

SPECIFICATIONS

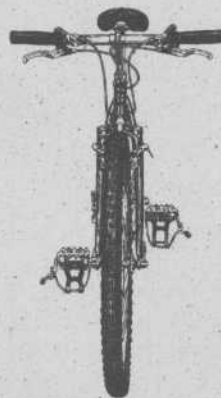
	MB-1	MB-2
FRAME	100% Ritchey Logic Prestige CrMo	Ritchey Logic Prestige; CrMo rear half
FORK	Ritchey Crown CrMo	Ritchey Crown CrMo
HEADSET	Shimano Deore DX	Shimano Deore DX
F. DERAILLEUR	Shimano Deore XT	Shimano Deore XT
R. DERAILLEUR	Shimano Deore XT	Shimano Deore XT
SHIFTERS	Shimano Deore XT, top-mount	Shimano Deore XT, top-mount
CRANKS	Ritchey Logic 46x36x24	Specialized Dir.Dr.Comp 46x36x24
BOTTOM BRACKET	Tiagra BB-401, 124.5mm spindle	Tiagra BB-401, 124.5mm spindle
PEDALS	Shimano Deore XT SPD	Sakae Low Fat Comp
REAR COGS	Shimano Deore DX 7-speed 12-14-16-18-21-24-28	Shimano Deore DX 7-speed 12-14-16-18-21-24-28
CHAIN	Shimano Hyperglide 90	Shimano Hyperglide 90
HUBS	600 Ultragro 28H/Deore XT 32H	Shimano Deore DX
RIMS	Ritchey Vantage Comp 28/32H, silv.	Ritchey Vantage Comp 32H, silver
TIRE	Specialized Ground Control 26" x 1.95" Kevlar	Ritchey Z-Max, 2.1"
TUBE	National Superlight, Presta	National Superlight, Presta
SPOKE	Wheelsmith, 14/15 ga. butted	Wheelsmith, 15 ga.
BRAKES & LEVERS	Dia-Comp #987 canti; Ritchey Logic	Dia-Comp #987 canti; Ritchey Logic
SADDLE	Avocet Racing 1, leather	Avocet Racing 1, leather
SEATPOST	Ritchey Logic; 300mm	Sakae MTE-310; 300mm
HANDLEBAR	Ritchey Force; 6" x 54cm	Ritchey Force; 6" x 54cm
STEM	Ritchey Force Comp; butted	Ritchey Force
GRIPS	Ritchey	Ritchey
WEIGHT	11.4 kg (49 cm)	11.8 kg (49 cm)

PRICE OF MB-1:

PRICE OF MB-2:

DEALER:

BRIDGESTONE



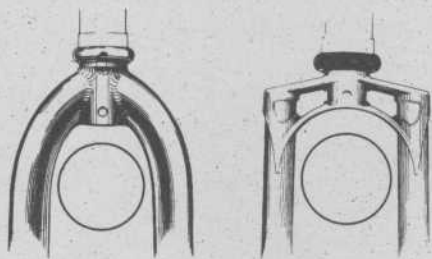
MB-1 & MB-2: THE WAY IT OUGHT TO BE

LAST HURRAH—OR LAST LAUGH?

To us, the essence of mountain biking is a doing a four-hour ride with a friend and stopping a few times along the way to rest, talk, look, and eat. The bike is a silent partner on the ride, not drawing attention to itself with loud, unnatural colors or extraneous "trail-taming" gadgetry—because the trail isn't your foe at all. The best bikes for this are light, strong, simple, and attractive in an understated way. The MB-1 and MB-2 are our attempts at making this kind of mountain bike, and if you look around you'll see that they are among the last of this style.

We aren't saying that suspension forks and stems don't have their place, but for most riders on most trails, the MB-1 and 2 will do the job as well or better, and with less technology to interfere or otherwise cry out for attention. After all, it's not as though a rider on one of these bikes is without suspension: Fat, air-filled tires are still the best suspension ever invented, and a skilled rider absorbs trail shocks almost instinctively and far more effectively than anything you can add to the bike.

Yet times are changing, and we knew 1993 would be the last year we'd have a chance at selling a classic mountain bike—so we wanted the '93 MB-1 and 2 to go out in a blaze of glory.



In a world where no one even thinks of non-suspension forks anymore, we've developed one with a Tom Ritchey-designed crown (right). Tire clearance is just one of the benefits.

DEFINE: RIGID, OVERSIZE

The media and an increasing number of riders and shop people are developing the bad habit of referring to non-suspended bikes as "rigid" bikes. This is not accurately applied to the MB-1 and MB-2. We use the "original oversize" tubing—which was, and is, roughly 12 percent larger than standard road-bike tubing. This is not as fat as the modern crop of self-proclaimed "OS" bikes. Consequently, the MB-1 and MB-2 are more springy, more lively, and more comfortable than other manufacturers' newer genre of oversize, truly rigid bikes that seem to have taken over. Those bikes probably do need additional cushioning. For most types of riding, the MB-1 and MB-2 do not.

ALL-NATURAL FORKS

If you've followed fork trends, you know that over the past several years, forks have gotten fatter, more rigid and less shock-absorbing. This trend has no doubt been instrumental in inspiring the suspension fork. The MB-1 and MB-2 fork, on the other hand, flexes like a good fork should—supplementing, not supplanting your technique. It absorbs enough shock for most conditions, and does so without the penalties of extra weight, cost, complexity, and service challenges that are an unavoidable part of the suspension-fork package.

REVOLUTION COME AND GONE

If you define "race bikes" as those of the style most commonly raced, then these are not "race bikes." It's often said that "racing improves the breed," and there's some truth in that. But what's equally true is that "racing changes the breed in ways that benefit racers, often at the expense of the recreational rider, and it scatters its influence indiscriminately." These bikes have resisted that influence, and remain the finest pure mountain bikes we've ever built. And yes, they can be raced.