Nomad

Strong & stable enough for expedition touring, whilst light & sprightly enough for reliable day to day transport.
Another modern classic!

Until 2000 the Nomad was our top of the range expedition touring bike - a role now taken into a new dimension by our eXp range. We have tightened the Nomad's geometry, given it a sloping top tube and moved over to a 1 1/8" threadless headset.

The Nomad still carries a load superbly (in fact the only bike that performs this task better is our own eXp) but now it is even more fun to ride unladen, either on city streets (quicker handling) or rough tracks (increased standover clearance). We have also introduced a new sizing system... 5 sizes XS, S, M, L and XL each with either short or medium/long top tubes... this will ensure a better fit for everybody! (XXL Nomad +£100)

If you read our literature, you will see that we believe our 26" wheels are more efficient than lightweight 700C wheels (at least up to the sort of speeds that only a true athlete could achieve). We know, beyond a shadow of doubt, that 26" wheels are more efficient than heavy 700C wheels with big fat tyres! Don't buy an overweight trekking bike with a heavy uncomfortable T.I.G. welded alloy frame and really heavy (but not very strong) wheels until you've tried a real touring bike, hand built by the UK's finest from Reynolds 725 and designed by probably the best cycle shop in the universe... sjscycles.com

Attention to detail

As well as the standard frame features, the Nomad offers:



Lowrider bosses.

1. Lowrider bosses are provided.

2. Most fillet brazed frames and all T.I.G. welded frames have a small hole drilled in the bottom bracket shell to allow the seat tube to breathe. Condensation collects in the trap created by the seat tube/bottom bracket shell joint and rust will develop in this highly stressed area. We machine the shell so that our seat tube fits inside the shell and all condensation drops into the shell - from where it can be drained away.

3. The top tube, down tube, seatstays, chainstays and fork blades are completely sealed (apart from the down tube bottle bosses). The seat tube must be open because of the seatpost look after that with WAXOYL using the drain plug, keep the screws in the down tube bottle bosses and you will be able to get a lifetimes use out of this frame.





UNIQUE THORN 14 DAY PLEDGE

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

Bike pictured: Black, fitted with Thorn front and rear carriers and Avid shorty 6 brake upgrades.



Derailleur equipped 26 inch wheel - Fast multi-use touring bike

CYCLING PLUS
Review C+138 - December 2002

"The Ultimate expedition machine? Rugged, load carrying overlander, ideal for long term use."
"If the Big Trip is what you're after, the Nomad will carry you through. and go back for more."

Overall verdict
9 out of 10
Cycling Plus rating out of 10 :
Frame - **9** Wheels - **9**
Handling loaded - **9**
Handling loaded - **7**
Equipment - **7**







XXL marathon frame.

The XXL marathon frame has been designed to accommodate really tall cyclists; nobody shorter than 6 feet 3 inches (1905mm) should even consider it! We have sold the frame to customers as tall as 6 feet 9 inches (2057mm) and we have received nothing but praise! If you are this tall you will certainly weigh more than average, even if you are a "beanpole", your weight and those long levers will twist a normal frame out of shape; this not only feels unpleasant and unstable but it also uses much more energy and gives your wheels a really hard time into the bargain! The extra tube and pair of stays only add 600-650g but they provide such an immense benefit that it would be foolhardy to dismiss the marathon frame because of any perceived weight penalty. If you are really tall and particularly heavily built, even this frame will not be strong enough for you to contemplate heavy cycle camping...you would need a custom frame. We have a couple of customers for whom the XXL Nomad is a lightweight day ride (Audax) bike... and they too have been full of praise!



Frame and fork.

The frame is fillet brazed and beautifully smoothed and filed. Reynolds 725 conical tubeset with 531 ST forks, cast crown and 1 1/8" threadless ribbed Nivachrom steerer.

Paint.

Gloss Black with Silver graphics - available from stock. Upgrade to any single colour available +£55 (4 weeks wait).

Frame features



1. All slotted stops, guides & slides for brakes & gears are steel (not cheap plastic).



2. Brazed-on gear bosses are set close to the head tube to help cables clear the head tube... but they still function as gear lever bosses if required.



3. 3 sets of bottle bosses are provided. The seat tube set of bosses help the bottle to sit as low as possible and give a low centre of gravity. The down tube sets are spaced to allow the future fitting of S&S couplings if required.



4. Cast steel cantilever bosses are exclusively used - a rear brake hanger is provided.



5. There is provision for a 4-point fitting rear carrier and proper provision for front lo loading carriers.



6. 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 such as a stick or drinks can the gap between the mudguard and tyre will increase as the stays are forced round by the object, allowing the object to fall clear and avoiding a potential cart wheel).



7. We provide bosses under the fork crown, seatstay bridge and chainstay bridge to allow for the neat, direct and secure "bolting" of mudguards to the frame, whilst also maximising clearance.



8. We fit a reinforced pump peg on the left hand seatstay (behind the seat tube on XTC) to allow the pump to be fitted, leaving the top tube free to lift the cycle when required.



9. We provide a drain plug in the bottom bracket shell to allow the draining of frame-destroying condensation or for the addition of rust inhibitor.



10. Our discreet dynamo mounting bosses not only take our stainless dynamo plate but will also accommodate our stainless Cateye cordless computer transmitter mounting.



11. We fit stainless steel inserts into the inner faces of the rear ends to both avoid rusting and obviate the necessity to carve away the right hand seatstay for chain clearance.



12. Our stainless steel headbadges are silvered onto the headtube. These not only look quietly understated but also prevent a stolen frame from having its origin disguised.

Other Paint FInishes

Some cyclists are able to own and use bikes for many years without scratching them... others only have to look at their bike hard for the paint to fall off... baggage handlers will always scratch your bike.

Whilst scratches look unsightly we've yet to see a bike die from external rust unless severely neglected. People's reactions to scratches also vary - if you are a careful owner who doesn't travel by air (or coach) much and you can adopt a philosophical attitude to scratches and see them as noble scars, then you could have any of the beautiful flamboyant finishes available and cover the scratches over with clear varnish.

If you are not only very fussy but also careless (be honest!), accident-prone or use airlines frequently, you must have a paint finish that can be touched up easily ... plain gloss enamel. If you fall between these extremes then you could choose a metallic finish, provided you are prepared to find your own touch-up paint.
All of our solo cycles are sprayed with multiple coats of oven baked enamel. This gives a beautiful finish that is fairly durable and can be easily rubbed down and primed and can easily be touched up if a suitable paint is available. Stove enamels don't air dry very well, so using the paint the cycle was sprayed with only pretends to solve the problem. In typical style we have got to the root of the problem. We have **started** with the touch-up paint..."Humbrol" make little tinlets of air-drying enamel, available the world over.

We selected 9 colours and had the stove enamel manufacturer provide paint which would be perfectly matched by our touch up.

The colours are:-

- French Blue
- Maroon
- Italian Yellow
- Navy Blue
- Cream
- Ferrari Red
- Brunswick Green
- Titanium White
- Black

Apart from the Ferrari Red, Italian Yellow and Black the other colours are deadly dull and boring on their own.

However our two new paint finishes (paint options 4 and 6), which each use two of these colours in a spectacular stencilled finish, look stunning!

Colour Options:



Any single colour - Option 1.1 / 2.1

Option 1.1 - Any single Gloss, Metallic or Flam colour with Vinyl graphics (choice of colour).

Option 2.1 - Any single Gloss, Metallic or Flam colour with Stencilled paint graphics (choice of colour). Stencilled graphics give a high quality and durable finish & more colour choice.

Option 3.1 - Any two Gloss, Metallic or Flam colours in a faded finish with "Thorn" on the down tube and model name on the top tube in stencilled paint graphics.

Option 3.2 - Any three Gloss, Metallic or Flam colours in a faded finish (as Sturburst but no airbrushing) with "Thorn" on the down tube and model name on the top tube in stencilled paint graphics.



Billiard Cue - Option 4.1

Option 4.1 - "Billiard cue" - headtube, fork crown, and front of both top and down tubes in secondary colour (eg. yellow, white or cream); cut out in fork crown, "Thorn" stencilled on the front of the top tube, bike name stencilled on the front of the down tube and the rest of the frame in the main colour (eg. French Blue, Ferrari Red, Maroon, Brunswick Green, Navy Blue or Black). The join between main and secondary colour is achieved with four long points in each colour... hence "Billiard cue".



Full Retro finish - Option 6.1

Option 6.1 - "Full Retro finish"... Identical to the "Billiard cue" but with the addition of Celtic bands at the top and bottom of the seat tube and a "V" flash between the two bands all in the secondary colour.





Why 26" wheels?

We believe that apart from very specific uses (time trialling, road racing, track racing and possibly some Audax riding & very fast touring), the 26" (MTB) wheel is the most desirable wheel to specify for your new cycle. There is so much variety now on offer, in both tyres and rims, that the perfect combination for any solo application is possible.

We have, at one extreme, a rear wheel built with a lightweight 28 hole Shimano XTR hub, DT revolution spokes, alloy nipples and Mavic XC717 rim weighing in at 862g! Marry this with a 26 x 1.5" folding Panaracer Hi Road tyre and latex tube and you have a very fast, comfortable, reliable and ultralight combination that makes 700 x 28 feel sluggish, heavy and bone jarringly uncomfortable.
At the other extreme we have 48 hole Shimano XT tandem hubs (spaced for solo use), DT 2.0mm plain gauge spokes, brass nipples and Sun Rhyno rims. Which when mounted with Schwalbe Marathon XR 26 x 1.20" tyres, and heavy-duty Michelin butyl inner tubes, are the strongest, most durable and most reliable combination available today ... perfect for full-on expedition use on metalled or unmetalled roads or no roads at all!

Between these two extremes there are many diverse combinations and beyond these extremes there are skinny (uncomfortable) 23mm racing tyres and, we understand, there are also tyres with big knobbly treads designed for off-road racing! All these tyre combinations fit the same size rim! **Tyres for this size wheel are available in every country in the world.**

After conducting many experiments we have found that the rolling resistance of many of the tyres we recommend to be lower than that of narrow 700C sizes. This causes surprise to many, as skinny 700Cs have been one of cycling's holy cows. Skinny 700C tyres are more aerodynamic, so they are still the best choice for use at higher (racing?) speeds. But we are convinced of the superiority of the 26" wheel over the 700C sized wheel. Obviously the heavier the rider, the heavier the load, and the more extreme the terrain, the more noticeable the advantages are.

We believe any open minded person will agree with our findings & remember...

We offer our 14 day money back guarantee to back this up!



Starburst - Option 7.1

Option 7.1 - "Starburst" paint finish is exotic, eye catching and tastefully exclusive.

Option 8.1 - Anything you can think of and provide a clear drawing for. No refund or touch-up paint available.

Not wishing to labour the point, we can ***not*** supply effective touch up paints for metallics or flams (please put anybody, who says that they can, in touch with us... **if they can supply effective touch up they can have the contract to spray our bikes!**).

(Bikes pictured are for paint finish examples only.)

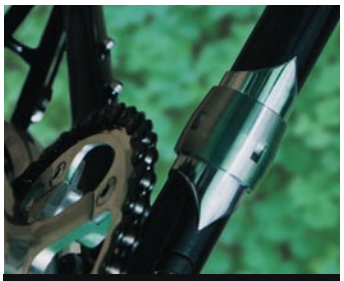
Bike Build-up options...

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, fitted + £350



S&S couplings.

Bicycle sizing revolutionised

We have always manufactured our cycles in many different sizes... each with its own proportional geometry and often with its own proportional tube gauge and diameter. However the "next size up" was only a little bigger in each dimension than the size below it.

Now we are making our cycles in much fewer seat tube sizes... instead of 15mm increments we go for 30mm... BUT, AND HERE'S THE THING, we are offering different length top tubes as well!

Just as people's inside leg lengths vary, so do the lengths of their arms and backs! We have taken this on board in our designs.

There are 2 valid ways of choosing your frame size:-

1. If you currently have a cycle that you are comfortable on, then take the measurements that we request and we will choose **the perfect size** for you. If you are coming from, say, a more racing background, we suggest that you give us the dimensions of your racing bike with 15mm added to handlebar height (thereby reducing dimension L*) and 15mm deducted from your handlebar stem length (thereby reducing R*). You should not change your saddle position.

2. If you don't have a cycle that you are at all happy with, then you need to have your standover height **in cycling shoes** and your actual height. You will also need to indicate the type of position that you think best describes your requirements... Relaxed, Sporty, Racing or Upright

To measure your standover height...

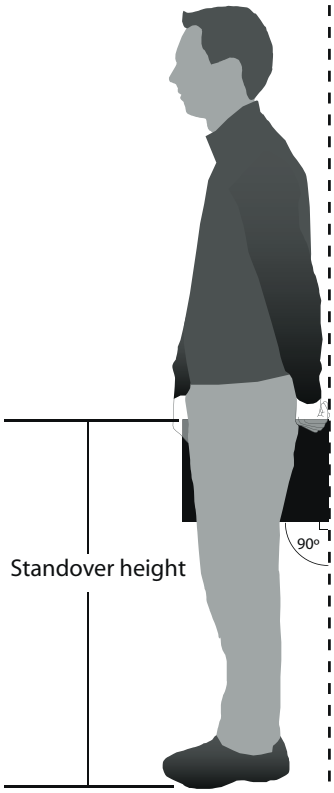
1. Stand in cycling shoes with your back against a wall, feet together.

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!

Do NOT give us your trouser size... This will result in a cycle at least one size too small!



Top tube lengths

Short top tubes in general are for people with long legs and short bodies (mostly, but not exclusively, women) who want to use drop handlebars, or people who want to sit (very) upright with "straight" bars.

Medium top tubes are (in general) for people with shorter legs and longer bodies (mostly, but not exclusively, men) who want to use drop bars, or for people with long legs and short bodies who want "straight" bars.

Notes on frame sizes

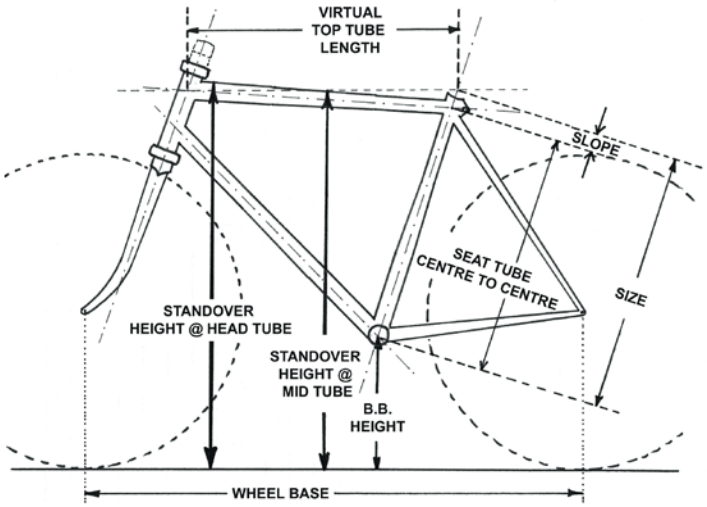
Very short people may not be able to clear the top tube at the headtube but they must be able to clear the top tube at the mid tube. Short people will almost certainly have 25mm clearance at the head tube. People of average height should expect to have 50mm clearance at the head tube and exceptionally tall individuals may expect 100mm clearance at the head tube.

We can't really make frames any smaller than our XXS. We believe that a custom frame is required (with more tubes in it!) if our XL size is too small! Making frames larger than our XL is an exercise in "diminishing returns".

Don't get confused

The huge choice of cycles, sizes and top tube lengths is to enable you to have exactly the type of bike you want with the riding position you need.

Frame Dimensions



Short Top Tube

Frame Number	Size	Size	Slope (mm)	Seat tube centre to centre (mm)	Virtual top tube length (mm)	Bottom bracket height (mm)	Wheelbase (mm)	Standover height at head tube (mm)	Standover height at mid tube (mm)
60	XS	455S	40	415	480	277	1028	727	707
62	S	490S	50	440	505	277	1046	763	743
64	M	525S	50	475	525	277	1055	795	775
66	L	560S	60	500	550	283	1067	831	805
68	XL	595S	70	525	575	283	1083	867	835

Medium/Long Top Tube

Frame Number	Size	Size	Slope (mm)	Seat tube centre to centre (mm)	Virtual top tube length (mm)	Bottom bracket height (mm)	Wheelbase (mm)	Standover height at head tube (mm)	Standover height at mid tube (mm)
61	XS	455L	40	415	520	277	1034	721	703
63	S	490L	50	440	535	277	1047	757	739
65	M	525L	50	475	555	277	1057	789	771
67	L	560L	60	500	580	283	1075	823	799
69	XL	595L	70	525	610	283	1081	859	827
699	XXL	625L	40	580	620	285	1100	885	862