My name is Bill Davidson. I've built bicycles for going on 17 years, and riding and racing them a lot longer than that. Years ago, I went to England, to Harry Quinn's Liverpool shop, to pick up a bike I had ordered. And as they were late with it, I spent the last couple of days watching them put the finishing touches on the frame. That sparked my interest in frame-building.

Over time, the frame building business I started when I returned from Europe has grown tremendously. This year, for example, from our framebuilding shop in Seattle, we'll produce about 500 hand-built bicycles, some of which will be ridden by the best cyclists in America. In fact, over the years, Davidson racing bikes have been ridden to numerous National Championship Medals.

It's been an amazing and gratifying growth, but really, the reason for that is simple: I really care about quality and efficiency. Plus, I'm a tinkerer from way back. If I don't find a part I like, I design a new one. Like the clean-cut bottom bracket shells I designed several years ago. Or the investment cast lugs that give the bikes their integrity and strength.

And I've been fortunate throughout the years to have recruited good craftspeople who share my obsession with quality. Their commitment and skill shows on every bicycle we turn out.

Look at the lugs on one of our frames, for example. They're cleanly finished. Check out how the fork ends are filed, how the bottom bracket is perfectly brazed. And though the paint is expertly smooth, the decals don't stop your eye as it travels over the tubes.

All this attention to detail adds up to one thing: a finely-crafted bicycle. One that we hope will delight and inspire you.

Enjoy the ride.

Bill Davidson

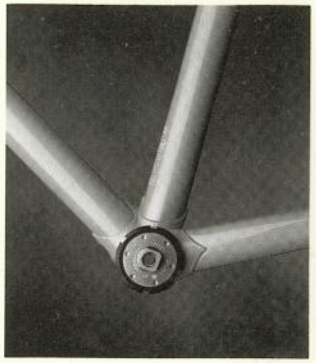
Bill Davidson



S T I L E T T O

instantaneous response and high-speed stability

A stiff light racing bicycle that responds to your every nerve ending. You step on it, it leaps. You crank harder, it leaps again. Pretty soon you're up the hill and hammering down the asphalt on the back side. Zooming along, stretched over the handlebars, enjoying the speed, the ride, and life itself. And that's when you notice the curve at the bottom of the hill. Whew, you think to yourself. Good thing this Stiletto is designed with beefy over-size tubesets and Davidson-designed investment castings, and that the metal is where it needs to be for durability, power transfer, and stability at high speed. Well, of course, you didn't really have time to think all this. Because you took that corner two sentences ago, and there's the finish line just up ahead.





TUBING

New Tange Prestige OverSized, designed by DAVIDSON Cycles. 28.6mm top tube, 30mm down-tube. Seat tube flared and ovalized at bottom bracket. Double taper seatstays and large ovalized chainstays.

LUGS

New DAVIDSON designed investment cast by Takahashi Press.

BRAZE-ONS

Top tube internal brake cable guide, down tube shift lever bosses, two water bottle bosses, pump peg on head tube, chain stay cable stop, and a front derailleur boss.

OTHER SPECS

100/127mm hub spacing. All English Threading. 27.2mm seatpost diameter. Framesize is measured center to top.

FRAME SIZES

52, 54, 56, 58, 60, 62.
All sizes listed in centimeters.



Most bikes look good from five feet away. But we like to make things look good even where you can't see them. There's a lot of pride in making everything cleanly."

— Bob Freeman, partner, Davidson Bicycles

I M P U L S E

a lively racing bicycle that's comfortable over the long haul

Mile 02 on the Davidson Impulse. What you feel is a lightweight, lively bicycle that seems meant for sprints, climbs, and all-out efforts over distance. That suits you just fine.

Mile 05. There's a pothole in the road. It doesn't rattle you. A lightweight racing bicycle that's flexible enough to absorb road shock? Hmmm. Must be because of the light and resilient Tange Prestige tubing, and the stable, responsive Davidson road geometry.

Mile 37. Phantom Hill. The bike climbs superbly, moving fluidly from side to side. A higher gear perhaps?

Mile 64. Still comfortable. Still smiling.

Mile 89. Still comfortable. Still smiling. (Sweating a little).

Mile 100 on a Davidson Impulse. What you feel is elation. A bicycle this light, this comfortable you could ride forever. But of course, sooner or later, you have to be home for dinner.





TUBING

Tange Prestige heat-treated CR-MO. Wall thicknesses are chosen to complement frame design.

LUGS

DAVIDSON Design, Investment Cast by Takahashi Press

BRAZE-ONS

Top tube internal brake cable guide, down tube shift lever bosses, two water bottle bosses, pump peg on head tube, chain stay cable stop, and a front derailleur boss.

OTHER SPECS

100/127mm hub spacing. 27.2mm seatpost diameter. All English Threading.

FRAME SIZES

48, 50, 52, 54, 55, 56, 57, 58, 60, 62, 64, 66
All sizes listed in centimeters.



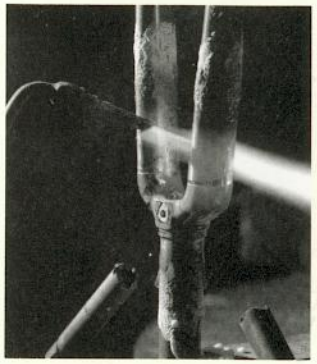
The bikes are very stable and well-mannered. They give you the confidence to try things you might not otherwise try, and encourage you to extend your limits."

— Rob Albrecht, Davidson painter and designer

CRAFTSMANSH

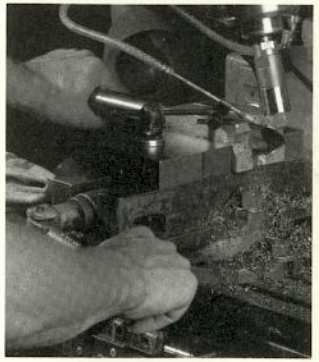


With each Davidson design, the computer has become a valuable ally. Our custom software programs allow us to design the frames individually. And of course, we're able to input customer specifications, which helps us develop the ideal frame design for each customer.



Every Davidson frame is hand-brazed, and speed is the key component in brazing. If you overheat the joint, you weaken it. We've developed proprietary techniques that allow us to make stronger joints because we can do the job in 30% less time. And our brazers are people with the kind of skill and experience that leave the brazed joint clean and crisp.

A special word on our jigs: every jig used to align, hold, and form a frame is of the highest quality available in the world. We've searched for the best jigs possible, from Europe to the Far East. And when we haven't found what we wanted, we've had our own built.



Perfect threading and other machining operations enable bearings to be installed smoothly. All tubes and joints of a Davidson frame are machine-mitered, which ensures precision and the kind of tube-fitting that gives the frame strength and accuracy. The tube edges are clean and crisp. And when you look inside a Davidson bottom bracket, you'll find the tubes go all the way into the bracket and are neatly rounded off. This extra effort and attention to detail is apparent on every Davidson frame.

P A N D D E T A I L



The design that was conceived on the computer is now perfected on the alignment table. You are looking at just one of the mini-steps we go through in aligning a Davidson frame. The frame is checked, straightened, and rechecked until it meets our strict criteria for alignment. It is this attention to detail that gives your bike the stability and responsiveness you expect from a Davidson.



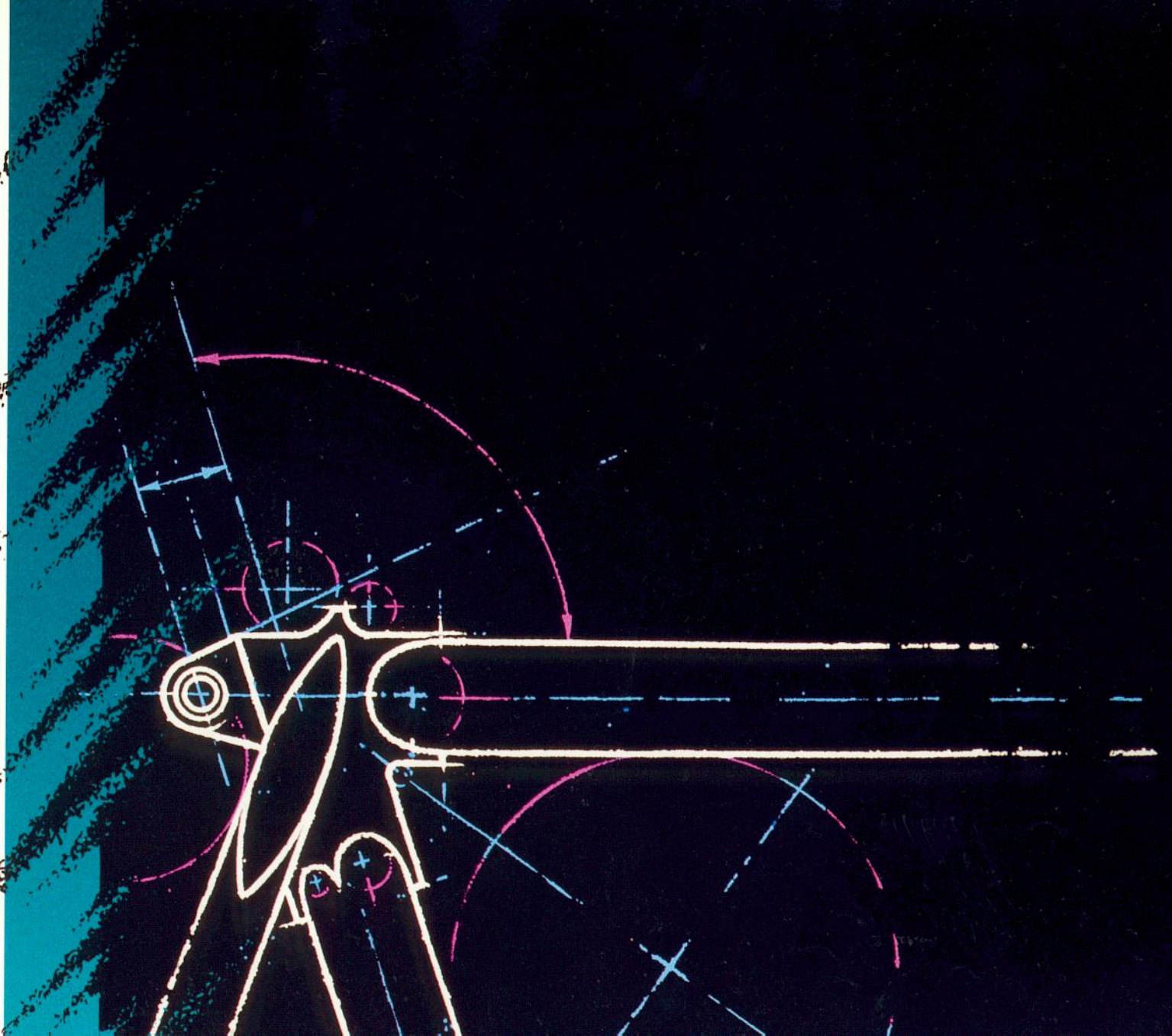
Filing is a skill that truly requires great craftsmanship to produce accurate work. Look closely, and you'll see only fine workmanship, not file marks.



We like to let the workmanship of the entire bicycle show through the paint, rather than be obscured by it. Yet, our bicycles are renowned for their elegant paint jobs, and consistent, high-quality finish. To prepare for paint, each frame is sand-blasted, hand-primered, hand-sanded, and then color-coated. We use the highest quality polyurethane paint available, and depending on the order, there may be up to 3 color coats applied. Decals are added, and then the entire frame is clear-coated twice.

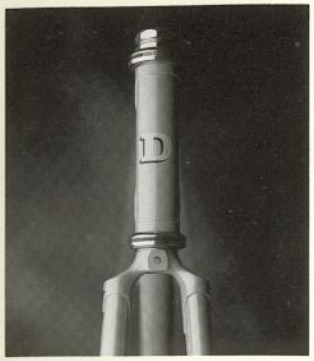
Bicycles are like sailboats and musical instruments. They are tools, they evolved strictly to work better. So there are good technical reasons for every part of their design. But the fact that they turn out beautiful, that's all the better."

— Mark Bulgier, Davidson custom frame builder and designer



S I G N A T U R E

a custom bicycle built to your own specifications





You have a dream. You are riding a high-performance bicycle built just for you. The frame geometry was designed for your measurements alone. The tubing was chosen to suit your riding style, and your idea of a perfect ride. Every detail of the frame construction was considered for this, your ultimate bicycle, the one you'll keep for the rest of your life. And the paint job! You agonized for hours over various designs and color schemes until you at last arrived at the one unique look that reflects your personality. What that all comes down to, as you spin past scenery, clicking through the gears, is a profound sense of satisfaction.

This bicycle is perfect. It's your own. It is your Signature.

Every single aspect of the frame has been thought over not only several times by one person, but several times by several people. Every one here is in charge of quality control."

— Rick Gnehm





T R A C K

custom-built for some of the best riders in the world



Davidson bicycles have had the good fortune to be ridden by some of the best track riders in the world. And have been ridden to several National Track Championships, as well as numerous district wins. Ken Carpenter won the Nationals on a specially built Davidson. Renee Duprel won a gold at the National Track Championships, a bronze at the Goodwill Games and a silver at the Worlds on her Davidson Track Bike. And recently, Sherry Malotte won two National Masters titles on a Davidson.

Why such success? Again, it has to do with Davidson quality. Each track bicycle is custom-built to the rider's specifications, with intensive care given to every detail. The brazing, the finish work, the paint — all of Davidson's areas of expertise — create a bicycle that helps its rider excel.



We offer unlimited paint choices. Every bike that's sold is painted to order, with a dozen or so decal choices. I've done hot rod flames, I've done a bike with hand-painted dinosaurs....It's up to you."

—Rob Albrecht

T I M E T R I A L

custom-built for some of the best riders in the world



Funny bikes. You can laugh all the way to the finish line. For our time trial bikes have been burning up the road this year, with wins across the country. They're custom-built. They're ridden by some of the best time trial riders in the country. And they're headed for even more gold in the future.



We don't work so fast that we don't have time to look at the frames. And frankly, we probably spend too much time looking at them, because we're admiring them. Certainly, we make them more beautiful than they need to be.

— Mark Bulgier

