‘Planet Earth is 4,600 million years old. We can liken earth to a person of 46 years of age. Nothing is known about the first years of this person’s life... only at the age of 42 did the Earth begin to flower. Dinosaurs and the great reptiles did not appear until one year ago when the planet was 45. Mammals arrived eight months ago and in the middle of last week man-like apes evolved into ape-like men and at the weekend, the last ice age enveloped the Earth.

Modern man has been around for four hours. During the last hour man took to agriculture. The Industrial Revolution began a minute ago. During those sixty seconds of biological time, modern man has made a rubbish tip of paradise.’

Please respect your planet and don’t buzz other trail users.

Naturally, this brochure is printed on paper made from sustainable forests.

Orange
MOUNTAIN BIKES

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Web: http://www.orangebikes.co.uk Email: info@orangebikes.co.uk



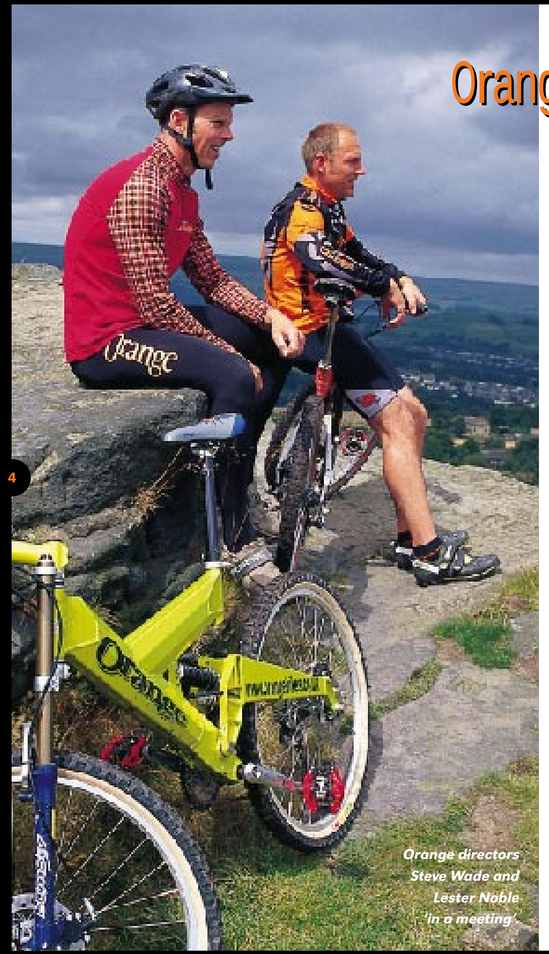
1999

bikes and stuff

Orange
MOUNTAIN BIKES

Orange philosophy...





Orange directors Steve Wade and Lester Noble 'in a meeting'.

Orange – big ideas for a small company

It is said by the money men that the guys at Orange take the design and testing of their mountain bikes too seriously. When you consider the number of prototypes we produce and the time we spend testing the latest designs, you could be forgiven for believing they might have a point. But Orange is not run by money men, it is run by the same bike crazy people who started Orange over 10 years ago.

Lester Noble and Steve Wade, the men who planted the seed, still maintain their belief that the only way to produce great mountain bikes is to ride them themselves. To business men, riding a mountain bike over hill and down dale everyday may not seem the best way of running a company, but being mountain bike fanatics it is the only way Lester and Steve feel happy – making sure our products are up to the job of serious off-road use and give a ride quality worthy of the badge on the headtube.

It seems hard to believe that the benchmark 1989 National Championship winning Clockwork is now ten years old. Since those early days there has been such monumental change within our sport that it is sometimes hard to recognise the similarities, just think how mountain biking has evolved even in the last year alone. Full suspension has come of age, freeriding has come and gone (that's what we were all doing anyway, wasn't it?) and components are more advanced than ever.

1998 was a poignant year in the development of the Orange range. The expansion of the R&D centre within our Halifax facility has meant the evolutionary process of getting a new model from drawing board to showroom floor has substantially reduced. In fact such is the prolific rate of the design team that there are now three monocoque handbuilt bikes in the 1999 range and more on the way.

The R&D centre also made us realise that we shouldn't pigeon-hole bikes as much as the so-called pundits require us to – in building downhill bikes for Team Animal PlayStation we found that with a few modifications to the suspension tune and componentry we also had a fantastic all-round full suspension performance rig that could compete at any level, be that the Grundig World Series Downhill competition or tearing it up round the local trails. Development like this occurs in one way only



and that is riding, riding and more riding which, as you may have gathered, we tend to do a fair bit.

Team Orange and their distinctive strip have always turned heads. The fact that they also turn pedals faster than most also has not gone unnoticed. Their prowess in all cycling disciplines, whether it be cross-country, downhill, slalom, road racing or track racing is legendary and has resulted in championship success at every level.

The link up with Team Animal PlayStation on the downhill front is quite special. As mutually beneficial relationships go this one has been particularly successful. Not only have the Team had the benefit of using the latest technologies coming out of our R&D department, but with Steve and the rest of the crew also attending the events rider comments and wishes go straight into the design of the bikes.

There is no better way to understand what a rider needs from a bike than to chase him down a world downhill course (if you can keep up!). Team Animal PlayStation have taken Orange mountain bikes into the international arena contributing to the most rapid bike development we have seen to date. The new full suspension models in the range fully benefit from this link and the ride quality proves it.



The whole Orange is much more than the sum of its parts... but they all help

The heart of every Orange bike is the high quality frame. But a mountain bike is only as strong as its weakest link. That's why at Orange we spend a great deal of time and effort testing cycle parts, so that we can be sure that the components that complete the package will provide the kind of performance that the chassis is capable of delivering.

The 1999 Orange line up features many new technologies. Shimano groupsets cannot be ignored at any level. The quality of their gear shifting has never been better and this year performance has literally moved up another notch with the introduction of the new Mega 9 Speed Drive Train on Deore LX groupsets and above. They are again the company to beat.

In the tyre and rim department we are again looking to WTB, tread-meisters of distinction for many years and still coming up with performance rubber that others try to imitate.



Amongst the suspension forks we are using this year we have been impressed with the new Manitou forks. The Microlube System provides a quick and easy way to keep forks working well for longer, meaning major servicing can be done less and getting out riding on a plush fork can be done more. TPC Sport Damping offers no hassle optimum damping performance. More fun, less fiddling.

To complete every bike, we add our own high specification finishing kit comprising of Orange bars, stem, saddle, seatpost and the much acclaimed Friction Addiction grips.



Clockwork

The Clockwork is a classic in anyone's book. So often 'best in test' that we've lost count.

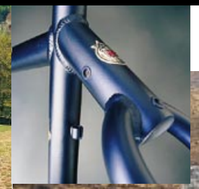




Not content for it to be one of the best bikes of the last decade, once again we have taken the concept of the all-purpose serious mountain bike and tweaked some of the tubes to make it yet stronger and even more trustworthy.

Always amongst the lightest in its class, the Clockwork retains the legendary ride characteristics that for so long have been the Orange hallmark. If you're looking for an off-road bike that's going to work as hard as you do then don't be fooled by the price of this remarkable machine, its lively chassis rides like many bikes that cost twice the price.

For the Clockwork's tenth anniversary we have revived the classic orange and white paint scheme, or if you prefer a more subtle impact on the countryside it is also available in elegant 'eecher greens' dark green.



The oversize monostay rear triangle features rack mount bosses, making the Gringo an ideal recruit for touring duties.

The new kid on the block is certainly no wimp. All-rounder features on a class aluminium chassis.

Gringo

A newcomer to the range, the Gringo is the first time Orange have produced an aluminium chassis that isn't specifically designed to be either raced or thrashed to death, yet it will put up a good fight in both departments. The Gringo is the bike for those who want the aluminium ride ethic yet still want everyday adaptability of an all-round mountain bike.

This sturdy gusseted Series 12 custom butted frame has some elegant touches like the replaceable derailleur hanger, a real life-saver when disaster strikes miles from home.

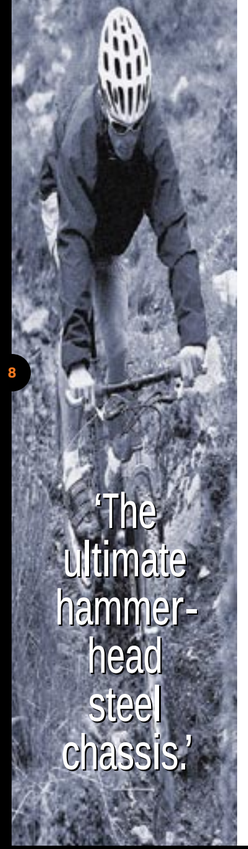
Unusually for a lightweight 7005 aluminium frameset the Gringo features rack, guard and Crud Catcher™ bosses making it very suitable as a lightweight off-road tourer as well as being the qualified trail basher you need for the weekends.



Ten years toughing it out with the big boys, now the classic performer is stronger than ever.

'It's such an obvious thing to do — an aluminium all-round mountain bike with attitude — why haven't we had one before?'

P7

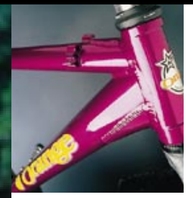


'The ultimate hammer-head steel chassis.'

The standard by which all high-performance CroMo chassis are judged. P7 power transfer and ride response humble even the most experienced riders.





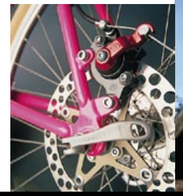


Oversize tubes combined with state of the art gusseting – the evO2 is tough.

If it ain't broke don't fix it! And the P7 ain't broke, so we left it alone... well almost, we decided to add the rear disc brake calliper mounting lugs to the seat stay because our test riders kept pestering us about it. To be fair, it's a great idea – once you have had disc brakes it is hard to go back to conventional rim brakes.

Otherwise this is still the unbeatable P7, three times winner of best £1000 bike in the *MBUK* reader awards. Solid, dependable handling, ready to hammer, the P7's CroMo custom double-butted Series 8 heat-treated tubeset chassis has always given a ride quality which can outperform even the best custom frames. Why change?

Available in matt black or limited edition punky pink. Still 'hard', still 'core', still 'P7'.



Rear disc mounts are a useful addition to both the P7 and evO2 this year.



BMX track 'double trouble'. The evO2 takes it all in its stride.

The lightweight O2 goes 'evo' for 1999. Fatter tubing, bigger gussets and tougher than ever. Showing no respect, this persistent offender needs to be kept in check.



Since its launch the O2 has been hounded by rave reviews, hard-core riders everywhere loved this solid performer. However, it's survival of the fittest that counts so we decided to give the O2 a little workout to beef it up without porking out. The result? The new Series 14-evo 7005 aluminium tubeset. Super-refined custom butting and tube selection gives an even more oversized downtube, monostay and chainstays, this is one tough nut you won't crack. Yet the super-light evO2 will provide dependable thrash-ability however you choose to ride it.

The high performance component package includes the 1999 Manitou Spyder fork with their new Microlube grease points. Fork maintenance has never been easier.

evO2



'Plays well with others, but may bite, jump, wheelie...'

E4

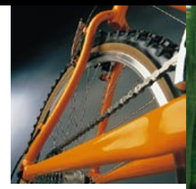
If you compete in XC races, do yourself a favour, don't try to keep up with the guy on the E4, it hurts. Alternatively, you know what to do.

The Super-light Custom Butted Easton Elite aluminium tubeset is at the heart of the limited edition E4 race razor that we introduced last year. Championship medal winning success means that demand will always outstrip the limited supply, so if you want one act now.

Specced as a ready to race package with competition standard components like Shimano XT Mega 9 speed drive train and lightweight 80mm travel Manitou Spyder R suspension fork with TPC-sport damping control. This fork is an XC racer's dream and offers compatibility with Manitou's MRD Lok Out* system, the racer's secret weapon which locks out the fork at the flick of a switch for superior climbing and sprinting efficiency.

*Available separately.

S-bend seat stays and huge chunky chainstays. Form follows function, and it's sexy too.









'As out-of-the-box racers go, this is the most thoughtful and comprehensive package Orange have ever offered.'

Roadie-O

New for 1999, the Roadie-O is an up-start of the road bike crowd. Timeless road bike geometry with familiar features that make it so unmistakably an Orange.

Not a typical road chassis, but one with a healthy dose of the mountain biking ethic injected.

The frame is an all Orange CroMo tubeset derived from our experience with the P7. With our trademark mono-stay rear triangle and a front triangle which features a sloping top tube, Roadie-O manages to retain classic road geometry yet still retain a familiar MTB feel.

While some road purists may question the flirtatious amount of seatpost showing, rest assured that sloping top tubes is our game.

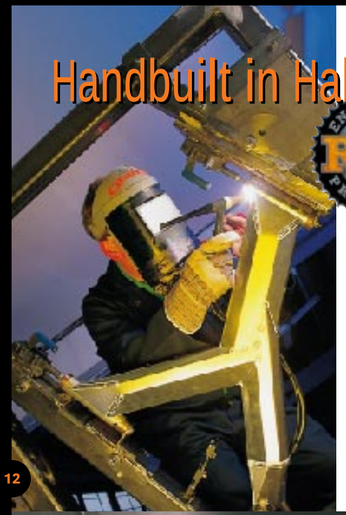
Designed as a racers training bike or an all-purpose road burner for those who like the feel of the wind in their face, it's a fine alternative for the days when you yearn to burn tarmac instead of eat dirt.



'The training bike for serious racers, the road bike for serious Orange riders.'



Handbuilt in Halifax — the artistry of monocoque design and construction



All welding is done by skilled craftsmen, not robots.

Precision CNC engineering ensures a perfect fit on all the frame components.



Monocoques are easy, get a sheet of aluminium, a great big press and a robot welder to make a nice join down the middle. If it was simple all bikes would be made this way.

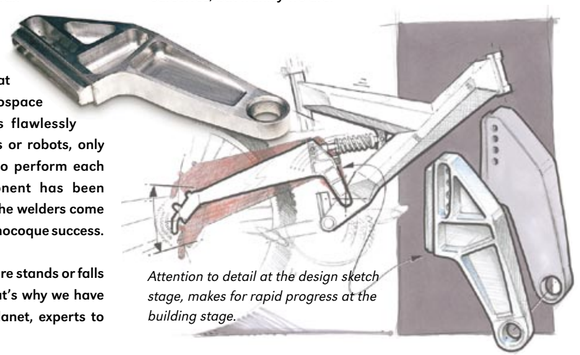
Since Orange started out, we have been working on all manner of new ideas and concepts to enable us to further improve the performance of our mountain bikes. Two years ago we began to seriously look at what we could achieve with the monocoque principle. On paper a monocoque construction is an obvious solution to produce a very strong and rigid frame, get it right and it can almost totally resist torsional twisting forces, the bike designers worst enemy, and something that conventional tubing alone cannot hope to match. It's just that most previous attempts at this type of chassis have been done half-heartedly or used unsuitable designs and materials. So why should we be able to do it any better?

The Orange R&D facility in Halifax approaches the monocoque ideal from a different angle. Equipped with state of the art CNC machining and folding equipment, we ensure that each and every section of the aerospace grade 6061 aluminium we use is flawlessly precise. We have no conveyor belts or robots, only highly skilled exacting craftsmen to perform each stage. When each frame component has been checked for quality and alignment, the welders come into play. This is the real secret to monocoque success.

The strength of a monocoque structure stands or falls by the quality of its welding and that's why we have some of the best welders on the planet, experts to whom a welding torch is an extension of themselves. The skill of the welder is to ensure that each millimetre of every seam has the correct amount of weld penetration. Each weld on an Orange monocoque is meticulously done by hand, not a machine. And believe us when we say, 'that's impressive'.

The complete frame is then checked again for alignment and heat-treated to T6 specification to produce a finished chassis that will outlast anything else we have put in our destruction test rig.

We are now in a position to push cycle monocoque technology further than ever and this shows in the 1999 range. Forgive us if we sound pleased with ourselves, but frankly we are.



Attention to detail at the design sketch stage, makes for rapid progress at the building stage.



Sightings of unusual objects over the Cumbrian hills have baffled scientists for years. We can now exclusively reveal they are simply UFO's.

This is the first chassis to come out of the R&D department. It uses the same successful URT geometry as our X2 suspension bike, but by virtue of its monocoque front 'triangle' the UFO chassis ups the ante in the rigidity stakes. The rear triangle and shock do all the moving without having to fight against the pedal induced twisting motions of a tubular front triangle. This design ensures the smoothest action possible for the rear suspension and allows it to track accurately and function over short stutter bumps as well as save your backside from the bigger hits.

With 4" of travel front and rear, the UFO is ideally suited to heavy duty cross-country riding over any terrain.

The frame features cable stops for compatibility with an optional lock-out rear shock. Although pedalling induced bob is minimal on the UFO, using a locked-out rear shock will effectively 'jack up' the tail and tip the geometry forward, this is a real aid to climbing. Don't forget to unlock it before the downhill though.

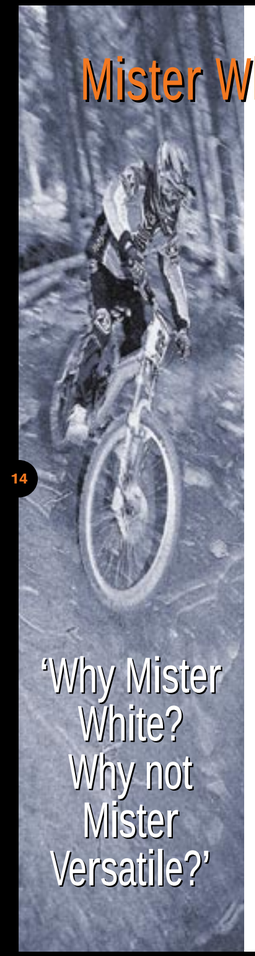
UFO

'I can't believe how smooth it rides, it's like a hardtail on tarmac.'



Mister White

Evolved from the Team Animal Playstation big travel downhill bike, the Mister White chassis meets the demands of both cross country and downhiller.

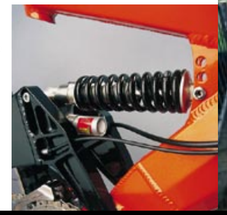


'Why Mister White? Why not Mister Versatile?'



At first sight Mister White is a deceptively simple looking frame, look closely and you will see that it offers a great deal of flexibility. Depending upon the rear shock position, you can dial in a range of suspension travel between 5.5" and 7" plus. A carefully designed pivot location lets you set-up the ride exactly how you choose – XC, trail riding or downhilling, Mister White really is Mister Versatile.

In conjunction with Team Animal Playstation and our own test riders we have designed a bike which will go uphill just as well as it goes down, with all round performance and comfort. If 6" triple clamp forks are your preference then don't be concerned. With its strengthened side plates and tough monocoque construction Mister White will meet all your needs. 'Suits you, sir!'



The rear shock has 12 possible positions. This makes altering travel and suspension characteristics simplicity itself.

Ms Isle

Bombproof aluminium Monocoque/6061 tubing chassis. A ruthless dual slalom/jump bike designed to compete in world class competition.



Flexing is not an issue on the Ms Isle. It is fully approved for use in combat.



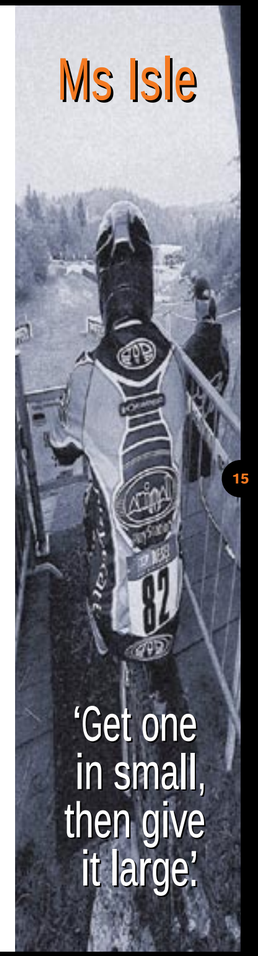


Start gate tension at Swatch world dual slalom race. You have to be sure that your bike won't let you down.

Ms Isle came about after we saw the grief dished out to bikes by riders in world dual slalom races. In this high-pressure environment even the toughest tubed frames could be seen to be flexing badly.

We realised that if our monocoque technology could work on a full suspension rig, it's rigid properties would be just as appropriate for a dual slalom bike. We designed this chassis with a low stretched toptube geometry using a monocoque downtube to eliminate flex. Huge box section rear stays and gussets make this the most robust frame we have ever built.

For slalom racing Ms Isle has no equal, however if your horizons are over a wider canvas then Ms Isle makes one responsive kick-butt trail bike. Ms Isle likes it hard!



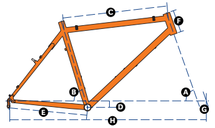
'Get one in small, then give it large.'

Frame geometry

All the essential facts and figures for the 1999 Orange bikes.

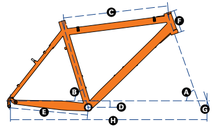
Useful as geometry figures are, we cannot emphasise enough how important it is that you try a bike for size at your dealer. We are all different shapes and sizes and it is impossible to fit a bike by numbers alone. Your dealer will help you get it right.

CLOCKWORK



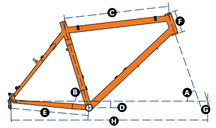
FRAME SIZE (inches)	15	17	19	21
A. Head angle (°)	70.5	70.5	70.5	70.5
B. Seat angle (°)	73	73	73	73
C. Top tube length (mm)	524	544	563	583
D. Bottom bracket height (mm)	35	35	35	35
E. Chainstay length (mm)	420	420	420	420
F. Head tube length (mm)	85	85	120	140
G. Fork offset (mm)	45	45	45	45
H. Wheelbase (mm)	1024	1039	1057	1070
J. Rider height range (mm)	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
K. 10° rise stem length (mm)	115	130	130	145
L. Steerer length (mm)	168	168	203	223
M. Seat post diameter (mm)	29.6	29.6	29.6	29.6

GRINGO



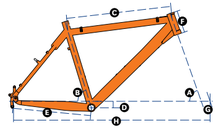
	15	17	19	21
A.	70.5	70.5	70.5	70.5
B.	73	73	73	73
C.	525	546	565	585
D.	35	35	35	35
E.	420	420	420	420
F.	100	100	120	140
G.	45	45	45	45
H.	1025	1043	1059	1074
J.	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
K.	100	115	130	145
L.	183	183	203	223
M.	27.2	27.2	27.2	27.2

P7



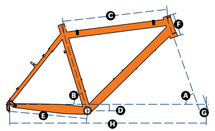
	15	17	19	21
A.	70.5	70.5	70.5	70.5
B.	73	73	73	73
C.	524	544	563	583
D.	35	35	35	35
E.	420	420	420	420
F.	85	85	120	140
G.	45	45	45	45
H.	1024	1039	1057	1070
J.	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
K.	115	130	130	145
L.	168	168	203	223
M.	29.6	29.6	29.6	29.6

evo C2



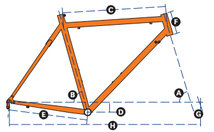
	15	17	19	21
A.	70.5	70.5	70.5	70.5
B.	73	73	73	73
C.	525	546	565	585
D.	35	35	35	35
E.	420	420	420	420
F.	100	100	120	140
G.	45	45	45	45
H.	1025	1043	1059	1074
J.	5'3"-5'7"	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
K.	100	115	130	145
L.	183	183	203	223
M.	27.2	27.2	27.2	27.2

E4



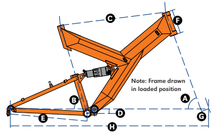
	17	19	21
A.	70.5	70.5	70.5
B.	73	73	73
C.	546	565	585
D.	35	35	35
E.	420	420	420
F.	100	120	140
G.	45	45	45
H.	1043	1059	1074
J.	5'6"-5'9"	5'8"-6'1"	6'0"-6'4"
K.	115	130	145
L.	183	203	223
M.	26.8	26.8	26.8

ROADIE



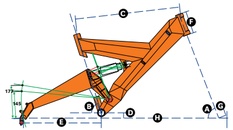
	50cm	54cm	58cm
A.	73	70	70
B.	73	73	73
C.	530	550	570
D.	70	70	70
E.	410	410	410
F.	110	135	165
G.	47	45	43
H.	975	990	1000
J.	5'0"-5'9"	5'8"-6'1"	6'0"-6'4"
K.	100	110	120
L.	195	220	250
M.	26.4	26.4	26.4

UFO



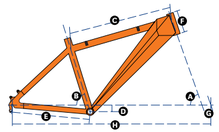
	Small	Medium
A.	70	70
B.	73	73
C.	545	570
D.	25	25
E.	415	415
F.	130	130
G.	45	45
H.	1050	1075
J.	5'0"-5'9"	5'8"-6'1"
K.	110	130
L.	212	212
M.	27.2mm shimmed to 31.6mm	

MISTER WHITE



	Medium
A.	69
B.	72
C.	560
D.	0
E.	420
F.	120
G.	dependent on fork fitted
H.	dependent on fork fitted
J.	5'4"-5'10"
K.	dependent on stem fitted
L.	205
M.	27.2mm shimmed to 31.6mm

Ms isle



	Small	Medium
A.	71	71
B.	73	73
C.	543	565
D.	35	35
E.	420	420
F.	120	120
G.	dependent on fork fitted	
H.	dependent on fork fitted	
J.	5'1"-5'6"	5'5"-5-10"
K.	dependent on stem fitted	
L.	205	205
M.	27.2mm shimmed to 31.6mm	

All measurements in millimetres, weights in grams and angles in degrees unless otherwise indicated. Specifications are liable to change without notice.

Orange components

Fitted as standard components on the Orange range, these juicy parts are also available separately for upgrading your existing set-up.



SuperCross 2 bars

This riser bar aimed at all round use, offers the higher position without the weight penalty of downhill bars. Features wide-bulge profile to add strength, however they are not recommended for the rigours of heavy downhill use. 6061 double butted heat-treated aluminium. 30mm rise, 9° sweep. Available in 620/650mm lengths.

Orange juice bottle

Super lightweight plastic drink bottle. Large size with fast-flow nozzle for speedy fluid delivery. Ideal for racing.



Angry Orange saddle

Angry Orange motif embroidered into leather titanium railed saddle with kevlar reinforced corners. Available in two colour schemes – grey and blue or red and black.



Friction Addiction grips

Super functional design made in dual compound kraton rubber with palm pad and Orange star design finger grip. Features cut guides for Grip Shift users and Zip Tie grooves for hardcore downhillers. Available in black or red. Come with Orange endplugs.



X-Terminator 2 Downhill bars

New wide-bulge profile. Butted 3mm heat-treated 6061 aluminium. 50mm rise, 9° sweep. These bars can be used with an optional cross brace if required. Designed for the stresses of downhill racing. Available in 660/700mm lengths.

HotRod 2 bars

An excellent no-nonsense lightweight bar. Now comes in a 600mm length for extra controllability. 2014 heat treated tri-butted duraluminium, 150 grams.



Boner Fido ahead stem

Welded 6061 heat-treated aluminium, this front loading 1⅛" 10° rise stem comes in 90mm, 100mm, 110mm, 120mm, 130mm, 140mm lengths and various colours.



Cycle clothing

Functional threads for riding your bike.



Thermal bib longs

CoolMax shorts

Super performing CoolMax, anatomic eight panel cut with moulded seamless reinforced Eschler pad, rubberised non-pull grippers, drawstring waist and Orange logos.



Eight panel CoolMax shorts

CoolMax bib shorts

Same design and fabric as CoolMax shorts with bib for the serious rider. The ultimate in comfort.

Thermal longs

Super warm roubaix fleece tights for the cooler days, but designed to work throughout the year, Orange logos on left ankle and right buttock.

Thermal base layer

Exceptionally warm high-wicking Violoft under garment. Black with embroidered neck, good enough to be worn on its own.





Socks

CoolMax bib shorts



Violoft thermal base layer



Check sleeve cycle top

Short or long sleeve. Eschler technical fabric cycle top with a casual look, subtle embroidered logos and a looser fit. Rear zip pocket.

Colours: ed/check, blue/check.

Team tops

Short or long sleeve, the official Team Orange race shirt. 100% Orange PolyDri, brushed on the inside to enhance rapid moisture wicking. Long sleeve version also available.

Socks

Performance cycling socks with Orange logo. Smooth toe seam, open knitted section for ventilation, elastic top, true heel avoids bulky seam. Padded sole and toe for extra comfort.

Colours: white, black.



Team top

Technical clothing

Keeping warm and dry Orange style.

WindScreen

Simple Pertex Extreme shell. Fleece lined neck, packs into small bum bag, key pocket, reflective tape on back, draw-cord around neck, elasticated cuffs and hem.

Usage: cooler spring/summer days as a convenient pull over shell.

Colours: indigo, cherry.

WindShield

Pertex Extreme drop-back shell with Climonitor high-wicking lining. On warmer days, this versatile garment can be worn reversed for wind protection without the insulating effect of the lining.

Draw-cord neck and hem, reflective tape front and back, three-quarter zip with cover flap, hand pockets, elasticated cuffs, bum bag, key pocket.

Usage: spring/autumn as a medium-weight warmer jacket.

Colours: indigo, cherry.



WindShelter

Reversible Pertex Extreme with ultra-soft yet extremely hard-wearing Italian microfibre fleece lining. Ventilated zip side panels, draw string neck, reflective tape on front and back, three-quarter zip with flap cover, two hand pockets, elasticated cuffs, bum bag, key pocket, drop back with cord on hem.

Usage: autumn/winter for cold weather and wind protection.

Colours: indigo, cherry.



Horrid Day jacket



Horrid Day jacket

The new Orange Horrid Day jacket is a full waterproof garment. Made from Pertexion fabric this garment will protect you from wind and rain in equal measure. Breathable and waterproof, Pertexion provides superb moisture transport features that are essential for active sports whilst keeping the horrid stuff at bay.

Usage: horrid days, of course.

Colours: indigo/black, cherry/indigo.

Pertex shirt

Ultimate breathability combined with wind resistance makes it ideal for cruising, cycling or clubbing. Reflective stripes on arms, chest pocket and hidden zip pocket centre back.

Colours: orange, grey, indigo.



Pertex shirt

Pertex shorts

Extremely light and hard-wearing. 100% Pertex Extreme with internal mesh lining and CoolMax pad unseen from the outside. Features zip pockets and embroidered logos.

Colours: orange, grey, indigo.



Pertex shorts



WindScreen



WindShield



WindShelter

Pertex Extreme

Pertex Extreme is an advanced technical performance fabric from Perseverance Mills, made exclusively for Orange. Its micro filament weave means that it forms a solid barrier against wind. A hydrophilic yarn combined with a dense weave gives Pertex Extreme a high natural water resistance, yet the natural capillary action of the fibres quickly wick moisture from the inner to the outer surface, making this light fabric eminently breathable. Perfect for the Orange advanced technical jackets.

How the microfibre construction functions



External water droplets are too large to penetrate microfibre construction.

Tight construction of microfibres provide maximum insulation from the wind.

Perspiration molecules are small enough to pass through microfibre weave.

Pertexion

Pertexion is designed to give outstanding protection in severe wet weather. A lightweight full waterproof fabric which also affords total windproofing and excellent breathability.

The secret to Pertexion lies in its unique bi-component coating, comprising of a microporous and a hydrophillic polyurethane element.

In simple terms this means that in a garment constructed from Pertexion you won't get wet.

Leisurewear

Slip into something more comfortable.



Panelled polo shirt



Baseball caps





Panelled polo shirt

Three coloured panelled long sleeve polo shirt, just right for summer evenings and warm enough to wear in the winter.

Colours: black/cream/olive, olive/cream/black.

Baseball caps

Heavy duty embroidered baseball caps.

Colours: blue with chunky Orange logo, grey/brown suede with Angry!

Big check woven shorts

Coolest baggies on the planet, 100% cotton, mesh lined with discreet CoolMax pad. Can be worn anytime.

Colour: brown/cream.



Big check woven shorts

Re-Tronic T-shirt

High quality T-shirt with contrast stripe on arms and rib around neck. Subtle Orange embroidered logo on chest and left hand corner.

Colours: black/stone, brown/stone.



Re-Tronic T-shirt



Printed T's

100% cotton, pigment washed, 'Tested on Animals' theme. Designs can change and new ones are introduced frequently.

Colours: assorted.

Heavy duty canvas combat shorts

These shorts are for the heavy-duty players. Stone-washed canvas, they include a pad for comfort, a combat pocket on each leg, adjustable belt and legs and a small inside pocket for life's little necessities.



Waffle sweat



Canvas combat shorts



Printed T-shirts

Waffle sweat

Not your ordinary sweatshirt, this heavily textured fabric is brushed on the inside for extra comfort, embroidered with Orange logo.

Colour: brown.

Embossed fleece top

Generous 100% Italian polyester marled fleece, Orange Totem logo embossed on back. Warm, comfortable, easy to wear.

Colours: grey, cherry, mud, rust.



Embossed fleece top





Grandad shirt



Mechanic trousers

Grandad shirt

Tough, hard-wearing, 100% cotton over or under shirt. Embroidered logo on front and rear, long shirt tail and Orange stud Buttons. Mr or Mrs Versatile.

Mechanic trousers

100% cotton. These comfortable pants have got to be tried to be believed. Loose fitting but tapered around the ankle, embroidered with Orange logo.

Colour: grey.



Needlecord padded jacket

Needlecord padded jacket

Everybody's favourite, this year in a warm red check, heavily quilted and padded for comfort and protection on those long walks back from the pub.

Colour: red and green.







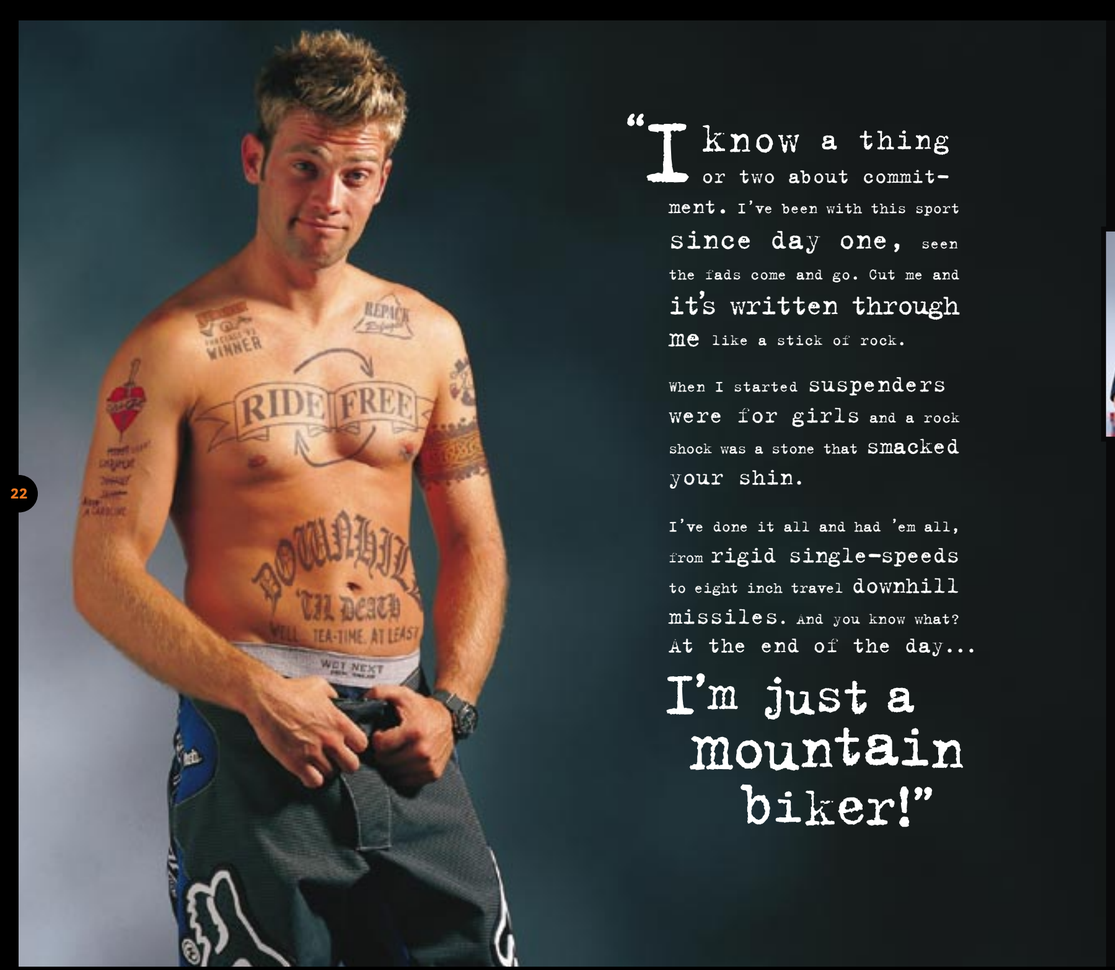


Embossed zip top pullover fleece

Embossed zip top pullover fleece

Italian fleece, brewed as a special, mixing a cotton fleck with more hard-wearing polyester producing a garment that is light, warm and hangs superbly. Elephant cord trim, two chest pockets and large embossed logo on back.

Colours: stone, orange.



"I know a thing or two about commitment. I've been with this sport since day one, seen the fads come and go. Cut me and it's written through me like a stick of rock.

When I started suspenders were for girls and a rock shock was a stone that smacked your shin.

I've done it all and had 'em all, from rigid single-speeds to eight inch travel downhill missiles. And you know what? At the end of the day...

I'm just a mountain biker!"



Orange

Mountain bikes for mountain bikers

(whatever the label they wear)

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TecnoRace
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