

RITCHEY

U-S-A

RITCHEY FRAMESETS

The heart of every bicycle is the frame, and the **RITCHEY** frameset represents the leading edge in off-road bicycle frame technology. Tom's goal is to make a frame incorporating the highest technology and hand finishing, a frame that handles like a joy, a frame that is strong and long lasting. Your investment in quality is an enduring one.

All frames built by **Tom Ritchey** are assembled with lugless bronze-welded ("brazed") joints. Brazing is a lower temperature process than the T.I.G. or M.I.G.-welding used on less expensive framesets. The brazed joint has more surface contact with the tubing, and the lower temperature assembly creates fewer stresses on the steel.

Tom Ritchey is a one-in-a-thousand master of the torch. His brazed fillets are clean, and the brass is applied quickly to minimize tube overheating. Tom is so particular about his brazing materials, he often rejects up to fifty percent of the brazing rod he buys.

Tom Ritchey's attention to detail is reflected in the careful job of brazing and finishing on each frame. All joints are smoothly radiused. The rear dropouts are specially canted, and this gives the chain more wrap on the small cogs. Where the seat and chainstays join the dropout the joint is smoothly finished.

The tubing used is selected for several considerations. These are: strength, to take extreme abuse; resilience, so the frame can give with shock; and stiffness, so the rider's energy is carried efficiently to the ground. Tom has searched the world over for the ideal tubing. Having not found it, in 1982 he contracted for its manufacture to his specifications, resulting in innovative breakthroughs such as the "UNIFORK."

Larger frames have proportionally longer top tubes to fit larger riders; smaller frames have lighter tubing because the tighter triangle is structurally stronger, and because shorter riders are generally lighter.

Tom's elegant chainstay design with a single bend creates a rigid triangle for stiffness and strength, along with maximum clearance for tire and crankarm.

The seat cluster is reinforced with a collar that is actually brazed on separately, because it must stand the extra strain of longer seatposts with rough roads. The slot is cut long for easy opening and closing. The seat tube is reamed after painting for perfect roundness and a tight clamping action with a minimum of stress on the quick-release.



Tom makes his own bottom bracket shell to incorporate an integral bottom bracket assembly of his design. The **Ritchey** bottom bracket is lighter than any other conventional type, and the spindle is supported further out for increased stiffness. The bearing used is fifty percent larger than the one used in the Phil; it is easily removed for servicing, yet the perfect fit assures smooth, noiseless operation. The bearing used is widely available.

Tom makes his own cable stops and guides, as well as bottle cage and rack braze-ons. Slotted cable stops allow for quick cable cleaning, and the motorcycle housing fits perfectly into the custom stop. Standard cable stops can't take the strain of operating the heavy-duty brake system. All braze-ons are silver soldered and carefully placed to avoid stress concentrations. The rear derailleur cable is routed under the bottom bracket and chainstay to allow the use of a very small chainring with a wide range front derailleur. Cantilever brake pivots are double-brazed where they are attached to the stays and around the posts.

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Models

The Timber Wolf replaces the MountTam as Ritchey's entry level off-road bicycle. The frame is made from special double-buttet tubing, lugless fillet-brazed. Although priced similarly to the Mount Tam, several changes have been made to improve the Timber Wolf. These include the use of the UniForm™, double-buttet tubing, Avocet saddle, and Sountour X-C Oval pedals. Improved finish work on the braze joints give the bike a clean appearance of the sort only found on Ritchey U.S.A. products.

Frame geometry is 69° head angle, 72° seat, 11½" bottom bracket.

The Timber Comp introduced Fall of '84 satisfies the demand we've been receiving at Ritchey USA for a racing version TimberWolf. Using the Sountour roller-cam brake tucked under the rear chain stays, Team Comp quick-release wheels, and black alloy heat-treated bar, this new model gives excellent performance with little added cost.

Frame geometry is 69° head angle, 72° seat, 11½" bottom bracket.

The Commando introduced late Summer '84 has been our most popular selling model. The striking differences from the TimberWolf being the beautiful camouflage paint complimented by black componentry. Every available braze-on option has been added to round out this adventurous mountain bike.

Frame geometry is 69° head angle, 72° seat, 11½" bottom bracket.

The Ritchey Team Comp is high-performance, lightweight off-road equipment for the serious racer. Tubing is custom double-buttet Columbus GP, and frame geometry is more upright and aggressive for fast climbing and quick handling. Light but strong componentry includes UniForm™, Ambrosio Durex rims, Shimano Dura-Ace freehubs, butted spokes, genuine Magura levers, and Ritchey custom Racing TwinStrut handlebars. Limited production, red only.

Frame geometry is 69° head angle, 73° seat, 1½" bottom bracket.

Results speak for themselves. In the first race the Team Comp was used: "A convincing sweep of the first five places at the Rockhopper race..." (Fat Tire Flyer)

The Annapurna represents the finest craftsmanship and equipment available to off-road or touring riders. Frame is made from special oversize double-buttet chrome-moly tubing, with a unique scalloped sleeve at each important tube joint. Standard equipment includes custom high or low TwinStrut handlebars, Ambrosia Durex rims, Phil Wood hubs, Magura levers, stainless butted spokes, and Avocet Touring II saddle.

Frame geometry is 68½° head angle, 71½° seat, 11½" bottom bracket.

"There is no disputing the superiority of the Annapurna's framework and finish... The bike is one of the two or three prettiest... at any price." (Bicycling)

The Skyliner is a breakthrough for tandem riders, with a rugged construction and smooth ride that opens new territory for this type of bicycle. Rugged balloon-tire wheels make tire problems a thing of the past, while providing smooth cornering and sure braking. A dual braking system consisting of an Ari drum with Shimano cantilevers and a dual-pull Magura brake lever inspires confidence on long downhill. Special oversize tubing is lugless fillet-brazed, and the resulting bike is stiff, strong and still lighter than some traditional road tandems. Other standard features are Ritchey TwinStrut handlebars and Ritchey custom stoker stem, Phil Wood hubs, Ritchey heavy-duty Fork, and Sugino crossover cranksets.

Geometry is 68° head angle, 70° seat, 26" rear top tube.

"... Surprising performance in the dirt. (It) combines the speed of a tandem with the sure-footedness of fat tires—a very desirable combination." (Bicycling)

