

THE RITCHEY MOUNTAIN BIKE

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

All frames built by Tom Ritchey are assembled with lugless bronze-welded ("brazed") joints.

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.

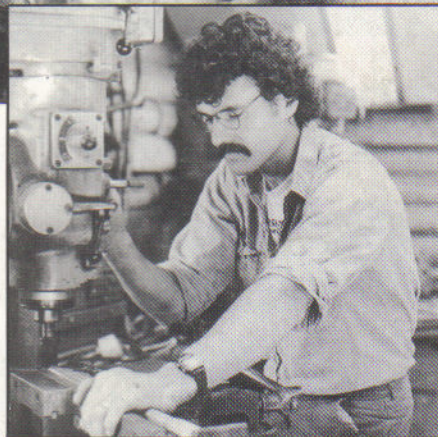
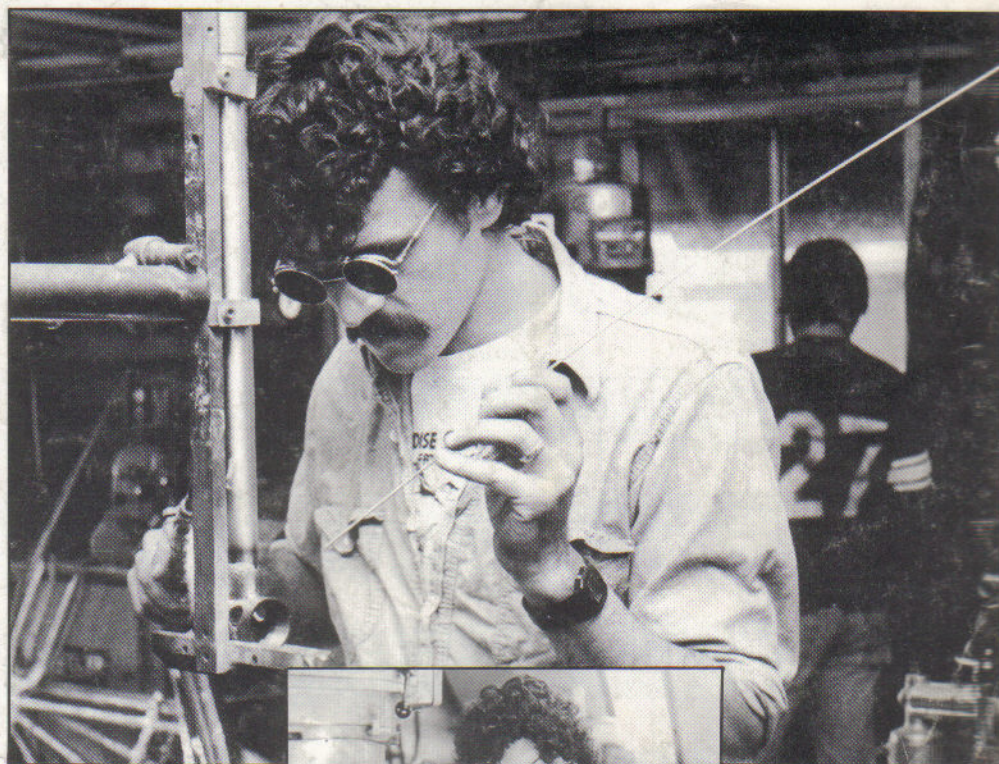
Tom Ritchey is a one-in-a-thousand master of the torch. His brazed fillets are clean, and the brass is applied quickly to minimize tube overheating. Tom is so particular about his brazing materials, he often rejects up to fifty percent of the brazing rod he buys.

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;

Tom Ritchey's attention to detail is reflected in the careful job of brazing and finishing on each frame.



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 clos-

Tom makes his own bottom bracket shell to incorporate an integral bottom bracket assembly of his design.

ing. 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 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

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.

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. ■

Models

The Ascent™ replaces the Timber Wolf as Ritchey's entry level off-road bicycle. It combines Timber Comp. specifications with Team Comp. geometry to strike a perfect blend of economy and performance. It is made with Ritchey-designed 4130 chrome-moly tubing and comes equipped with an Avocet saddle and Suntour roller-cam rear brake.

Frame geometry is 69° head angle, 73° seat, 11½" bottom bracket.

Wheelbase 42-43½ depending on size.

The Timber Wolf™ The frame is made from special double-buttressed tubing, lugless fillet-brazed. The Timber Wolf uses UniFork™ double-buttressed tubing, Avocet saddle, and Suntour X-C Oval pedals. Quality finish work on the brazed joints give the bike a clean appearance of the sort found only on Ritchey U.S.A. products.

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

Wheelbase 42½-44 depending on size.

The Timber Comp™ introduced Fall of '84, satisfies the demand for a racing version Timber Wolf. Using the Suntour roller-cam brake tucked under the rear chainstays, 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.

Wheelbase 42½-44 depending on size.

The Commando™ has been our most popular selling model, the striking differences from the Timber Wolf being the beautiful camouflage paint complemented 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.

Wheelbase 42½-44 depending on size.

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

Frame geometry is 69° head angle, 73° seat, 11½" bottom bracket.

Wheelbase 42-43½ depending on size.

"Credit for strength in a bike so light goes to careful construction and to a number of design details you can learn only through experience." (Cyclist Magazine, Road Test March 1985)

"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-buttressed chrome-moly tubing, with a unique scalloped sleeve at each important tube joint. Standard equipment includes custom high or low TwinStrut handlebars, Araya RM 20 rims, Phil Wood hubs, Magura levers, "Wheelsmith" spokes, and Avocet Touring II saddle.

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

Wheelbase 42½-44 depending on size.

"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 a Suntour XC roller-cam with Shimano cantilevers and a dual-pull Magura brake lever inspires confidence on long downhills. 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 designed handlebars and Ritchey custom stoker stem, Phil Wood hubs and Ritchey heavy-duty Fork.

Frame 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)
