



RITCHEY
PALO ALTO



We at MOUNTAIN BIKES are proud to announce a new line of off-road bicycles uniquely suited to Western America. This new cycling concept has been featured in Bicycling, MARIAH/Outside, CoEvolution Quarterly, BMX Action and BMX Plus as well as the nationally syndicated television program, Evening Magazine.

The MOUNTAIN BIKE is a lightweight, extremely rugged bicycle built to go anywhere. The 26 x 2.125 balloon tires give superb traction and soak up the roughest terrain. The multiple gearing and light weight make for unbelievable climbing ability while the heavy duty tandem brakes give you the confidence you need to take on any descent.

The MOUNTAIN BIKE frame is hand crafted by Tom Ritchey to the exacting standards of the finest road racing machines. Tom Ritchey rode with the United States Junior World's team in 1974, and established himself as one of the premier road riders in the country. Since then he has built hundreds of racing frames, both single and tandem, while perfecting the art of lugless construction and the use of oversize tubing.

The MOUNTAIN BIKE is the culmination of a six year program of research and development which began with the construction of the first multi-geared balloon tired bikes. These original historic hybrids proved to be the most efficient human powered form of transportation for off-road use and since then have been the subject of continuous improvement from the early "European/American crossbreeds" to today's highly refined machine.

MOUNTAIN BIKE frame geometry and components have been developed and tested under the most extreme conditions possible, from rugged rides in the Sierras and the Rockies to all-out downhill racing. MOUNTAIN BIKES are the originators and will always be the innovators in the field.

The MOUNTAIN BIKE combines the best features from European cyclo-cross, BMX, road racing bikes, and the trusty old ballooners that most adults grew up with. The MOUNTAIN BIKE rider is free to explore rough trails or dirt roads with approximately the same environmental impact as a hiker.

For the BMX rider who is outgrowing his 20" bicycle, the MOUNTAIN BIKE offers an alternative to motorcycles as an adult sport, and additionally fills the gap between BMX bikes and high quality road bikes.

The MOUNTAIN BIKE satisfies the adult rider's desire for quality equipment while providing the ruggedness and stability of the 26 x 2.125 tire. High performance and ease of handling make this the ideal off-road or on-road all around vehicle

THE TOM RITCHEY MOUNTAIN BIKE FRAMESET

The Tom Ritchey Mountain Bike Frameset represents the state of the art in hand-brazed custom balloon tire bicycle frames. Made by hand one at a time, these frames are built to the standards of the finest racing bicycles and tandems, using the best components and materials. Frame geometry has been carefully selected to give the most stable ride under the most trying conditions, uphill, downhill, wet, on any road surface or on no road at all. Fabricated with lugless (brazed) joints from carefully selected oversize double-butted chrome-manganese and chrome-molybdenum tubing. All fittings are brazed on, including: water bottle mounts, cable guides, and cantilever brake bosses. Available in sizes from 19"-24" in a variety of Imron enamel finishes. Comes with custom Tom Ritchey sealed bearing bottom bracket, Campagnolo dropouts, quick-release seatbolt for 27.0 mm seatpost. Custom tapered-blade fork with Tange heavy duty blades and custom (extra wide) crown. Tapered fork blades absorb shock far better than BMX-style forks found on most balloon-tired bikes. Reynolds steering tube, Campagnolo or Shimano dropouts. Frame complete with fork and bottom bracket: \$625

All custom options considered with \$100 non-refundable deposit.

TOM RITCHEY CUSTOM HANDLEBAR/STEM

The Tom Ritchey one-piece handlebar and stem is stronger and lighter than any other combination available. The traditional "gooseneck" stem is replaced by triangulated chrome-moly struts. Chromed Chrome-moly custom bar/stem: \$98

TOM RITCHEY CUSTOM SEATPOST/SADDLE

The Tom Ritchey custom seatpost/saddle (at 19 oz.) is incomparably light. The saddle is an Avocet Touring II (or your choice) rebuilt on a 1" aluminum tube and then clamped to the custom seatpost. The extra-long seatpost allows for maximum extension without danger of damaging the frame. (Specify seat angle.) Custom Seatpost and Saddle (Avocet T-II): \$98

TA ALLOY CYCLOTOURIST CRANKSETS

We offer these cranksets in lengths from 170-185 mm and single, double, or triple chainring combinations from 26-50 teeth. They are popular because they are light and strong, and offer so many combinations of length and size of chainrings. Extra long cranks provide torque for conquering steep hills, and the 26 tooth inner chainring makes possible "tree-climbing" low gear ratios.

<u>Crankarms:</u>	\$42
<u>Outer rings</u> (40-52 teeth):	\$12.50 each
<u>Inner rings</u> (36-42 teeth):	\$12.50 each
<u>Inner rings</u> (26-35 teeth):	\$8.00 each
<u>Assembly bolts</u> for double rings:	\$3.25/set
<u>Assembly bolts</u> for triple rings:	\$4.25/set

PHIL WOOD HUBS

Sealed bearings for longest life under the dirtiest of conditions. Quick release or Allen-keyed end bolts. 36 holes, front 100 mm axle, rear (6-speed) 126 mm. We have tested these hubs extensively over the most severe terrain and have found them to be the strongest and most precisely made sealed bearing hub available. With Allen-keyed end bolts: \$84 per pair

With Campagnolo quick-release: \$92 per pair

UKAI AND ARAYA ALUMINUM RIMS

These 26 x 1.75 rims are each two pounds lighter than the old-style steel tubular rims for a four-pound weight reduction on the most strategic part of the bike. They are an extruded box fabrication and have proven to be at least as strong as steel rims. Takes either 26 x 1.75 or 26 x 2.125 tire, and works exceptionally well with rim brakes. 36 holes. Specify color choice, red, blue, silver or gold. Each: \$18

SEAT BINDER BOLTS

Riding on rough trails requires a wide and quickly adjustable range of saddle heights--"normal" for pedalling and "low down" for extra stability on descents.

Campagnolo MOUNTAIN BIKE custom-modified quick-release seat binder bolt: \$16

CANTILEVER BRAKES

Cantilever brakes are preferred for off-road use. They suffer less elastic deformation than any other bicycle rim brake, while their ample tire clearance resists wheel fouling due to mud build-up (this is why they are used in cyclo-cross racing). They are also remarkably light in weight. The principal objection to their use is the difficulty of retrofitment--if the bosses are not brazed on at the time of manufacture, it is necessary to repaint the frame. They are the ultimate "plan-ahead" component. At MOUNTAIN BIKES we plan ahead. Additionally, there is no way that most high-quality bolt-on brakes can be modified to fit round a 2 1/2" tire!

Mafac Tandem Cantilever Brakes. Veritably the King Kong of rim brakes--the biggest shoes, the greatest mechanical advantage; lightweight and simple. Per pair, including bosses and hangers but without levers and cables: \$20

Dia-Compe: these cantilever brakes offer minimum protrusion and precise alignment of brake shoes to rim. Per pair, including bosses and hangers but without levers and cables: \$20

BRAKE LEVERS

The best levers for flat-bar off-road use are made for motorcycles. We offer the MAGURA aluminum levers; they provide great mechanical advantage and robust construction as protection against spills--we have yet to hear of any failures in bicycle service. Per pair: \$34

BRAKE CABLES AND HOUSING

We recommend motorcycle cables and housing for safe, reliable braking service. For front and rear brakes: \$12

KING SEALED BEARING HEADSET

Made of heat-treated aluminum bar stock. Easy to install and adjust, these headsets have stood up to our rigorous testing with no maintenance required. Each: \$47

REAR DERAILLEURS

The Huret DUOPAR is the only derailleur we know of that will shift with absolute fidelity into a low gear at low speed and high torque loading. The DUOPAR also shifts quickly in higher gears and easily handles the wide range of gears found on MOUNTAIN BIKES. Two models are available: titanium and aluminum alloy, or steel and aluminum alloy.

Titanium DUOPAR \$72
Aluminum DUOPAR \$32

The Suntour VX is a sturdy and precise low priced derailleur suitable for wide-ratio gearing in off-road service.

Suntour VX \$13

FRONT DERAILLEURS

The Suntour Compe V derailleur is a sturdy shifter which operates in the opposite fashion from most derailleurs in that the cable pulls the chain on to the small chainring, providing positive shifts into the low gear, while a spring returns it to the large ring.

Sun Tour Compe V Derailleur: \$8.00

The Suntour VX operates in conventional fashion, with the cable pulling the chain onto the large ring. Although the VX is slightly heavier than the ultra-light derailleurs, we recommend it as sturdy and reliable.

Sun Tour VX Derailleur: \$8.00

THUMB SHIFTERS

The thumbshifter is the only shift lever which permits rapid gear changes while allowing the rider to keep both hands on the bars, a vital consideration in rough terrain (bar-end shifters tend to snag on brush). While made for the right hand, these shifters work well on either side.

Sun Tour Thumb Shifter, each: \$8.25

SEATPOSTS

CAMPAGNOLO RECORD Micro-adjusting
180 mm long available in diameters 26.8 mm

TIRES

The key to off-road riding is a large cross-section high-flotation tire. MOUNTAIN BIKES are normally supplied with 26 x 2.125 Balloon tires. Unfortunately, an optimally satisfactory tire is yet to be made available. In our judgment the best on the market is the Uniroyal NOBBY, which features an aggressive studded tread.

Uniroyal NOBBY 26 x 1.75 "tire: Each: \$8

Tubes: 26 x 2.125" (Shrader only, alas!) \$3.25
 26 x 1.75" (Shrader) \$3.25

Rim Strips: for 26" wheel 50¢

PEDALS

The best pedals for most off-road service are high-quality BMX pedals, with chrome-molybdenum alloy shafts. These are a double-sided "rat trap" design; single-sided "quill" (road) pedals are an aggravation when frequent stops and starts are necessary. In circumstances where clips and straps may be used to advantage normal road pedal are adequate.

KKT Lightning pedal; features chrome-moly shaft, one-piece aluminum body and one-piece aluminum cage. Available in red, blue, and gold anodized. Per pair: \$18

Sun Tour MP-1000 Ultra-light pedal: hollow axle; precision sealed bearing, clips & straps can be fitted, replacable cage. Available in red, blue and gold; mean-looking and expensive. Per pair: \$50

FREEWHEELS

We stock but one freewheel--the Sun Tour NEW WINNER. It is exceptionally strong and offers a wide range of sprockets (from 13 to 32 teeth) in 5- and 6-speed configurations. Each: \$26

SPOKES

Off-road riding calls for strong spokes and to this end we offer DT (Swiss) stainless steel 14 gauge 270mm spokes (fit 4-cross lace-ups to 26" rim with any size hub flange). Set per wheel, with nipples: \$7.35

SEATPOSTS

CAMPAGNOLO RECORD Micro-adjusting
180 mm long, available in diameters 26.8 mm,
27.0 mm, 27.2 mm. Weight: 285 gr. Price: \$26.00

SR LAPRADE Adjustable
220 mm long, available in diameters 26.8 mm,
27.0 mm, 27.2 mm. Weight: 258 gr. Price: \$14.50

FLUTED ALUMINUM ALLOY SEATPOST
For American seat-tube diameters only. 12"
long, available in diameters 7/8" and 13/16". In
colors: blue, red and gold. Price: \$5.00

SADDLE CLAMP ASSEMBLIES

For American size seatposts. Steel. Price
\$2.50

SEATPOST CLAMP

SUN TOUR MX ALLOY CLAMP
Available in silver, red, blue and gold. For
American style frames with 1" seat-tube.
Price: \$6.00

BOTTOM BRACKETS

PHIL WOOD
Sealed bearing precision bottom bracket for
English threads. (1.370" x 24 tpi) Order #4
centered for Mountain Bike. Price: \$51.00

Cotterless Bottom Bracket Adaptors
To adapt American size (2") bottom bracket
shell to TA or Sugino Cranks.
Shimano Spindle. Price: \$14.00
Tange Bearing Kit (for above) Price: \$8.00
Sugino Sealed Bearing Bottom Bracket Set.
Price: \$30.00

SUGINO MAXY ALLOY CRANKSET
Crank arms available in lengths 170-175-180 mm
for single or double combinations from 34-52 teeth
in even number increments. In colors: blue, red,
gold and silver.
Crank Arms. Price: \$31.00
Chainrings (silver only). 34-42T Price: \$11.50
Chainrings (silver only). 44-52T Price: \$12.50
Chainring bolts for double set-up. Price: \$4.00

PEDALS

KKT with Chrome-Moly shaft, steel cage. 9/16"
threading, black only. Price: \$15.00
UNION Mild Steel Rat-trap. Galvanized finish,
9/16" thread. Price: \$6.00

HEADSETS

TANGE headsets. Specify whether for American
or European size. Price: \$6.50

gauge 270mm spokes (fit 4-cross lace-ups to 26" rim
with any size hub flange). Set per wheel, with
nipples: \$7.35

DRUM BRAKE HUBS

Under wet conditions drum brakes are more
effective than rim brakes ~~because~~ they are shielded
from moisture. Installation is easier than for
cantilevers, since no braze-ons are required.
Their disadvantage is greater weight—one to two
pounds more per wheel.

STURMEY-ARCHER BRC REAR DRUM HUB

A large diameter, high quality, steel drum
brake and hub which we modify by the addition of an
extra-long Shimano axle, necessary for proper
spacing with derailleur gears. Weight: 1040 gr.
Price: \$33.50

STURMEY-ARCHER BFC FRONT DRUM HUB

This is the front hub to match the BRC Weight:
945 gr. Price: \$31.50

STURMEY-ARCHER SBR REAR DRUM HUB

This hub is recommended for lighter riders and
lighter use. Also modified with a Shimano axle.
Braking surface is smaller and the hub uses fewer
and smaller ball bearings than the BRC. Weight:
860 gr. Price: \$33.50

STURMEY-ARCHER SBF FRONT DRUM HUB

The front hub to match the SBR.
Weight: 676 gr. Price: \$31.50

ATOM DRUM REAR HUB

A French aluminum alloy drum brake hub with
English freewheel threading. Weight: 1038 gr.
Price: \$24.50

GRIPS

GRAB-ON Moto-cross grips are exceptionally
well-suited for off-road use. They provide a posi-
tive yet well-cushioned grip, and work well with or
without gloves.

Grab-On MX-1 (thin) Neoprene grips. Per pair:
\$5.50
Grab-On MX-2 (thick) Neoprene grips. Per pair;
\$5.50

CHAIN

Regina Oro 2.38mm: \$9.90
Sedis-Sport 2.38mm: \$8.50
Shimano Uni-glide 2.38mm: \$9.90

STEMS

SR AH STEM

This is an aluminum alloy single-clamp stem in the traditional road style. These have been found to be adequate for most off-road use. Features recessed allen-bolts. Specify steering tube diameter, .833 in. (American) or 22.2 mm (European and Mountain Bike). In lengths (forward extension) 80 or 60 mm. Weight: 320 gr. (80 mm) and 300 gr. (60 mm) Price: \$9.85

SR DOUBLE CLAMP (BMX style) STEM

This a lightweight but extremely strong stem with 1/2" forward extension. Comes only in .833" steering tube size (American). Recessed allen-bolt. Comes in colors, silver, blue, red and gold. Weight: 340 gr. Price: \$24.00

CINELLI STEM

The finest traditional European road stem. Comes only in 22.2 mm steering tube diameter, forward extension of 70, 90, or 110 mm. Weight: 310 gr. Price: \$25.50

HANDLEBARS

MAGURA ALUMINUM ALLOY MOTORCYCLE HANDLEBARS

These are lightweight, extremely strong bars designed for motorcycle competition. Rise is 4.25" and length is 33.5". Weight: 532 gr. Price: \$24.00
Adapter shim for bars to single clamp stem: \$2.00

WALD MILD STEEL "Longhorn" HANDLEBARS

28" wide. Weight: 645 gr. Price: \$5.50

SADDLES

AVOCET ANATOMIC TOURING SADDLES

These are nylon base, leather covered saddles with foam padding. We offer touring models because they are wider than normal racing saddles. Women's models are wider and shorter than the men's. Touring II has thicker nylon and less padding.

Avocet Men's Touring I Saddle.	Price: \$21.95
Avocet Women's Touring I Saddle.	Price: \$21.95
Avocet Men's Touring II Saddle.	Price: \$28.95
Avocet Women's Touring II Saddle.	Price: \$28.95

JOE BREEZE SADDLE ADAPTOR

This adaptor permits use of a four-wire type saddle (Brooks B-72, B-60, etc.) with a micro-adjusting seatpost, such as Campagnolo.

Each: \$18

BROOKS B-72 SADDLE

This is a wide leather saddle mounted on four-wire single loop steel frame. Weight: 551 gr
Requires an adaptor to fit on a micro-adjustin seatpost. Price: \$28.00

MOUNTAIN BIKE ORDER BLANK

Mountain Bike frame. Size: 19"__20"__21"__
22"__23"__24"__

Color: specify _____

Custom frame fittings _____

Chris King Headset. Black__Silver__

TA Cyclotourist Crankset. Length of Arms: 170__
175__180__185__

Chainrings: Double, 32/48T__Triple, 26/36/48__

Other _____

Pedals: KKT Lightning, Red__Blue__Gold__
Sun Tour MP 1000, Red__Blue__Gold__

Chain: Regina Oro__Sedis-sport__Uniglide__

Freewheel (6-speed): Sun Tour Winner, 13-26__
13-30__14-34__

Rear Derailleur: Huret DUOPAR, Titanium/aluminum
alloy__Steel/aluminum alloy__Sun Tour VX (long
arm) __

Front derailleurs: Sun Tour Compe V__
Sun Tour VX__

Rims: Aluminum alloy 26 x 1.75, Silver__Red__
Gold__Blue__

Saddle: Avocet Men's Touring I__Women's
Touring I__Men's Touring II__Women's
Touring II__

Grab-On MX Grips. MX I (thin)__MX II (thick)__

Complete MOUNTAIN BIKE including Ritchey
custom seatpost/saddle, Ritchey handlebar/stem,
KKT Lightning pedals, and Huret DUOPAR
Steel/aluminum derailleur, transportation paid.
Price: \$1300.00
California residents add 6% sales tax.
\$100 non-refundable deposit required on all custom
orders.

Because MOUNTAIN BIKES are subject to use un-
der unusually severe "limit-of-the-design" condi-
tions, we are unable to provide any general warranty
against failure of components in "normal use." How-
ever, we believe that we offer the best off-road
bicycles available today, and to that end we offer
an indefinite warranty of our framesets against
manufacturing defects. Our policy in component
selection is one of continuous improvement. We
want to hear of any problems MOUNTAIN BIKE owners
have with components, especially if the problem
appears to be inherent in off-road operation. In
cases where, in our judgment, the component is un-
serviceable for conservative off-road use we will
provide adjustments at our expense.

We stand behind our products.



MOUNTAIN BIKES

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