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26" Wheel Solo Cycle Brochure

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Thorn Cycles Ltd, 91-93 St John Street, Bridgwater, Somerset, TA6 5HX, England
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26" Wheel Solo Cycle Brochure

Introduction

About St John Street Cycles.

St John Street Cycles opened in 1983 and, since that date, it has evolved from a small shop, supplying and maintaining cycles for the local population, into a large business catering for the discerning UK (and increasingly global) touring and tandem market. The driving force behind this expansion into excellence is director Robin Thorn. Robin was born into a cycling family and developed a keen mechanical sympathy at an early age. His present success is due to hard work, ethical trading and, above all, the ability to surround himself with a talented, intelligent workforce, every member of which is a dedicated cyclist.

The shop holds a massive stock of components, many of which are unobtainable elsewhere; also clothing and luggage, and every conceivable accessory ... see our mail order catalogue, visit our website - www.sjscycles.com, or phone for details.

Staff now number over 30, and the premises extend to over 1200 square metres of floor area. The top end of the Thorn solo range of bikes are manufactured in our own frameshop, on site.
During the many years in which we have specialised in supplying serious touring cyclists we have learned many things - from our own experiences and also from the feedback of thousands of customers. We have utilised this knowledge in the design of our own THORN range of touring cycles, tandems and frames. All THORN cycles have the clearances, braking systems and the many braze-ons commensurate with their intended applications. The geometries of the cycles vary sensibly and precisely with the size of the machine.

The unique THORN pledge.

Talk to us, have us build you a THORN, and if you contact us within 14 days of delivery and tell us that you don't wish to keep it, for any reason, we will arrange to have it collected and refund you in full, provided that you have not damaged the machine. (If, owing to unforeseen circumstances, you are unable to ride the cycle during the first 14 days, contact us and we are likely to extend the period.)

Lifetime warranty available on frame and forks. 12 months warranty on components.

As you can see, we really can "guarantee your satisfaction".

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26" wheel solo cycles

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 (with alloy nipples) and Mavic XC717 rim weighing in at 862g! Marry this with a 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 1.95" tyres, and heavy duty Michelin butyl 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; and remember, we offer our 14 day money back guarantee to back this up.

Reynolds "Conical" tubing.

As well as the excitement (and routine) of developing new solo designs we have also worked with Reynolds to develop new tubes ... our budget cycles will still use Reynolds 525 frame tubes but our top- end machines use one of the four new "725" taper gauge ("conical") tubesets that we have commissioned. ("725" material has been exhaustively tested by Reynolds, the first examples being the Raleigh Panasonic team bikes way back in the 1980s.) The "conical" nature of the tubes should account for up to 15% more efficiency in the stiffness/weight equation than parallel walled tubes. Having four different gauge sets, allows us to maintain our "proportional gauge" philosophy (see below) with the three new top-end models.

There's nothing new about "conical" tubing. Morris Selbach and the Granby brothers used it in the 1920s & 1930s and Gillotts were offering conical tubing as an option in the 1940s & early 50s. Conical tubes are still being used today - take a look at the seatstays, chainstays and fork blades on your current frame.

Bicycle sizing revolutionised.

In addition to introducing revolutionary designs, we have also revolutionised bicycle sizing! 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 on our top-end bikes ... 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.

We are very excited about these developments ... we have always tried to make the best possible cycles for our customers and because "where we lead others follow" we know we will have made cycling better for everybody.

We offer three different 26" wheeled solo machines...

1 - The world's finest and most focused full-on expedition touring bike ... The unique eXp (6 x 3 = 18 sizes).
2 - The world's most complete and competent all-rounder ... The exquisite XTC (5 x 2 = 10 sizes).
3 - The world's best value for money serious touring bike ... The revamped Nomad (5 x 2 = 10 sizes).

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Frame features

All of our 26" wheeled Thorns* are sloping top tube designs and share the following features:-

*Thorn eXp, XTC & Nomad

Click on the thumbnail to see a large image



1.

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.



2.



3.

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.



4.



5.

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).



6.



7.

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.



8.



9.

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



10.



11.

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. (Nomads have painted steel headbadges.)



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Paint finish

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	Humbrol colour 14	
Ferrari Red	Humbrol colour 220	
Italian Yellow	Humbrol colour 69	
Titanium White		
Maroon	Humbrol colour 20	
Brunswick Green	Humbrol colour 3	
Navy Blue	Humbrol colour 15	
Gloss Black		
Cream	Humbrol colour 41	

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 5 and 6), which each use two of these colours in a spectacular stencilled finish, look stunning!

Colour Options:

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.

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".

Option 5.1 - Our "Limited Edition" paint finish in 3 colours, with airbrushed black stencilled "jagged edge" between colours. Any 3 colours but looks best (in our opinion) with white in the middle.

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.

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!**).

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26" Solo Tyre Review



Click the image to view the Tyre review table in PDF format.
If you need PDF reader click here.

Tyres

The integrity of a small quantity of rubber and fabric is all that prevents your marvel of design and engineering, which is capable of out performing any other method of transport in cities or travelling across continents, from becoming an embarrassing, immovable and useless amalgam of exotic materials.

The correct choice of tyre for your specific requirements will dramatically enhance your cycling enjoyment - whether that be: swooping down steep hills and flicking through tight bends whilst reacting to each change of road surface or arriving at an idyllic camp site after a days riding through wilderness or merely comfortably arriving at your destination on time, with clean hands.

The wrong choice of tyre for your style of cycling will, at best, cause you frustration and, in the worst case scenario, could cause serious physical harm.

To enable you to make an informed choice, we have initiated an on-going, comprehensive, 26" tyre review. The results are broken down in to 5 categories:

1. Cost - this is the combination of initial purchase price plus the average mileage we would expect from each specific tyre.

2. Performance on good roads - this is comprised of:
a) The weight of the tyre (a light tyre makes a huge difference to the sportiness of the ride, the wheel being easier to accelerate).
b) Lack of rolling resistance, this is a function of the volume (and pressure) of air - the larger the volume the more easily a tyre rolls on an uneven surface! Not as popular folk lore would have it! A thinner high quality carcass also rolls more easily, as do skin sidewalls. A thinner tread also significantly contributes towards low resistance to rolling. So, as a "rule of thumb", three of the four factors which contribute to low rolling resistance also tend to make the tyre less suitable for heavy touring.
Don't for goodness sake however, imagine that just because a tyre has a heavy casing, thick rubber and heavy sidewalls that it will make a good expedition tyre or you will have a long walk!
c) Comfort ... the same four factors that affect rolling resistance also affect comfort, especially air volume and sidewalls.
d) Dry road cornering grip ... this is achieved by putting the maximum amount of high quality sticky rubber on the road surface, the more voids in the tread's pattern, the less rubber can contact the road. The stickier the rubber the quicker it wears!
e) Wet road cornering grip ... on clean wet roads exactly the same qualities that provide dry grip provide wet grip. Aquaplaning does not occur on cycles so there is no need to have the water-clearing grooves so essential to motorised vehicles, that said, a light file tread does still seem to inspire more confidence than a bald slick, whatever science says. Stickiness however, becomes even more important in wet conditions.
f) Directional stability ... this appears to be a function of the tread profile. Some tyres can make a cycle very twitchy and, in extreme cases, can provoke the dreaded "speed wobble". **All tyres in our review score very highly in this category because good directional stability has been decided to be a prerequisite of inclusion in our test.**

3. Performance in adverse conditions - this is comprised of:
a) Broken tarmac, muddy lanes and deep gravel are a feature of many people's cycling these days ... sometimes by choice! A good tread pattern certainly helps in loose conditions, allowing the tyre to bite through to the road underneath, larger air volumes are also beneficial
b) Dry off road conditions are best tackled with large volumes of air, a low centre tread pattern and pronounced side blocks to facilitate getting out of ruts. The best type of tyres for these conditions are, not surprisingly, dry condition racing MTB tyres, where supple casing allows you to "feel" the surface.
c) Wet off road conditions need heavily blocked centre treads as well as very pronounced side blocks, most MTB tyres would score well here, obviously, but so many are a real liability on wet tarmac.

4. Quality of manufacture - this is comprised of:
a) Ease of fitting ... all of the tyres listed here are easy to fit except the Vredestein 'S' Licks, which are a very tight fit! Folding tyres are always a bit more of a fiddle, so none of those score higher than 8.
b) Effectiveness of anti chafing strip ... the hooks on the inside of the rim, which are designed to hold the bead firmly and precisely in place, possibly at high pressure, will cut through the sidewall of the tyre causing instant blow out and possible loss of control ... unless a high quality strip of material is placed, and bonded, in exactly the correct position to strengthen this area. Not all tyres have an anti chafing strip and not all of those that do have the strip in the correct place. All the tyres that are in this test have passed another of our prerequisites for inclusion. **Warning - no matter how thick the rubber on the sidewall, the tyre will be cut through by modern rims if there is not a correctly positioned anti chafing strip.**
c) Accuracy of manufacture ... a tyre should be round, seat well and the tread should be bonded on straight. All tyres in this test have again been subjected to one of our prerequisites.
d) Ease of fitting a sidewall dynamo ... for a score of ten the tyre has to have a correctly proportioned and positioned dedicated dynamo track, a score of zero means a sidewall dynamo cannot be fitted.

5. Reliability - this is comprised of:
a) Infrequency of punctures ... tyres with no tread or big block treads tend not to pick up many of the objects which cause punctures. A tight pattern tread tends to be the greatest offender when it comes to punctures caused by flints thorns and small
pieces of glass. Generally the thicker the rubber and the harder the rubber the less likely the tyre is to puncture. Kevlar bands beneath the tread can make a tyre feel a bit "dead" but certainly help prevent many punctures. Nothing will stop nails,
acacia thorns or the bottoms of broken glass bottles from puncturing a tyre.
b) Insusceptibility to cuts through the tread ... although many small cuts can be repaired with a large patch on the inside of the tyre and the application of super glue to the cleaned out cut, you would be wise to treat these as emergency repairs.
The thickness of the rubber, the softness of the rubber (hard is often better) and the thickness and composition of the casing all affect how readily a tyre can be cut right through and how readily a cut will tear open to become a major problem. The more resistant a tyre is to cuts through the tread the more "dead" it feels and the higher the resistance to rolling becomes. The Michelin Jet S tyre unfortunately tends to be very prone to such cuts, which in fairness are almost entirely caused by broken
glass or very sharp rocks.
c) Resistance to cuts through the sidewall ... if you don't have a spare tyre, a cut through the sidewall will mean a walk. There is a slight tendency for fatter tyres to be more prone to such cuts, probably because they present a bigger target area.

NOTES ON THE TEST... The 700C x 35 Panaracer Pasela has been used as a comparison. Once upon a time, before we discovered the benefits of the 26" wheel, this was a great favourite of ours. It does not score well in the lightweight category
because it must be fitted to heavier (700C) wheels.

Do not think that the highest scores must be the best tyre for you, unless you are looking to tour great distances with a heavy load, sometimes off road with a dynamo, in which case we highly recommend the 1.95" Schwalbe Marathon, particularly if you
intend to be many miles away from the nearest source of new tyres! Look carefully at the criteria which applies to you. Possibly consider a second set of tyres for a different use.

Here is a list of our favourites:
Panaracer Hi Road 26 x 1.5" - perfect for fast road use, Audax, lightweight touring and even triathlons. It is so reliable that we use it on tandems and triplets. Yes you may get the occasional puncture, usually as a result of winter road gritting, but we
have never had the sidewalls fail. Even better is the folding version, but at extra cost!
Panaracer Pasela 26 x 1.75" - a superb all round kevlar belt tyre. We would happily use it for early season Audax's, preferably changing to 1.5" Hi Roads in in late spring. Suitable for heavy touring.

Panaracer Pasela 26 x 1.75" - a superb puncture-sesistant kevlar belt tyre suitable for all-round use. We would happily use it for early season Audax rides, preferably changing to 1.5" Hi Roads in the spring, also suitable for heavy touring.

Michelin Jet S 26 x 2.0" - these tyres are expensive, they wear out quickly and the tread and casing are prone to cuts - usually caused by broken glass. Why are they a favourite? If you are a thrill seeker then try ripping down a mountain road, over badly broken tarmac, through deep gravel, hit a damp patch on an apex, brake hard deep into a hairpin, pump up a short rise, take to a sandy trail, hit washboards at speed, rejoin the road ... grin from ear to ear (but take big patches and super glue with you!).

Schwalbe Marathon XR 26 x 1.95" - the expedition tyre to choose today! Exceptional long life and reliability. If you only use these when you are going on a long heavily laden tour in to remote places, possibly over unmade roads, you will love them ... but fit them to a lightweight bike and you will hate the bike! For adventure holidays we would choose the Schwalbe Marathon XR 26 x 1.75" folding... because it weighs so much less!

Michelin Hot S 26 x 2.1" - hideously expensive but superb if you mix road and serious off road. It is the easiest full knobbly tyre that we have ever ridden on road ... even when running at off road pressure! It grips wet tarmac too! We would load them up for heavy touring but only on wide rims.

Click these thumbnails for bigger images


Panaracer Pasela 26 x 1.25" >> rigid bead


Verdestein 'S' licks 26 x 1.3" >> folding


Panaracer Hi Road 26 x 1.5" >> rigid bead


Panaracer Hi Road 26 x 1.5" >> folding


Panaracer Pasela Tourguard 26 x 1.75" >> rigid bead


Michelin Jet S 26 x 1.6" >> folding


Michelin Jet S 26 x 2.0" >> folding


Schwalbe Marathon XR 26 x 1.75" >> folding


Schwalbe Marathon XR 26 x 1.95" >> rigid bead


Michelin Hot S 26 x 2.1" >> folding


Panaracer Pasela 700 x 35C >> rigid bead

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Wheels

A good pair of correctly tensioned wheels with high quality tyres and tubes, correctly inflated, has more effect on the ride quality than any other factor except frame design!

Traditional cycling lore used to say that saving 1oz (28g) on a wheel was the equivalent to saving 1lb (454g) on the frame. We think that this statement is a slight exaggeration but it does serve to illustrate how important the weight of a wheel has always been held to be. It is only really important when accelerating ... once up to speed the flywheel effect of a heavy wheel may even be beneficial on a flat road. (Francesco Moser used sliding weights in his wheels to take the world hour record in the 1980's)

Choosing wheels to suit your needs is easy with our advice! Let's look at our recommendations.

Hubs

When it comes to hubs there is no need to look any further than Shimano. Their freehub is ultra reliable and we've still not seen a bent or broken axle. Shimano manufacture several different qualities of hubs :-

Shimano LX hubs are well priced, well sealed and last a long time ... Shimano XT hubs have even better seals and they have precision-ground bearing surfaces - they last much longer. For ultimate expedition use we can provide 48 hole Shimano XT tandem hubs (the thread intended for a third brake can be used to screw on a single freewheel, in the unlikely event of a freehub failure).

Rims

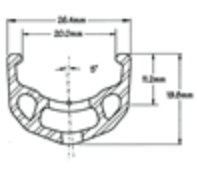
These need to be chosen with due regard for the use to which the cycle will be put ... we have 4 favourites:-

1. Sun Rhyno (758g) is a very heavy-duty and consequently heavy rim. This rim will take much abuse and support the heaviest loads ... the thickness of the braking surface is such that we have yet to see one wear out ... and rims do wear out - with potentially disastrous consequences. We have this rim especially made for us. No other bike shop wants to sell an item that may well have a longer life than the customer! Have we made a marketing error? No ... this is the rim for worry-free heavy duty touring, where the extra weight is less noticeable. It is also the rim to choose if you believe a performance advantage means a long, near zero maintenance life rather than a small turn of speed!

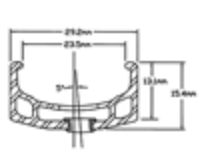
2. Sun Rhyno Lite XL (586g) is a very wide, strong rim with reasonable wall thickness at the deep braking surfaces. We would not recommend this rim for genuine "round the world" tours. But it is unsurpassed as a rim for "adventure touring" (long holidays much of which is off tarmac) with big fat lightweight tyres. The extra width of the rim prevents these fat tyres from rolling side-to-side on the rim with heavy loads. We could build a very special pair of wheels using these rims by using 48 revolution spokes at the rear and 36 double butted spokes at the front make a superb, strong, and very light pair of wheels for those who can afford them.

3. Sun CR18 (460g) This is a much lighter rim ... but it still has a reasonable braking surface wall thickness which means that we can recommend it for general use. The rim is lightweight enough to be sporty, strong enough to be used for occasional heavy touring and long-lasting enough to be reliable in day to day use.

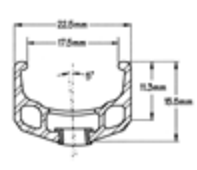
1. Sun Rhyno



2. Sun Rhyno XL Lite



3. Sun CR18



Spokes

We use only DT Swiss wheel builder stainless steel spokes for all our wheels:
1. The plain gauge 2.0mm spokes are the most suitable and economical for most applications.
2. Double butted spokes (2.0 / 1.8 / 2.0mm) save a small amount of weight (27g on a 36 spoke wheel).
3. DT Revolution spokes are radically butted spokes (2.0 / 1.5 / 2.0mm) and save more weight (85g on a 36 spoke wheel).
These are only recommended on ultralight rims for light use.

DT alloy nipples are available in pretty colours. They save a small amount of weight (25g on a 36 spoke wheel). DT alloy nipples are certainly strong enough but must not be exposed to road salt.
32 spoke wheels are not as strong as 36 spoke wheels but save up to 30g per wheel. 28 spoke wheels are for special use and can save another 30g per wheel.

For **heavy touring and general purpose use** we build wheels with 36 plain gauge spokes and brass nipples (Sun Rhyno, Sun CR18).

For **super fast "3 seasons"** wheels we use 32 Revolution spokes with alloy nipples and save 130g* on the weight of spokes per wheel.

The **ultimate (summer) sports wheels** are built on Shimano XTR hubs (a saving of 84g per pair) and uses 28 Revolution spokes with alloy nipples (which saves 378g total on a pair of wheels).
(*compared to 36 plain gauge)

Wheel Builder

There is one really essential component to every wheel. In fact without this component the wheel would rapidly revert to a pile of spokes, a hub and a rim. That component is of course the labour of a skilled wheel builder. We like to think that we have the finest wheel builders working here - certainly the results ie. no broken spokes, wheels staying true (because we stress relieve every pair of wheels several times during building) and wheels not falling apart because of insufficient tension, suggest that we do have the finest wheel builders.

Conclusion

So we have, at one extreme - 48 hole Shimano XT tandem hubs, Sun Rhyno rims, plain gauge spokes, brass nipples, 1.5"-2.2" butyl tubes, Schwalbe Marathon XR 1.95" = 5300g per pair!

Quite a difference! - and yet, for their intended application, each pair of wheels and tyres are the best possible choice!

Generally for expedition use/heavy touring 36 plain gauge spokes, Shimano XT hubs and Sun Rhyno rims are more than sufficient.

36 double butted spokes, Shimano XT hubs, Sun CR18 rims and 1.5" Hi Road tyres (preferably with latex tubes) are both durable and plenty fast enough for most applications.

If you can stand the initial expense (and increased running costs) - Sun Rhyno Lite XL rims built on to a Shimano XT 48 hole rear hub with DT Revolution spokes, 36 hole Sun Rhyno Lite XL rim built on to a Shimano XT M750 front hub with DT double butted spokes, latex tubes and 26 x 1.75" Schwalbe Marathon XR folding tyres will provide the ultimate strong, light and fast wheels for any terrain likely to be encountered on an extended adventure holiday = 3770g per pair.

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26" Wheel Solo Cycle Brochure

Thorn eXp



Thorn eXp
Expedition touring bike

We have manufactured expedition touring bikes for many years ... our bikes have always carried heavy loads well and are comfortable and reliable. We believe that the definition of an expedition touring bike should be “a reliable bicycle that can carry heavy loads in comfort”.

If you agree with our definition then you must be amazed that such a simple brief has been mishandled by other bicycle manufacturers.

The main issues in detail.

Reliability.

This means that, severe accidents excepted, things shouldn’t go wrong with any of the major components - wheels, tyres, brakes, bottom brackets, headsets, pedals, chains. It means that the frame itself should not fail and it should mean that the bike can take a knock.

Other manufacturers try to get under-specified headsets and bottom brackets past unsuspecting customers, because these important components are buried deep inside the frame and are neither obvious nor “sexy”.
The quality of wheel building or, rather, the lack of it on many bikes has to be seen to be believed. Some manufacturers supply tyres that they know are likely to fail if the bikes are ridden any distance ... well they should know ... they have had enough sent back as returns!

Several UK manufacturers and small builders offer “expedition” frames in Columbus Nivachrom. Nivachrom is excellent for racing frames, it’s designed intended use, but it is not available in sufficient thickness (gauge) to make it able to stand up to knocks in the short term or internal rust in the long term. If it’s made of Nivachrom it’s not an expedition bike by our definition! (We know that Columbus cannot make Nivachrom in sufficient thickness... because we’ve asked!)

Carrying heavy loads.

We must say at the beginning that it is possible to carry most of the weight in a trailer ... there are pros and cons but we are assuming that all the weight is to be carried on the bike. To be capable of carrying a heavy load, the frame material must be of sufficient diameter and gauge. If the tubes are not up to the job then no amount of frame design will help. If they are up to the job then it is all down to the geometry and accuracy of manufacture.

Whilst the eXp is a fairly long wheelbase machine, the geometry of each size varies in proportion to the size of the anticipated rider. The largest sizes have chainstays in excess of 18 inches not only to provide heel clearance but also to allow the rear panniers to sit more within the wheelbase of the machine - where huge weights will have less of an effect on the front end of the cycle. The front geometry of the eXp allows precision in steering, whilst also maintaining great stability ... a dificult balance to acheive but one, we feel, we have got spot on!

We will let our frame designer Andy Blance comment further on our frame’s geometry ...
“If you are ever forced to descend from the mountains in freezing temperatures, down rough washed out gravel roads, in the darkness, by dynamo light, carrying 30kg of luggage, you will know how important geometry can be. If you are ever really tired, suffering from flight-induced vertigo and you are climbing a steep, heavily rutted gravel road, carrying 30kg and you have a 40 tonne quarry truck on your tail and there is no room to pull over ,you will again know how important geometry can be ... I have experienced both of these things in the development of the eXp and I know it is PERFECT. The rush by dynamo down the mountain was one of the highlights of my life - the quarry truck I could have done without!’

“The whole point is that my design can be heavily loaded and still be responsive, accurate and fun to ride ... your eXp can allow you to savour those distant mountains and waterfalls without having to concentrate exclusively on a difficult bit of road. I am proud to have designed this bike ... especially because I know that nobody, anywhere, makes anything that is at all comparable.”

Comfort.

There are two types of comfort ... physical and mental. A bike of the right size and proportion with well chosen accessories will provide physical comfort. A reliable bike that handles well, provides stress free cycling. Our eXp is made in 6 seat tube sizes XXS to XL, each of which is available with short, medium or long top tubes. Every one of these 18 sizes has been designed to outperform any competition and to last for at least one lifetime!

eXp - Attention to detail.

We have always excelled in this area ... but the eXp offers more:-

1. Oversize rear brake hanger for heavy duty performance.

2. Lowrider bosses are provided - these are wide enough to allow the carrier to be fitted without needing spacers.

3. Our exclusive “X” seat stay bridge not only reduces twist in the massive 19mm stays under braking but adds considerably to the rigidity of the carrier.

4. We use massively strong rear dropouts ... if you were to build a perfect frame and ride it forever it would have to fail somewhere eventually. The right hand side rear dropout is where other frames fail ... we don’t expect ours to fail here.

5. The eXp has been given an M8 x 0.75 drain plug for even better access into the seat tube.

6. 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.

7. The top tube, down tube, seatstays, chainstays, fork blades and bridges are completely sealed. These will never rust from the inside. We even fit stainless steel, blind ended bottle bosses into the down tube, and we also use these in the seatstay and chainstay bridges... NOBODY ELSE DOES THAT ... YET! The seat tube must be open because of the seatpost - look after that with “WAXOYL” using the large drain plug and you will be able to hand the frame over to your grandchildren!

Click the thumbnail for a bigger picture

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Click for bigger picture

Click for bigger picture

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Click for bigger picture

Click for bigger picture

Frame and fork spec.

The frame is low temperature fillet brazed, smoothed and filed to flawless perfection here in Bridgwater, by our master frame builder with over 30 years experience ... Kevin Sayles.

Main triangle.

Reynolds heat treated, exclusive to us “Conical” ‘725’ throughout.
Top tube: diameter ø - 31.8/28.6mm tapered gauge - 1.0/0.7/1.0mm
Down tube diameter ø - 31.8/34.9mm* tapered gauge - 1.0/0.7mm
Seat tube diameter ø - 31.8/28.6mm takes 27.0mm seatpost

Non tapered (standard) oversized tubes are used on XXS and XS sizes.
1.2mm gauge head tube, Cro-mo bottom bracket shell and cast frame ends.
*ø 31.8/38.1mm used on largest sizes.

Rear triangle.

Reynolds heat treated “725” 19mm seatstays and oval chainstays. Manufactured to our exclusive specification.

Front forks.

Reynolds “531 ST” blades (continental oval) brazed into our exclusive twin plate fork crown, which gives the fork increased lateral strength, without compromising the forks ride qualities.

Paint.

Andy, our frame designer, knowing he had designed the finest expedition frame wanted it to look good too. There may be a case for having a “doesn’t stand out from the crowd” matt black powder coat but you do stand out from the crowd just by having all those bags on board! So Andy wanted a very attractive finish, that may get respect from baggage handlers and that can be easily touched up. ...
Expedition bikes get scratched!

Standard finish is our “full retro finish” in your choice of colours. Because this finish is unique (Andy has done all the artwork), we believe that your cycle is less likely to be stolen ... it can be so readily identified.

We don’t want you to have your cycle stolen but we do want others to admire it’s quality. So we have subsidised this exquisite yet practical finish ... if you don’t want it you may choose one of our other finishes ... but please remember the issues regarding touch-up paint.

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26" Wheel Solo Cycle Brochure

Thorn XTC



Thorn XTC

We feel that our quest for perfection, through continual improvement, reached it's zenith with our XTC.

We have spent 36 months developing and testing the new frame in the following situations ... long Audax rides, severely hilly Audax rides, lightweight camping, fairly serious but careful off-road and day to day commuting... we sincerely believe this to be the cycle's final metamorphis... we may change the colour each year!

Many of our customers say ... "I want an exciting lightweight cycle that I can go for a blast on in the summer evenings, that I can ride, lightly laden, over long distances briskly, and that I can also use for my annual touring holiday." ... Well, this bike is for them! It will do all this and much, much more! If you want a good-mannered bike on which to cycle prodigious distances where ultimate comfort is more important than ultimate speed, then this is the perfect bike for the job. Don't misunderstand, this is a very quick bike - one that encourages you to get out of the saddle and sprint up short climbs - but it is also very comfortable, especially over distance or over rough roads.

It is great fun off-road, where the application of a little finesse, in deference to its road forks and road going tyres, will allow it to cover most of the terrain that can be negotiated by mountain bike ... however the XTC will accept 2.1" full knobbly mountain bike tyres without it's mudguards with enough clearance for dry conditions.

The XTC would be our first choice as an all year round machine for day to day use (and it will also easily cope with the weekly shop).

The stability of the XTC when quite heavily laden owes as much to Andy's design as it does to our exclusive "conical" Reynolds "725" tubeset.

It is not an expedition tourer but it will carry lightweight camping gear for the annual holiday without fuss or drama. This is quite simply the best all-round touring cycle in the world ... if this is the type of cycle you require then try one for yourself ... we are so confident of this cycles abilities that we will double our normal trial period ... talk to us, have us build you an XTC 2002, and if you contact us within 2 weeks of delivery and tell us that you don't wish to keep it, for any reason, we will arrange to have it collected and refund you in full.

XTC - Attention to detail.

We have enhanced the XTC's resistance to accidental damage by using a smaller diameter, heavier gauge top tube ... this has no discernible effect on comfort or performance and weighs very little more than last year's frame.
We use Ritchey forged rear drop outs - these are the highest quality, lightweight, drop outs available.
All the frame tubes (apart from the seat tube!) are sealed ... we even use "capsule" stainless steel bottle bosses... so your high quality lightweight, pride and joy, will never suffer from internal rust!

Click the thumbnail for a bigger picture



Frame and forks.

The frame is 100% low temperature fillet brazed and the fillets are filed to perfection.





Main triangle.

Reynolds heat treated, exclusive to us "Conical" '725' through out.

Top tube:	diameter ø - 28.6/25.4mm	gauge - 0.9/0.6/0.9mm
Down tube:	diameter ø - 31.8/34.9mm	gauge - 0.8/0.5/0.8mm
Seat tube:	diameter ø - 31.8/28.6mm	gauge - 0.8/0.5mm



Rear triangle.

We use "cranked" 16mm Reynolds '725' seat stays and "cranked" 29mm x 17mm oval chain stays 0.8/0.6mm

Forks.

We use Reynolds '531C' blades (continental oval) brazed in to a cast crown and Columbus Nivachrom rifled 1 1/8" threadless steerer.



Paint.

The standard paint finish is Cobalt Blue Metallic with Silver graphics - available from stock.
Upgrade to any single colour available +£55 (4 weeks wait).

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26" Wheel Solo Cycle Brochure

Thorn Nomad



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

Thorn Nomad
Fast multi-use touring bike.

Until 2000 the Nomad was our top of the range expedition
touring bike - a role now taken into a new dimension by our eXp. 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!
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! Don¹t buy an overweight
trekking bike with a heavy uncomfortable T.I.G. welded alloy frame and really heavy (but not very strong) wheels until you¹ve 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



Ron Pasquini's fully laden Nomad on the apex of the Cinnamon Pass, Colorado, USA.

Nomad - Attention to detail.

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

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.

Frame and fork spec.
The frame is fillet brazed and beautifully smoothed and filed.

Frame and fork.
Reynolds “725” conical tubeset (1.0/0.7/1.0mm gauge) 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).

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26" Wheel Solo Cycle Brochure

Component options

You can specify your 26" wheel Thorn with whatever equipment you wish...

If we think it is inappropriate (Shimano Ultegra S.T.I. on a machine which will be used in hostile environments, V brakes with drop bar levers, cantilever brakes with V brake levers ... etc) then we will let you know.

There are many standard options - some cost money, some don't. All the 26" wheel Thorns* have the same standard specification. This makes it easier to see exactly what you can afford or how much it will cost when upgrading components or adding accessories.



Drop bars.

We have to say that, for solos, we prefer wide anatomic drop bars and bar end shifters. Wide drops give good control over all types of terrain (John Tomac won many world championship series MTB races on drop bars in the 1980s and early 90s). Drop bars also give a variety of hand positions for comfort. Bar end shifters allow you to keep your hands on the bars and to see at a glance what gear you are in. They enable you to change from one end of the cassette to the other in one movement. They also work and keep on working!



Straight bars.

If you want straight bars, then we have options. In our star rating system we have given stars to show our opinion of one straight bar setup versus another, taking performance and value into account.

Transmission.

The standard specification chosen for our cycles* is Shimano 27 speed "LX" with a "DX" chainset, UN52 bottom bracket, HG70 (silver) cassette and Sachs (silver) chain. This is good stuff! It works well and lasts well.
Shimano "XT" is even better kit - it does not work any better, when new, but it does last much longer - we recommend upgrading to "XT" equipment at the time of purchase... it'll save you money in the long run!

*Thorn eXp, XTC & Nomad

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26" Wheel Solo Cycle Brochure

Carriers

When carrying loads, choosing the correct carrier for your requirements is as fundamental to your cycling experience as choosing the correct cycle ... A lightweight cycle purchased for fast touring day rides carrying light loads will be overweight with an “expedition suitable” carrier.

An even worse, but quite common, scenario is the heavily laden cycle with a flimsy carrier. NO MATTER HOW WELL DESIGNED AND BUILT THE CYCLE MAY BE, WITHOUT A PROPER CARRIER A HEAVY LOAD WILL MAKE IT FEEL HORRIBLE.

There are 5 materials commonly used in the manufacture of carriers :-

1. High quality tubular aluminium. This is very light, not very rigid and fails easily (we returned a huge percentage to Cannondale). This material builds into a carrier that is neither of use nor ornament!
2. Aerospace aluminium rod. This is fairly light, fairly stiff and lasts well with moderate loads and smooth roads. Blackburn carriers have a good reputation and an excellent guarantee. However when you are stuck in the back end of nowhere and nobody can weld aluminium without the specialist equipment and skills needed, then the guarantee is not going to help. Blackburn carriers can and do fail when heavily loaded and used for extended tours on rough roads ... Most people are not going to use them hard enough to experience problems.
3. Aluminium rod. This is fairly light and is ok if very little weight is to be carried. It is much less stiff and even more prone to failure than aircraft-grade aluminium ... Not for serious applications.
4. Steel rod. This is very heavy and not very stiff. Lots of bracing has to be used to get sufficient stiffness, resulting in even more weight. It would have no application in the manufacture of carriers, except that it is easy to repair. Any small (Third World) village will have a blacksmith who can repair such a carrier.
5. Tubular steel. This is light, very stiff, comparatively easy to work with and can be repaired relatively easily. This is THE material for cycle carriers (as it is for cycles!). Tubular cro-mo is even better ... fine gauge Reynolds “531” is best of all! (ask Alex Moulton).

Thorn carriers.

When we decided to make carriers we knew it would be foolish to use anything but the best! - and we decided to make them in the best way possible! We use straight tubes and join them with our own high quality, malleable steel lugs using low temperature braze ... if the correct carrier is chosen we don’t think they’ll break ... but if they do, they can be repaired.
If your touring bike suddenly can’t carry all your kit then, at best, your cycle touring holiday is over!

We have some nice design features. Andy Blance has been “messing around” with carriers for several years. Up until now he has been unable to design anything that cost less to make than it could be sold for! He now has extensive knowledge about carriers due to this process.

Our rear carriers have two exclusive (we think) design features (we don’t count the ability to reliably carry the stated load as a feature!) :-

1. We braze a 6mm boss “halfway” up the back of each rear carrier stay. These are used to attach the mudguard stays, saving (50g) weight, increasing stiffness and reducing clutter at the same time.

2. We braze two 5mm bosses at the rear of the carrier load platform. These have 90mm centres and alloy plates can be purchased to allow the fitting of one or two rear LED lights. We use a plate because every year or two a much better light comes onto the market (currently we like the new 300% brighter Vista Lite Nebula rear LED light the best) and it is more sensible to buy a new plate than buy a new carrier!

We list several carriers in our “options”. This is our opinion of them :-

Blackburn EX1 Expedition (692g)
This is pretty stiff, it has to be said, but it does carry the load too high for 26” wheels (or 700Cs come to that!). We recommend a new one after each “expedition”. Blackburn suggest a load limit of 18kg.

Blackburn MTN (621g)
Again fairly stiff and carries the weight nice and low ... it also weighs a bit less than the EX1 Expedition. Blackburn quote a load limit of 9kg (we’ve used the MTN with a 15kg load and it feels secure).

Blackburn Custom Lowrider
Lowriders need to be very adjustable ... Blackburn has ignored the fact that a pivot around a fixed point describes an arc - not a straight line! The ‘P’ clips will slip if rough roads are attempted.



Thorn "531" adjustable Standard rear carrier



Thorn "531" adjustable reinforced rear carrier

Rear carriers.

Thorn “531” adjustable standard rear carrier (684g). This uses 9.5mm, 0.9mm thick “531” material. This carrier weighs less than a Blackburn EX1 Expedition and is as least as stiff whilst being repairable. This carrier has been tested on rough gravel mountain roads and is fine with up to 15kg. Ideal capacity up to 15kg - max : 25kg.

Thorn adjustable reinforced rear carrier (794g). This again uses 9.5mm, 0.9mm thick “531” material. The reinforcement makes the carrier exceptionally rigid and we would prefer to use it ourselves when the load was regularly expected to exceed 18kg. Ideal capacity up to 25kg - max : 35kg.



Thorn “531” adjustable ultra-light rear carrier

Thorn ultra-light “531” adjustable rear carrier with “cut to fit” stainless steel stays (weight: 310 to 350g). This is designed to carry a rack pack or a small pair of panniers. Total load must not exceed 6kg... the ultra-light should appeal to Audax riders.

Front lo loaders.



Thorn "531" Mid loader

We are delighted with our design as it is impossible for our carriers to slip round - a problem with Blackburn and copies.
The “open” design at the rear not only allows the angle to be reset, should your forks not have been accurately built, but also
allows quality forks to absorb road shock. Our design also allows modern panniers with large plastic mountings to be fitted.
You should note that the MK IV only accepts modern panniers with anti sway side mounting and is designed for 4kg per side.
Our MK III heavy duty model will carry any weight you could wish to place on your bicycles forks!
MKIV Ultra lightweight lo loader - weight: 415g, capacity per side: 4kg Note: Lo Loaders will not accept Ortlieb Front Roller Classic panniers.
MKIII Heavy-duty lo loader - weight: 645g Note: This is the only Thorn Lo Loader that accepts Ortlieb Front Roller Classic panniers.



Thorn Single LED bracket

Thorn Mid Loaders

Thorn “531” Mid-loader - Thorn designer, Andy B, developed these front carriers to be an improvement over existing items. He is confident that he has achieved this in several different areas... The carriers weigh 150g less than the Thorn reinforced lo-loaders. These carriers hold the bags 50mm (2”) higher off the ground than lo-loader designs… this is useful (particularly with 26” wheels) in town, when in close proximity to moderately high kerbs, when on unsealed roads and it is especially useful when off road. The mid-loaders also carry the weight further behind the centre of steering… this gives exceptional stability and completely removes any tendency of the front wheel to “flop”. With this carrier fitted, the front wheel can be removed from the dropouts as easily as if there were no carrier fitted.
The greatest benefit is perhaps, that the method of attaching the carriers leaves the bend of the fork as free to flex as it would be without the carriers… thus providing much more comfort over rough terrain than conventional lo-loaders.
PLEASE NOTE: Thorn mid-loaders are unlikely to fit any other make of cycle, indeed they are only sold as being suitable for all Thorn bikes, provided with lo-loader bosses, purchased from April 2003 onwards.
The mid-loaders are only compatible with front bags which are fitted with (modern) anti-sway devices… Carradice, Ortlieb etc.
Note: Mid loaders will not accept Ortlieb Front Roller Classic panniers.



Thorn "531" MKIII Heavy duty lo loader

These revolutionary carriers have been extensively tested, with full touring loads (up to 8kg per side) over some of the roughest gravel roads in the world… they performed superbly, in fact as well as Andy could have dreamed of, he is now happy to offer them to you, the discerning cyclist.



Thorn "531" MKIV Ultra lightweight lo loader

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26" Wheel Solo Cycle Brochure



S & S Machines - Bicycle Torque Couplings (BTCs)

These allow the cycle frame to be easily broken down into two sections.

Steve Smilanick is S & S Machine's President ... and he is a cyclist. He wanted an easily transportable but "proper" bike ... so he designed and made himself the first pair of BTCs ... he was very pleased with the result ... so he made some more!
Roseville (California)-based S & S Machine's core products are numerous mechanical parts, the exit cone and the aft closure for the last remaining Star Wars project, the theatre high altitude area defence system (THAADS) missile. Historians will surely argue that Reagan's Star Wars projects brought about the end of the cold war. It is fitting that a company with these skills and background is now producing a product that can transform humankind's greatest invention ... THE BICYCLE!

BTCs are made from 17- 4 (chromium-nickel) stainless steel, described by its manufacturers as being suitable for use in a variety of critical applications such as "jet engine parts" and "nuclear reactor components". Certified test reports show that the lugs have an average yield strength of 141,500 p.s.i. The machining is carried out on a Mazak Multiplex C.N.C. machine (dual C.N.C. lathes with full milling capability at each position).
The machine, which costs $400,000, allows each lug to be made without changing fixtures and therefore with an accuracy and repeatability of 0.0001 inch!
The couplings have (precisely machined) trapezoidal teeth that are brought together by a stainless steel ring (surface hardened to a higher degree than the thread on the lugs to reduce galling). The clever design is self-aligning and self-adjusting and has absolutely no movement.

S & S Machine's have obviously subjected the couplings to strenuous tests. The full details of these tests may be viewed on their website (www.sandsmachine.com).

Briefly they have demonstrated that a tube fitted with a BTC is :

A) Stronger in torsion, **B)** Stronger in tension, **C)** Resists bending more

than a tube without a BTC fitted.

We can offer any of the following models fitted with S & S couplings: XTC, eXp and Nomad ...
All of the 26" wheel cycles can be specified so that they fit inside a 26" x 26" x 10" (661 x 661 x 254mm) case (700C wheel cycles would ideally use a slightly larger case).
An S & S-coupled cycle will not only fit inside most cars and taxis but may also be transported (free of charge) on trains and coaches. There is obviously less chance of such a machine being damaged during air travel.

The lugs have a jewel-like quality which actually enhances the appearance of the frame. As you can see, these couplings are of extremely high quality and high tech and, because they are made in the land of litigation, BTCs when built into a frame are perfectly aligned, strong, lightweight, durable, reliable, undetectable in use and very expensive!

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26" Wheel Solo Cycle Brochure

Sizing

As explained in the introduction to our literature we, have fewer seat tube sizes this year but because we offer different length top tubes we have many more frame sizes in total. 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.

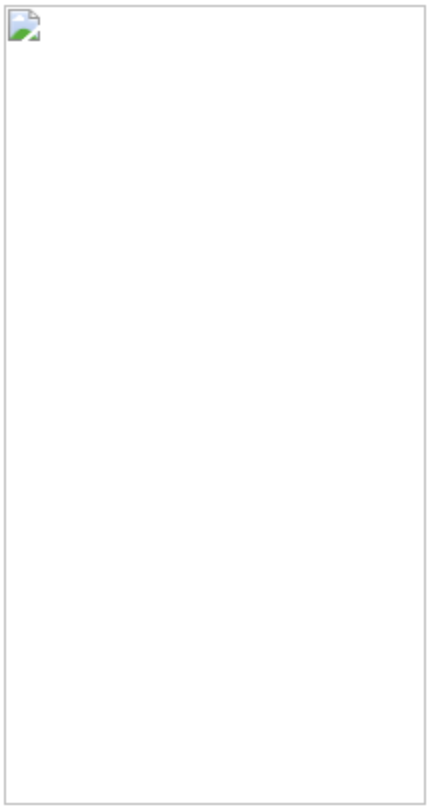
2. If you don't have a cycle that you are at all happy with, then you need to have your standover height in cycling shoes and your actual height. You will also need to indicate the type of position that you think best describes your requirements ... Relaxed, Sporty, Racing or Upright

Remember if you give us your trouser size as your standover height, this will result in us sending you the wrong size frame!

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 (XS Nomad).
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".

Top tube lengths.



Short top tubes (all models) 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 (eXp) 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.

Long top tubes (eXp) are (in general) for people with shorter legs and longer bodies who want "straight" bars (and a few very long-bodied people who want drop bars).

Medium/long top tubes (Nomad, XTC) will suit most short-legged long-bodied people (usually men) who want shorter stems and drop bars, or longer stems and "straight" bars.

*See 26" Solo - Set-up Dimensions

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 against the wall (between your legs).

3. Raise the book as high as it will comfortably go.

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 BIKE AT LEAST ONE SIZE TOO SMALL!

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Thorn Cycles Ltd, 91-93 St John Street, Bridgwater, Somerset, TA6 5HX, England
Company no: 4121096, incorporated in England

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This site is maintained by webmaster@sjscycles.com

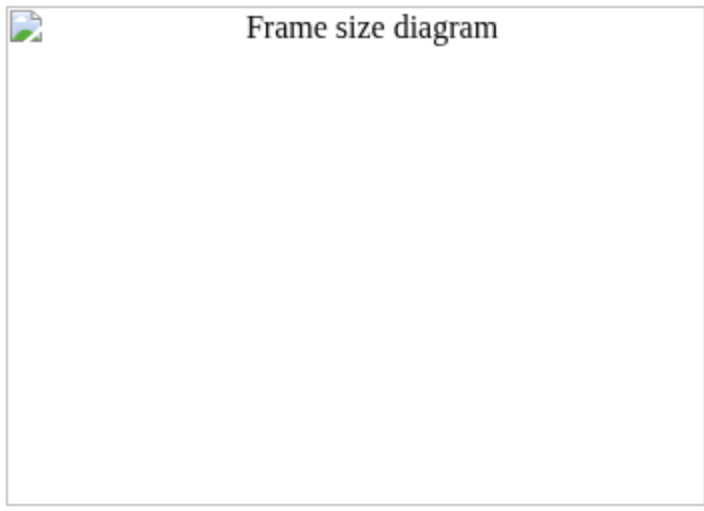
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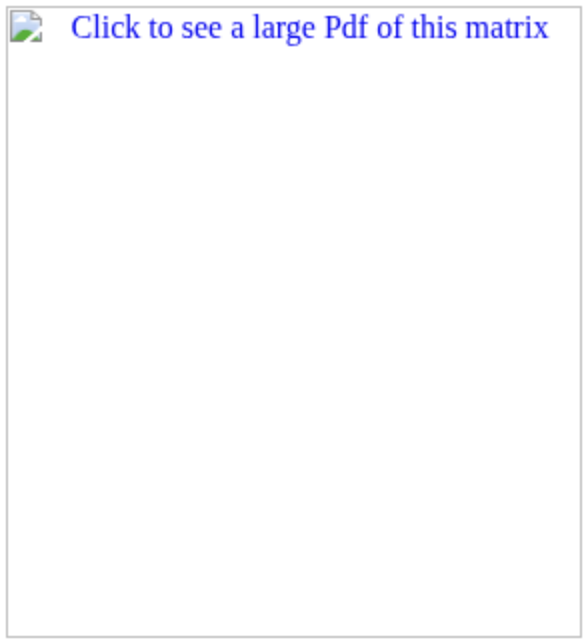
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26" Wheel Solo Cycle Brochure

Frame dimensions

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.





You can view a Pdf version of the frame size matrix by clicking on the image to the right.

Need a copy of Adobe Acrobat reader - click here

Still confused? or perhaps just "not certain" ... Then, have your standover height (in shoes) and your actual height ready and phone us - if you can tell us what you would like to do on the bike we can do the rest.
We have thousands of happy customers - talk to one! ... talk to us.

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26" Wheel Solo Cycle Brochure

26" SOLO ORDER FORM.

Customer Name _____
Address _____
_____ Postcode _____

Telephone Number
Home _____ Work _____ Mobile _____

Email address _____ @ _____

Invoice No

Frameset Only

The THORN **RTC** is available as frame and fork (inc FSA Orbit XL II headset and all stainless screws etc) in Metallic Cobalt Blue* _____ £699
The THORN **eXp** is available as frame and fork (inc FSA Orbit XL II headset and all stainless screws etc) _____ £699
The THORN **Nomad** (inc FSA Orbit XL II headset and all stainless screws etc) in Gloss black* _____ £599
The THORN **Nomad XXL Marathon** (inc FSA Orbit XL II headset and all stainless screws etc) in Gloss black* _____ £699

Complete Bike

THORN **RTC** cycle in standard spec, colour: Cobalt Blue Metallic* _____ £1099
THORN **eXp** cycle in standard spec _____ £1499
THORN **Nomad** cycle in standard spec, colour: Gloss black* _____ £1099
THORN **Nomad XXL Marathon** cycle in standard spec, colour: Gloss black* _____ £1199
*Other colours available at extra cost, see paint options below.

Frame Size - Size _____ cm Top tube length _____ Frame number # _____

S+S couplings including cable joiners, any colour
Fitted to RTC 2002 or Nomad _____ £250
Fitted to XTC 2002 or Nomad _____ £350

Paint Options	XTC	eXp	Nomad
Option 1.1 any single Gloss, Metallic or Flam colour + Vinyl graphics (colour choice) : Main colour _____ Graphic colour _____	£55	£0	£55
Option 2.1 any single Gloss, Metallic or Flam colour + Stencilled paint graphics (stencilled graphics give a high quality finish & more colour choice) : Main colour _____ Graphic colour _____	£75	£0	£75
Option 3.1 two colour Gloss, Metallic or Flam fade + stencilled paint graphics : Front colour _____ Rear colour _____ Graphic colour _____	£95	£0	£95
Option 3.2 three colour Gloss, Metallic or Flam fade + stencilled paint graphics (as Starburst but no airbrushing) : Front colour _____ Rear colour _____ Highlight colour _____ Graphic colour _____	£115	£0	£115
Option 4.1 "Billiard Cue" : Main colour _____ Second colour _____	£105	£0	£105
Option 5.1 "Limited Edition" : Front colour _____ Main (inside) colour _____ Rear colour _____	£125	£0	£125
Option 6.1 "Full Retro" : Main colour _____ Second colour _____	£135	£0	£135
Option 7.1 Starburst : Flame Starburst (red/yellow) Blue Starburst (several shades of blue) _____ Green Starburst (several shades of green) Other _____	£155	X	£155
Option 8.1 anything you can think of : Please ask for "colouring book"	£POA	£POA	£POA

26" SOLO - STANDARD COMPONENT SPECIFICATION.

Headset - 1 1/8" threadless FSA Orbit XL II (aerospace bearings ... currently the best available)

Wheels - Shimano LX M570 36 hole Parallax hubs,
WM4 700c silver steel spokes,
choice of Sun rims*
presta valve inner tubes,
Velox rim tape,
choice of Panaracer tyres*.

Transmission - Shimano LX M571 front and LX M750 (SIS) rear 9 mech,
Shimano HG70 9 speed 11-32 cassette,
Sachs 9 speed silver chain,
Shimano UN62 sealed bearing bottom bracket.

Cranks - Shimano 9 speed Deore M510 chainset - 22/32/44 rings, choice of crank length* 170mm or 175mm
Thorn alloy 110 / 74 PCD chainset (NOT compatible with drop bar S.T.I.)

Choice of crank length:*
140mm, 145mm, 150mm, 155mm, 160mm, 165mm, 170mm or **175mm**.

Choice of ring sizes*:
24/36/44T, 24/36/48T, 24/40/50T or **26/42/52T - NOT compatible with any type of S.T.I.**

or choice of ring sizes*:
24/36/44T, 24/36/48T, 24/38/50T or **26/40/52T - compatible with straight bar S.Ti.** (but NOT drop bar S.Ti.)

Controls - Shimano Dura-Ace 9 speed bar end shifters,
Shimano R400 aero brake levers,
Alloy cantilever brakes,

eXp is fitted as standard with Suntour XC Pro front and Suntour SE XC (self-energising) rear brake including Shimano XT complete cartridge brake shoe set. Please ask for the best rim brakes you could possibly use with drop bars on a heavily laden touring bike, no matter how much money you spend.

Handlebars & stems - 1 1/8" alloy "front loading" threadless stems (lengthwise + alloy spacers to suit)

Stem - Length _____ mm Angle(s) _____ **(internal use only)**

ITM anatomic alloy drop bars* **40cm**, **42cm** or **44cm** (centre to centre),
Cork bar tape colour* **Black**, Tan, Mid Blue, Blue/Grey, Black/Red/Yellow or Red/White/Blue

SKS (Essix) **P45** mudguards* **Silver** or **Black**

Alloy micro-adjustable seat post
Saddle* **Gents gel. Ladies gel. Gents San Marco Rolls Classic** or **Velo Crossbow,**
Brooks Competition - Lightweight road saddle (crisp), F&C alloy rails (NOT Leather)

High quality brake + gear inner wires and outer cables, down tube cable stops, rigid alloy brake hanger for front cable, no pedals included.

26" SOLO - SET-UP DIMENSIONS.

Standover Height = _____ mm **Height** = _____ mm

Preferred riding position: Relaxed, Sporty, Racing or Upright

The following dimensions will enable us to set up your New solo
exactly like your favourite machine.

N = _____ mm - Nome of Saddle -
S = _____ mm - Distance from top of pedal (with crank in line with seat tube) to top of saddle, measured along the seat tube.
B = _____ mm - Distance that a plumb line (weight on a bit of thread) falls behind the centre of the bottom bracket when suspended from the tip of the saddle.
L = _____ mm - Distance from a level straight edge placed on the top of the saddle to the top of the handlebar stem.
R = _____ mm - Distance from tip of saddle to the centre of the handlebars.

Note: The dimensions you send us must be accurate, otherwise this is a meaningless exercise ....
Get somebody else to check your measurements.

Please Note:- Occasionally some items become unavailable for long periods of time. We reserve the right to substitute items of similar (or greater) value where there will be no adverse difference in function.
No surcharge will be made. * = Please clearly mark the options you require.

Key *** = Highly recommended ** = Recommended * = works ok ? = Possible, perhaps ideal if you have a sound reason why x = Not recommended X = No way ... we won't/can't do it

26" SOLO - OPTIONS

Standard Spec Options	Cost	XTC	eXp	Nomad
Sun Rhyno rims	£0	?	**	***
Sun CR18 rims	£0	**	?	**
Panaracer Hi Road 1.5" tyres (rigid bead)	£0	***	**	**
Panaracer Pasela Tour Guard 1.75" tyres (rigid bead)	£0	**	***	***
Panaracer Pasela 1.25" tyres (rigid bead)	£0	*	?	?
24 speed transmission (Shimano XTCLX mix)	£0	*	?	**

Transmission Upgrades	Cost	XTC	eXp	Nomad
Shimano XT cassette 11/13/15/17/20/23/26/30/34, 11/12/14/16/18/21/24/28/32 or 12/14/16/18/20/23/26/30/34	£35	***	**	*
Choice of different ring size on standard Shimano Deore M510 4 arm chainset* 22/36/48 or 26/36/48 rings	£15	**	**	**
Shimano XT M751 front + XT M750 rear mech, XT M751 HollowTech chainset 22/32/44, choice of crank length* 165mm, 170mm, 175mm or 180mm + Shimano ES70 splined bottom bracket	£100	***	**	**

Drop bar S.Ti Upgrades	Cost	XTC	eXp	Nomad
Shimano Ultegra S.Ti - Ultegra front + rear mechs, chainset 30/42/52, 165mm, 167.5mm, 170mm, 172.5mm or 175mm, splined bottom bracket,Dura-Ace chain, cassette 12-27 (x 9 rear mech (will be used if XT cassette upgrade is chosen)	£225	?	X	x
Shimano 105 S.Ti - 105 front + rear mechs, HollowTech chainset 30/42/52 170mm or 175mm, splined bottom bracket, cassette 12-27 (x 9 rear mech will be used if XT cassette upgrade is chosen)	£180	?	x	x
Extra wide 45cm (centre to centre) Modolo alloy anatomic drop bars, black (The widest drop bars currently available)	£18	***	**	**

Straight Bar Options (see note in Component options)	Cost	XTC	eXp	Nomad
"Straight" (ish) alloy cross country style bars	£0	*	*	*
Comfort bars - designed (in consultation with a senior physiotherapist) (S.I.D) of 6061 T6 alloy, 18 D (allow every adjustment of reach simply by rotating the bars)	£10	**	**	***
Modolo Traveller or Trekking anatomic hybrid bars, offers multiple hand positions	£40	*	*	**
"Straight" (ish) alloy cross country style bars	£115	**	**	**
Comfort bars - designed (in consultation with a senior physiotherapist) (S.I.D) of 6061 T6 alloy, 18 D (allow every adjustment of reach simply by rotating the bars)	£125	***	***	**
Modolo Traveller or Trekking anatomic hybrid bars, offers multiple hand positions	£155	*	**	*

with Sun XT M570 V brake levers, LX M570 V brake levers, LX M570 shifter pods

with XT M730 V brake levers, XTR M960 V brakes, XT M750 shifter pods

Ideally all the XT transmission upgrades have been chosen.

Wheel Upgrades	Cost	XTC	eXp	Nomad
36 hole Sun Rhyno rims + Shimano XT M752 hubs, double butted spokes	£30	?	***	**
36 hole Sun Rhyno Lite XL rims + Shimano XT M752 hubs*, double butted spokes	£65	?	***	**
36 hole Sun CR18 rims + Shimano XT M752 hubs, double butted spokes	£30	***	?	**
36 hole Sun M31 12g SLP Ceramic rims + M752 hubs, double butted spokes	£100	x	***	**
48 hole Sun Rhyno rims + Shimano XT Tandem hubs, plain gauge spokes	£100	***	?	**
32 hole Mavic X317 rims + Shimano XT M750 hubs, double butted spokes	£20	x	***	**
32 hole Mavic XC717 rims + Shimano XT M750 hubs + Revolution spokes (double butted on drive side) with alloy nipples	£40	*	x	x
32 hole Mavic XC717 Ceramic rims + Shimano XT M750 hubs + Revolution spokes (double butted spokes on drive side) with alloy nipples	£130	*	x	x
28 hole Mavic XC717 rims + Shimano XTR M950 hubs + Revolution spokes with alloy nipples	£120	**	x	x
Sun Rhyno Lite XL rims - 36 hole front, 48 hole rear + XT M750 front hub with double butted spokes + XT Tandem rear hub with Revolution spokes*	£160	?	***	*
Schmidt Option 1. Dynamo front hub 36 hole, Shimano XT 752 rear, double butted spokes, Busch & Muller Lumotec switch(while halogen headlamp (without standlight), upgrade bulb for front use only & Thorn alloy headlamp bracket. Choice of rims: Sun Rhyno or Sun CR18.	£155	Highly recommended for cycling at night		
Schmidt Option 2. Dynamo front hub 36 hole, As Option 1, but with Sun Rhyno Lite rims	£190	Highly recommended for cycling at night		
Schmidt dynamo front hub 32 hole As Option 1, but with Mavic X317 Ceramic rims	£245	Highly recommended for cycling at night		

*Ideal for 1.9" tyres... can fit 1.5" in an emergency

Tyre Upgrades	Cost	XTC	eXp	Nomad
Vredestein "S' Licks folding tyres 26 x 1.3"	£17	?	x	x
Panaracer folding tyres Hi Road 26 x 1.5"	£20	***	*	*
Michelin Jet S 26 x 1.6" folding tyres	£42	?	?	?
Panaracer Pasela Tourguard 26 x 1.75" folding tyres ****	£20	***	**	**
Michelin Wildgripper Jet S (folding) 26 x 2.0" with SKS P55 (extra wide!) mudguards* Silver Black ***	£47	X**	?	?
Schwalbe Marathon XR (folding) 26 x 1.75" tyres with SKS P55 (extra wide) mudguards* Silver or Black	£35	?	*	*
Schwalbe Marathon XR (rigid) 26 x 1.9" tyres with SKS P55 (extra wide) mudguards* Silver or Black	£21	X**	***	***
Michelin Wildgripper Hot S (folding) 26 x 2.1" tyres with SKS P55 (extra wide) mudguards* Silver or Black ***	£55	X**	?	X*
As above but with no mudguards	£25	?	?	?
Ladies inner tubes (presta valve)	£10	**	?	?

** will not fit with mudguards
*** fixed with Rhyno Lite XL rims
**** excellent for narrow use

Brake Upgrades (For drop bars only)	Cost	XTC	eXp	Nomad
(1) Upgrade to - Avid Shorty 6 cantilever brakes with Rim Wrangler cartridge pads for enhanced braking performance	£_____	£30	N/A	£30
Spare parts - Replacement (Shimano) cartridge brake pads for Shorty 6 brakes, one pair (Shimano Ice-tech)	£8	***	N/A	***
(2) Upgrade to - Suntour XC Pro front, Suntour SE XC (self-energising) rear brake, including Shimano XT complete cartridge brake shoe set - These are the best rim brakes you could possibly use with drop bars on a heavily laden touring bike, no matter how much money you spend.	£5	x	£0	£100
(3) Upgrade to - Suntour XC Pro brakes front & rear, including Shimano XT complete cartridge brake shoe set	£_____	£100	x	x
Spare parts - Replacement brake blocks for Suntour brakes - Shimano XT replacement cartridge brake shoe block, set of 4 (Shimano BR M652)	£10	***	***	***
Shimano R600 Super SLR aero brake levers (Longer lasting)	£23	***	***	*

Cost Brake Upgrades (For straight bars only)	Cost	XTC	eXp	Nomad
Spare parts - Replacement (Shimano) cartridge brake pads for V brakes, one pair (Shimano Ice-tech M52)	£7	***	***	***

Carriers	Cost	XTC	eXp	Nomad
Blackburn EX3 Expedition rear carrier black or silver	£30	?	?	?
Blackburn MTN rear carrier black or silver	£25	**	?	**
Blackburn custom front lowrider rack, silver	£25	x	x	x
Thorn "S31" MKII heavy-duty lo loader, black	£70	*	*	**
Thorn "S31" ultra lightweight lo loader, up to 4kg per side, black	£70	**	x	?
Thorn "S31" adjustable ultra-light rear carrier, black (max load 6kg)	£75	?	X	?
Thorn "S31" adjustable standard rear carrier, black	£70	***	**	***
Thorn "S31" adjustable reinforced rear carrier, black	£100	x	***	**
Thorn "S31" Mid Loader	£70	***	***	**

Saddle Upgrades (You many to be - these are the most frequently specified)	Cost	XTC	eXp	Nomad
Brooks B17 Standard or narrow _____ black or honey	£15			
Brooks B17 Titanium, black brown or honey	£65			
Brooks Swift Titanium rails, black maroon or honey	£65			
Brooks Finesse (womens) Titanium rails, black maroon or honey	£65			
Terry (Gents) Liberator saddle (the one with the hole)	£20			
Terry (Ladies) Liberator saddle (the one with the hole)	£20			
Fi'zi:k CP Nonne Titanium rails, Unisex saddle 265g.	£25			
Other saddle please specify: _____ £_____				

Pedals	Cost	XTC	eXp	Nomad
MKS GR9 platform pedals, including toe clips - **S**, **M**, **L** or **XL**	£30	**	**	**
Toga Surefoot VI pedals, including toe clips - **S**, **M**, **L** or **XL**	£28	**	**	**
Shimano XT (M959) SPD double sided pedals (including cleats)	£75	***	***	**
Shimano LX (M540) SPD double sided pedals (including cleats)	£35	**	**	**
Shimano PD-324 SPD on one side/clipless cage on other (including cleats)	£40	**	**	**
Shimano PD-M530 - bear trap style pedal	£55	?	?	?
Other pedals please specify: _____ £_____				

Accessories	Cost	XTC	eXp	Nomad
Zefal HPX pump, best quality, ever, easy to obtain high pressure (best to purchase this one to avoid size confusion at a later date!)	£20	***	***	***
Composite MTN bottle cages, ultimate security and cleanliness **£5.00 each ... Number required** _____	£_____	**	**	**
Combination of allover cages: 2 x Profile cages (sorat tube + under downtube for security/capacity) and 1 x Composite MTN cage on top of down tube (for convenience)	£13	***	***	***
Thorn stainless steel drumstick bracket, including screws	£3	***	***	***
Busch & Muller 6 generator with wire brush roller kit, Busch & Muller Lumotec + halogen headlamp with standlight inc upgrade bulb, Thorn stainless steel dynamo bracket, Thorn anodized alloy lamp mounting bracket ... As a "standby" lighting setup	£80	***	***	***
Budget halogen dynamo set with upgrade bulb for front use only + Thorn stainless steel dynamo bracket, As a "standby" lighting setup.	£28	*	*	*
Vista Lite Nebula (rear), 5 super bright LEDs (not British Standard) fitted to Thorn rear carrier)	£10	**	***	***
Z + Vista Lite Nebula (rear), 5 super bright LEDs (not British Standard) fitted to Thorn rear carrier with a double LED bracket)	£25	***	***	***
Thorn stainless steel Catrey cordless sensor mounting bracket, including screws	£3	***	***	***
Catreye cordless cycle computer CC-CL200, very neat + reliable, no messy wires, fitted and set up. (inc. our own sensor mounting bracket)	£36	***	***	***
Smart Polaris, 3 Megalite White L.E.D's, flashing or constant, QR handlebar mounting (inc batteries)	£16	***	***	***
2 x spare inner tubes of size fitted to cycle	£8	***	***	***
Others - Please specify: _____ £_____ _____ £_____ _____ £_____	£_____			

Total cost £_____

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