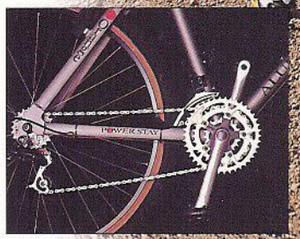
In the course of "fitting out" the riders of Team Orange with their racing machines, you quickly realise that each person has a different list of comfort priorities in achieving harmony with their machine. Suspension forks may be a necessity for one person's riding style, whilst another believes the extra weight negates the smooth ride benefit. That is why at Orange, unlike other production manufacturers, we Spec a particular model to personal needs. If your preference is Shimano's clipless pedals, you would not expect to purchase a bike with standard ones! So with this in mind as well as stocking the top four Shimano groupsets, LX, DX, XT and XTR, and the top two Suntour micro drive groupsets, XC Pro and XC Comp, we also have: ● Shimano and Suntour Thumbshifters and Grip Shift. ● Rock Shox Mag 20, Pace RC35 suspension and Orange Aluminium forks. ● Magura hydraulic and Hope disc brakes. ● Orange Ram Rod, Ali Stalk or Custom Stalk. Additionally, in the course of the perfect tailoring session, we even attend to sir or madam's seat arrangements by offering the Orange titanium rail saddle and titanium seat post. All these components and more can be fitted at source, so with our own flexible assembly plant saving on additional labour charges and discarded products, we are able to satisfy the specialist needs at non specialist prices.



▲ Rock Shox Mag 20



▶ Aluminium Forks, Aluminium Stalk, Hot Rod Handlebars and Rapid Fire plus Shifters



▲ Suntour Microdrive

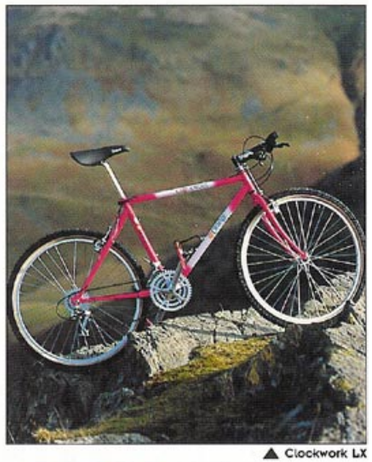


▲ Pace Suspension Forks with Magura Hydraulic Brakes



CLOCKWORK

Debued at the British Championships in 1989 and taking first place, the Clockwork has gone on to achieve legendary status. Not just for its performance characteristics, but also for the fact it is one of the most comfortable mountain bikes ridden. Retaining the intricate butting of the Tange Infinity tube, the frame has undergone significant development, producing even more power by shaving the chainstays to under 16.5 inches. A length normally restricted to the exacting construction of custom manufacture. This breakthrough brings additional benefits, allowing the removal of the chainstay bridge and reducing the wishbone seatstay diameter, providing substantial weight savings and giving even more mud clearance. This major refinement combined with its renowned pedigree, the Clockwork, described by Mountain Biker magazine as, "already a classic", has just got even classier. Clockwork



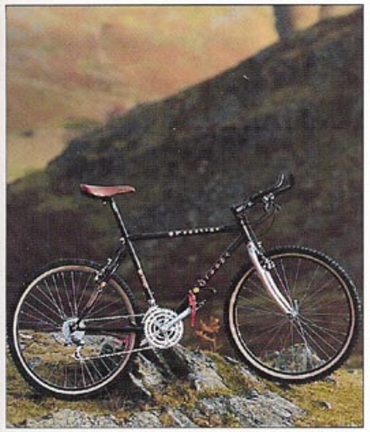
▲ Clockwork LX



▲ Clockwork DX



Clockwork XC Comp sub 26lb



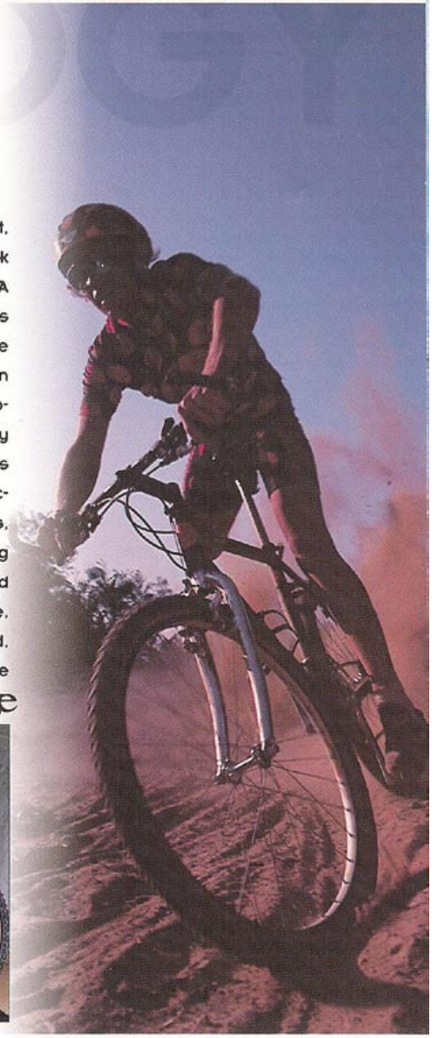


▶ Prestige DX with Orange Ram Rod Bars, Mag 20, Ali Stalk and Titanium Saddle.

PRESTIGE

Probably the most raced bike on the national circuit, the Prestige follows in the same mould as the Clockwork with its non-radical angles and normal size tubing. A bike should complement the rider's strengths and skills and compensate for any weaknesses. The Prestige handles any terrain thrown in its path. The fashion conscious may be disappointed in Orange not producing an elevated chainstay or using oversize cromoly tubing, but to be frank, inefficient heavy frames has never been an objective of ours. The Prestige, acknowledged as one of the lightest cromoly frames, has had its weight further reduced by upgrading individually selected tubes to Logic Prestige. Coupled with the new lighter rear triangle design, the Stalk Lite, Lite Stik seat post, and Hot Rod handlebars as standard, the old adage, "as light as a feather" will soon be changing to, "as light as a Prestige". Prestige





Prestige XC Comp. sub 25lb

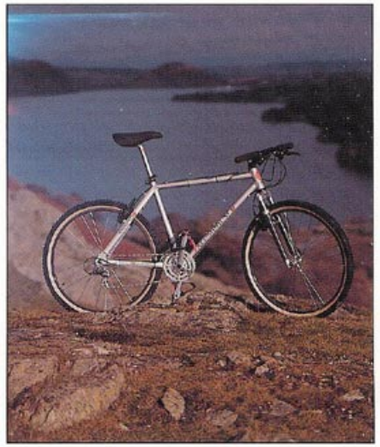


ALUMINIUM 'O'

1991 brought quite a radical move for Orange, a company steeped in a tradition of working with steel. The introduction of the "O" heralded the arrival of the aluminium frame as a performance machine. Its success in one year has been staggering in both sales and results, culminating in Team Orange rider, Kevin Sabiston, becoming the National Elite champion. The secret of the "O" lies in the rigidity of its swagged main tubes, section chainstays and seatstays; eradicating the dead, spongy feel normally associated with alloy frames. Apart from the reduction of the chainstay length to further enhance its power, the changes over the first model are subtle, confined mainly to refinements with cable routing and a replacement dropout.

The "O", the first production aluminium frame built for the hardcore. ALUMINIUM O





◀ Aluminium 'O' with Suntour XC Comp Microdrive, Pace RC35 Forks, Magura Hydrostops and SPD pedals

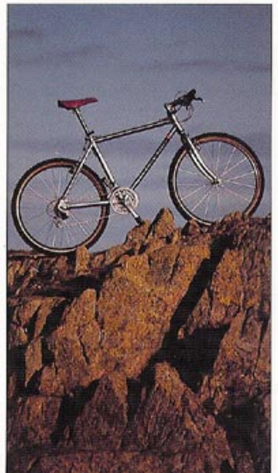


Aluminium 'O' XC Comp sub 26lb

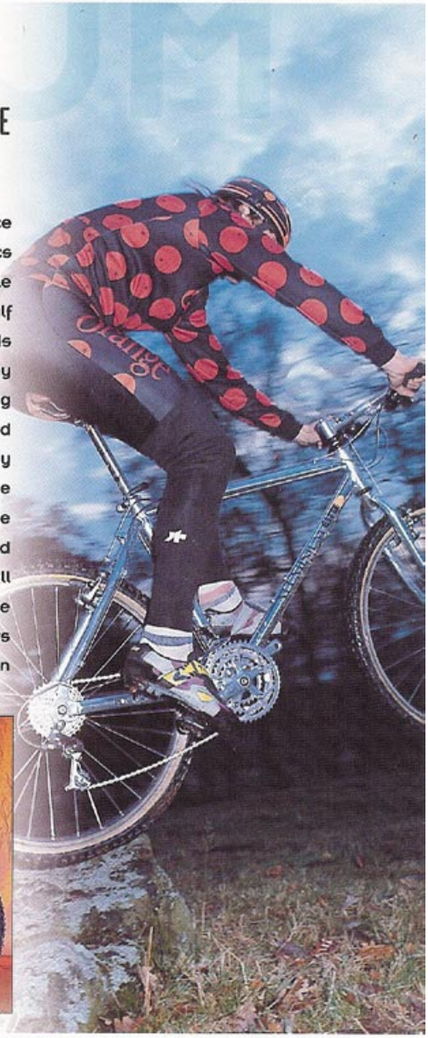
ALUMINIUM ELITE

The Elite represents the next phase in the performance arena by retaining the inherent performance characteristics of the "O" but on a lighter body. The main triangle is double butted Max tubing to give a saving of half a pound. Like the "O" we have not swayed towards super bloated tubing, but like our cromoly philosophy of 'only big enough to provide function', the tubing diameter is the smallest available in an internal butted form. Extra rigidity by reducing the length of the chainstay and altering its internal construction, has given the freedom to remove the chainstay bridge and to change seat stay tubing, producing further weight savings. Coupled with the "O" cable routing, option between top pull or conventional front derailleur system, the Orange Aluminium fork and Ali Stalk as standard, the Elite wants for nothing and is the hallmark of the Orange design philosophy. ALUMINIUM Elite



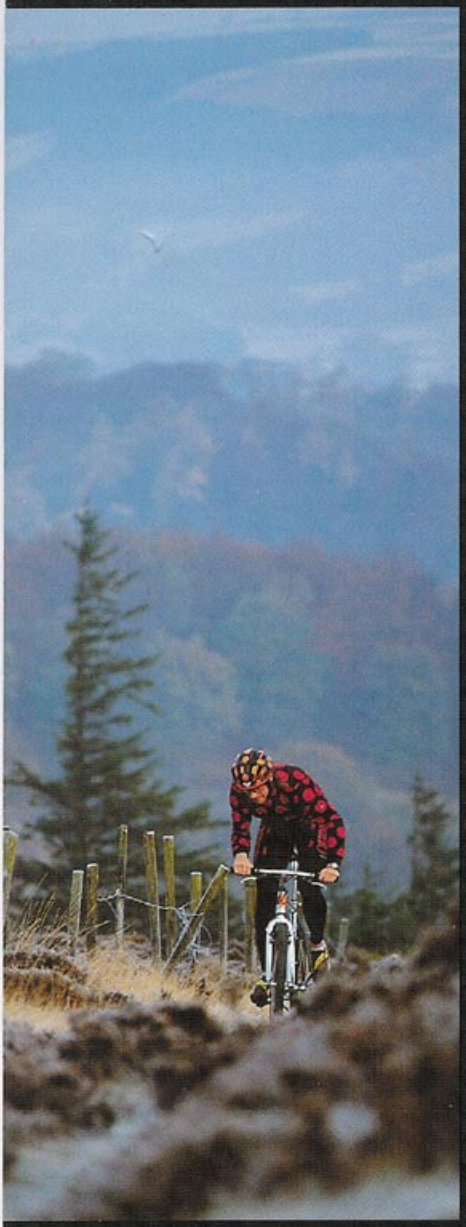






"To be absolutely, brutally honest, I could not fault the Elite in any department" -Mountain Biker, January 1992

Aluminium Elite XC Pro sub 24lb





Everybody connected with Orange aside from testing the mountain bikes on all terrains, are never happier than when riding in a true off road setting. After all, this is what introduced us into the sport.

Here in the Lake District, due to the sensible attitudes of the majority of mountain bikers, both the National Trust and National Park are working together to build new bridleways specifically for mountain biking in mind. By maintaining this responsible attitude there is no reason why it cannot happen throughout the country.

Don't be one of the minority, please respect the countryside and keep to the off road code.

Thanks,
Orange



Lunchtime in
Orange County



The research, design and testing of Team Orange is an ongoing process; if we feel a brand new component gives an increase in performance or durability we reserve the right to change specification without prior notice.

Orange

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