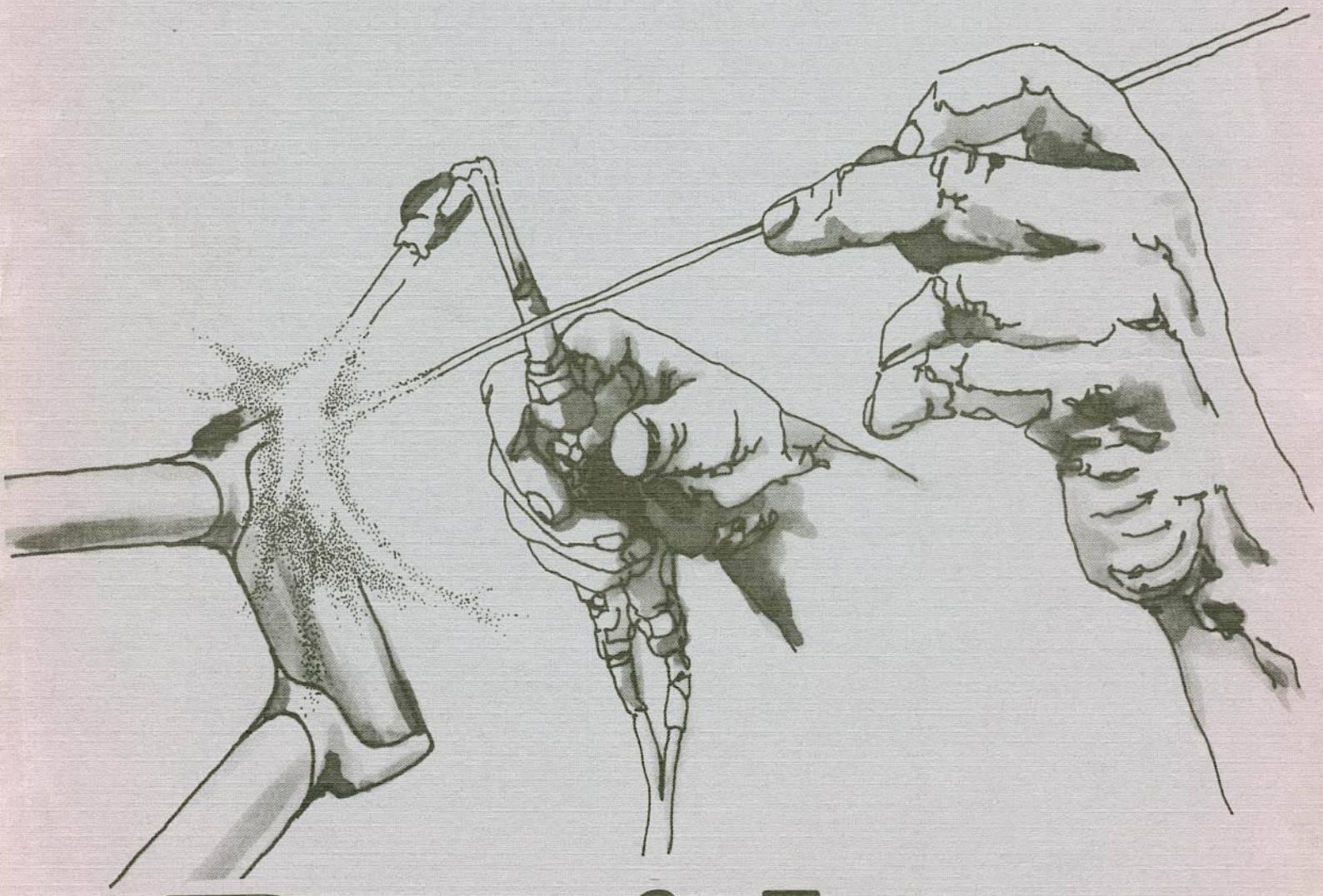


# Davidson

## Handbuilt Bicycles

# SPECIFI

| COMPONENTS | DISCOVERY 600 TOURING | DISCOVERY SPECIALIZED TOURING | DISCOVERY 600 SPORT | DISCOVERY SPECIALIZED SPORT |
|---|---|---|---|---|
| **Hubs** | Shimano 600 EX | Specialized Sealed | Shimano 600 EX | Specialized Sealed |
| **Rims** | Super Champion #58 | Saturae C22 | Mavic E2 | Saturae HC-20 |
| **Spokes** | Stainless | Stainless | Stainless | Stainless |
| **Tires** | Specialized Touring | Specialized Touring | Specialized Touring II 700x28 | Specialized Turbo |
| **Freewheel** | Shimano 600 EX 13-28 | Shimano 600 EX 13-28 | Shimano 600 EX 13-26 | Suntour Winner- |
| **Chain** | Sedisport | Sedisport | Sedisport | Sedisport |
| **Crankset** | Shimano 600 EX Biopace 28, 38, 48 | Specialized Triple 28, 44, 48 | Shimano 600 EX 42-52 | Specialized 42-52 |
| **Pedals** | Shimano 600 EX | Specialized Touring | Shimano 600 EX | Specialized Touri |
| **Toe Clips** | Shimano 600 EX | Specialized Steel | Shimano 600 EX | Specialized Alloy |
| **Toe Straps** | Toutan | Specialized | Toutan | Specialized |
| **Rear Derailleur** | Shimano 600 EX GS | Shimano 600 EX GS | Shimano 600 EX | Suntour Superbe |
| **Front Derailleur** | Shimano 600 EX | Shimano 600 EX | Shimano 600 EX | Suntour Superbe |
| **Shifters** | Shimano 600 EX Braze-on | Shimano 600 EX Braze-on | Shimano 600 EX Braze-on | Suntour Superbe |
| **Brakes** | Shimano 600 EX | Shimano 600 EX | Shimano 600 EX | Suntour Superbe |
| **Handlebar** | Cinelli | Specialized Model I | Cinelli | Specialized Mode |
| **Stem** | Cinelli 1/A | Specialized S2 | Cinelli 1/A | Specialized S2 |
| **Saddle** | Specialized Touring | Specialized Touring | Specialized Touring | Specialized Touri |
| **Seat Post** | Laprade | Laprade | Laprade | Laprade |
| **Headset** | Shimano 600 EX | Specialized Alloy Sealed | Shimano 600 EX | Specialized Alloy |
| **Weight** | 23-25 lbs. | 23-25 lbs. | 22-24 lbs. | 22-24 lbs. |
| **Sizes** | 50, 53, 56, 58, 62 | 50, 53, 56, 58, 62 | 50, 53, 56, 58, 62 | 50, 53, 56, 58, 62 |
| **Colors** | Red, Blue, Violet, Grey | Red, Blue Violet, Grey | Red, Blue, Violet, Grey | Red, Blue Violet, |
| **Suggested Retail** | **$825.00** | **$995.00** | **$795.00** | **$995.00** |

# Davi

## Handbuil

2116 Western Ave., Seattle

# C A T I O N S

| | CHALLENGE 600 | CHALLENGE SPECIALIZED | CHALLENGE DURA ACE | CHALLENGE SUPER RECORD |
|---|---|---|---|---|
| ed | Shimano 600 EX | Specialized Sealed | Shimano Dura Ace | Campagnolo R |
| | Mavic E2 or Super Champion Arc-en-ciel | Saturae HC-20 Clincher Tubular HTC21 | Matrix 150 or 150-C | Mavic GP4 or G40 |
| | Stainless | Stainless | Stainless | Stainless |
| o 700x28 | Specialized Turbo-S 700x25or Clement 2001 | Specialized Turbo-S or Saturae SS260 | Specialized Turbo-S or Clement 2001 | Specialized Turbo-S or Clement 2001 |
| -S 13-28 | Shimano 600 EX 13-24 | Suntour Winner-S 13-24 | Shimano Dura Ace | Shimano Dura Ace |
| | Sedisport | Sedisport | Shimano Dura Ace | Shimano Dura Ace |
| 2 | Shimano 600 EX 42-52 | Specialied 42-52 | Shimano Dura Ace | Campagnolo SR |
| ing | Shimano 600 EX | Specialized Racing | Shimano Dura Ace | Campagnolo SL |
| y | Shimano 600 EX | Specialized Alloy | Shimano Dura Ace | Campagnolo SR |
| | Toutan | Specialized | Toutan | Alfredo Binda |
| e Pro | Shimano 600 EX | Suntour Superbe Pro | Shimano Dura Ace | Campagnolo SR |
| e Pro | Shimano 600 EX | Suntour Superbe Pro | Shimano Dura Ace | Campagnolo SR |
| e Pro | Shimano 600 EX Braze-on | Specialized Superbe Pro | Shimano Dura Ace Braze-on | Campagnolo Braze-on |
| e Pro | Shimano 600 EX Short Reach | Suntour Superbe Pro | Shimano Dura Ace Short Reach | Campagnolo SR |
| el I | Cinelli | Specialized Model V | Cinelli | Cinelli |
| | Cinelli 1/A | Specialized S2 | Cinelli 1/R | Cinelli 1/R |
| ing | Specialized Racing | Specialized Racing | Selle Italia Turbo | Selle Italia Turbo |
| | SR Laprade | SR Laprade | Shimano Dura Ace | Campagnolo SR |
| y Sealed | Shimano 600 EX | Specialized Alloy Sealed | Shimano Dura Ace | Campagnolo SR |
| | 20-22 lbs. | 20-22 lbs. | 20-22 lbs. | 20-22 lbs. |
| 2 | 52, 54, 56, 58, 60 | 52, 54, 56, 58, 60 | 52, 54, 56, 58, 60 | 52, 54, 56, 58, 60 |
| , Grey | Red, Sovereign Blue, Black, Violet | Red, Sovereign Blue, Black, Violet | Red, Sovereign Blue, Black, Violet | Red, Sovereign Blue, Black, Violet |
| | **$795.00** | **$995.00** | **$1195.00** | **$1395.00** |

# dson

t is better.

e, WA 98121 (206) 682-8226

## Challenge Racing & Discovery Sport/Touring Frames

Made in virtually the same manner as our well-known Davidson Signature frames, the Challenge and Discovery make top quality more affordable. By standardizing designs and braze-ons we are able to stock frames for fast delivery. The Challenge and Discovery frames use all investment-cast fittings, including crown, bottom bracket shell and lugs, plus Campagnolo dropouts. We have chosen Tange, one of the world's finest tubings, for these frames.

**Challenge:** Braze-ons for downtube shifters, two water bottles, pump peg, top tube cable guides, chainstay cable stop. Clearance for short-reach brakes with recessed bolts. 6-speed hub spacing. Seat post size 27.2. English threading. Tight racing geometry with light, but very stable steering.
**Sizes:** 52, 54, 56, 58, 60. **Colors:** Red, Sovereign Blue, Metallic Black, Violet Metallic.

**Discovery:** Braze-ons for downtube shifters, water bottles, top tube cable guides, chainstay cable stop, seat stay rack, fenders. Clearance for standard reach brakes so 700x32 tires will fit with fenders. 6-speed hub spacing. Seat post size 27.2. English threading. Sport/Touring geometry suitable for light day touring or long-distance touring with panniers.
**Sizes:** 50, 53, 56, 58, 62. **Colors:** Cumulus Grey Metallic, Red, Blue Metallic, Violet Metallic.

## Signature Frames

Columbus SL tubing together with investment cast lugs and Davidson-designed fork crown and bottom bracket shell are the basis of our Signature frames. Exquisite detailing around all edges and a flawless Imron paint job finish off our top-of-the-line frames. Each frame is personalized by choices of chrome, braze-ons and paint scheme. Frame sizes from 43 cm to 65 cm (touring) and 48 cm to 64 cm (racing) are built. Any color availble.

## Discovery Tandem Frame

Fully fillet-brazed, chromemoly tubing is chosen for the particular diameter and wall thickness necessary for optimum strength/stiffness. Design is Double Diamond for smaller frames and Direct Internal on larger frames. Braze-ons include cantilever bosses, 4 water bottles, all wire guides, new low rider bosses on fork, seat stay rack, downtube shifters, pump peg, fender mounts.
**Sizes:** 20/17½, 21/18½, 22/20, 23/21, 24/22, 25/23.
**Colors:** Any Imron color.

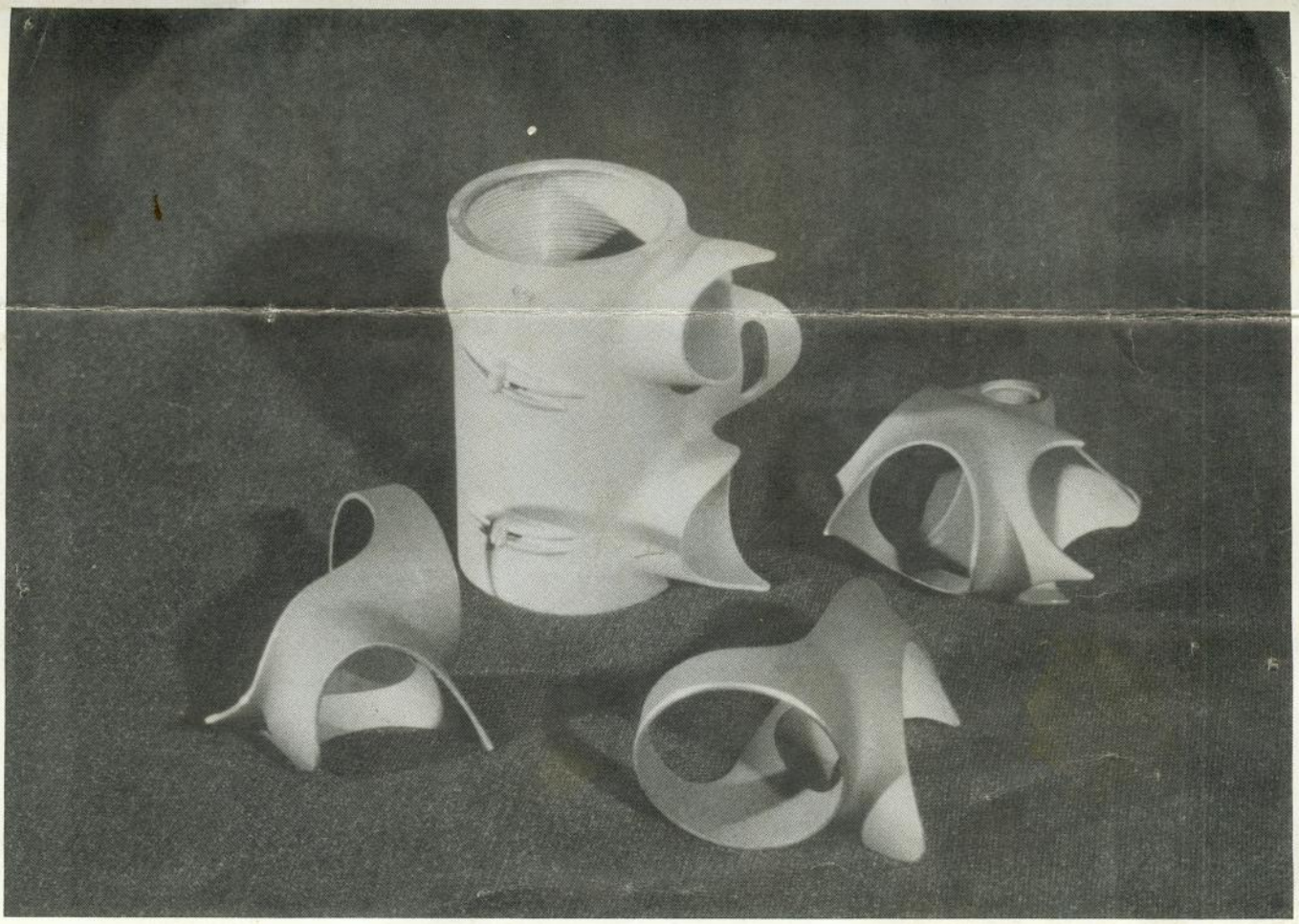
## Signature Tandem Frame

Finely polished fillets and custom shaping distinguish our Signature frame. Any design (Double Diamond, Direct Internal, Marathon, Track) will be built. Chrome and custom braze-ons available. All sizes available.

## A Word About Design

Our frame designs begin from the ground up with superior handling as a primary goal. We pay attention to angles, bottom bracket height, trail and wheelbase to achieve optimum, consistent performance throughout the line and throughout our size range. You will recognize the difference this makes on your first test ride. Our sophisticated jigs and alignment fixtures ensure a straight-tracking, very stable ride, and hassle-free assembly. Davidson — more than just a pretty frame.

**Bill Davidson Cycles** • 2116 Western Ave. • Seattle, WA 98121 • (206) 682-8226



About two years ago, our frustration with existing lugs and bottom bracket shells reached its peak. We were plagued by improper fit (clearances and angles), large, rough seams and rough lug edges, surface pits, and unaesthetic curves. These problems required extensive reworking of the parts before they were even usable. We felt these pitfalls could be avoided. The problem seemed to be that the manufacturers of frame-building components were too far removed from the actual frame building process. They designed their parts without sufficient input from serious frame builders, and, as a result, were not making needed improvements, alterations or refinements.

At this point we began a project with a major manufacturer of frame components. Our goal was to produce a lug set and bottom bracket shell that would elminate the problems with existing parts. It has been a long, slow process to get from ideas to actual products, and we are now proud to be able to offer them to other committed frame builders.

**These components offer several, major improvements:**

The lugs are attractively shaped with very crisp edges. Their surface finish is the smoothest you've ever seen and the parting lines are almost invisible. Tubes slide in perfectly; grinding and reaming is a thing of the past. This makes for a fit that is easier to braze cleanly; you'll notice it immediately!

The seat lug has been designed for efficiency. It has a cast-in shoulder for the seat tube so that finishing the top edge of the lug is unnecessary. (Some of you may remember this from an earlier era. That attempt did not meet expectations, but this one does!) On the bottom side of the lug there is a small, extra point. Besides looking trick, it reduces the tendency of the seat tube to distort where it enters the lug. The clamping ears have also received special treatment. They've been shaped for easy, final clean-up; and cut back to lighten them and make it easier to slot the lug. In the center of the ears there is a small notch cast in to locate your saw. So, whether you machine the slot or use a hack saw, it can be done fast and accurately.

The bottom bracket shell improvements have received high marks from many frame builders. The first thing to notice is the cast-in cable guides on the bottom, simply thread the cables through after it's painted.

The angles of the shell are 60° between down tube and seat tube and 64° between seat tube and chainstays. We have tested the ability of the shell to be used to build frames from 43 cm to 70 cm and found it to be very satisfactory — no prebending the tube or chainstay pockets. The chainstay sockets are angled at 6°30'. This allows for 127 mm problem-free rear spacing. Again the tube-to-shell clearances are perfect, you won't need your reamers for this shell. Threading is Class A, Campagnolo cups thread in perfectly by hand and the center section is relieved for tap clearance. The walls of the tube sockets are very distinctive — tapering beautifully toward the tubes — and the points are elegantly shaped.

**It all adds up to labor saved, and time is money. We're very confident that once you use this shell, you'll never consider going back to another.**

To make it easy for you, we have an introductory offer. You can buy one shell and one set of lugs at the 10-24 price to try. Order them today.

| | 10-24 | 24-99 | 100-499 |
|---|---|---|---|
| **Bottom Bracket Shell** | **$16.00 each** | **$14.50 each** | **$12.50 each** |
| **Lug Set** | **20.00 each** | **19.00 each** | **17.75 each** |

**Bill Davidson Cycles** • 2116 Western Ave., Seattle, WA 98121 • (206) 622-3096