

# Three Mountain Bikes At A Glance

• In this issue we test three mountain bikes, the Specialized Stumpjumper (page 44), the Fisher Montare (page 24) and the Ritchey Ascent (page 52).

The three bikes are priced fairly close together, and all are widely available. That raises the natural question, how do they compare? Keeping in mind that bicycle evaluation is really pretty subjective (dynamometers and G-force meters don't tell much about bicycles), here's how we see it:

**First, the similarities.** All three are good bikes, as you would expect with this kind of price tag. All the frames are light and strong, all the components work. Turkeys exist even at this elevated price, but you won't find one here.

All three are general-purpose trail cruisers, not go-for-broke race bikes. That means they give up a little steering quickness for stability and comfort. These are bikes to ride all afternoon.

But there are differences:

**Climbing:** The Ascent won hands down here. It is nearly as light as the Stumpjumper and a good deal stiffer. Even with the highest low gear, it took us up the steepest hills. Some frame flex didn't hurt the Stumpjumper too much, though; it was second, and the Montare, the heaviest of the three by a pound or so, was third.

**Braking:** A close call, but the nod to Montare for its oversized cables and rear Power Cam brake with boot. The Ascent scored second and the Stumpjumper third, but all are really very good.

**Handling:** This is a matter of preference rather than good/bad. The Ascent is quickest, the Montare is slowest and the Stumpjumper is in between, though closer to the Ascent. The other side of that coin is that the Ascent demands the most skill, while the Montare is most forgiving. Maybe the Stumpjumper should rank first for the best handling compromise.

**Shifting:** The Ascent and Montare both use Shimano, the Stumpjumper uses SunTour—top of the line in each case. The new SunTour XC derailleurs (especially the front derailleurs) shift a little better right now, but shifting ability over the long-term is an unknown. The well-proven Shimano Deore XT derailleurs on



the Ascent are almost as good, and will stay that way. The Montare will come with a new Shimano "Light Action" rear derailleur which might shift best of all and might be even more reliable, but we got only a brief tryout of a prototype before press time. So, again, consider your personality: if the stock you'd buy is IBM, go with the Ascent; if it's Silicon Vally high tech, go with the Stumpjumper; if you'd take a flyer on a new issue, go with the Montare.

**Wheels:** Hard to choose between the Stumpjumper and the Ascent; both have excellent quick-release hubs, WheelSmith stainless spokes and stiff, light rims. The Stumpjumper's narrow, light Tri-Cross tires give it the edge on pavement and hard dirt, at the cost of a harsh ride. The Montare lacks quick-release hubs, a cost-saver reflected in its

lower price.

**Nits and picks:** Lots of thoughtful details on the Montare, like the super-duty brake cables, the boot to keep crud out of the rear brake, the chain stay protector, the extensive matching of component size (e.g. crank arm length) to frame size. The Ascent has a clean, pro look in details like cable routing, and we like the two-tone paint scheme. It could use fender and rack mounts, though. The Stumpjumper is the hottest, "trickest" looking of the three: clean lugs, great paint, flashy decals. But the grips and saddle are on the hard side.

That's how our three test bikes for this month look side-by-side-by-side. For the full test reports, turn to page 24 for the Fisher Montare, page 52 for the Ritchey Ascent and page 44 for the Specialized Stumpjumper. ■

## Specifications in brief:

|                  | Fisher Montare        | Ritchey Ascent        | Specialized Stumpjumper |
|------------------|-----------------------|-----------------------|-------------------------|
| Wheelbase        | 43.9"                 | 42.5"                 | 42.7"                   |
| Chain stays      | 17.7"                 | 17.4"                 | 18.2"                   |
| Seat tube angle  | 71.5°                 | 73°                   | 72°                     |
| Head tube angle  | 68°                   | 69°                   | 70°                     |
| Weight           | 30 lbs.               | 28.4 lbs.             | 28.1 lbs.               |
| Front derailleur | Shimano DeoreXT       | Shimano DeoreXT       | SunTour XC              |
| Rear derailleur  | Shimano Light Action  | Shimano DeoreXT       | SunTour XC              |
| Front brake      | Shimano Deore cant.   | Shimano Deore cant.   | Shimano Deore cant.     |
| Rear brake       | SunTour XCS Power Cam | SunTour XCS Power Cam | Shimano Deore cant.     |
| Price            | \$710                 | \$798                 | \$829                   |



# Fisher Montare

## *High Volume History From Marin County*

**T**he Montare was the first mountain bike to try for the best of both worlds, combining economical, high-volume Japanese manufacturing with the prestige of a Marin County Big Name. From the start several years ago, it was a good value; it had virtues of bikes costing much more without the vices of cheaper bikes designed by people who sell bikes but don't ride them. Like the Stumpjumper in a different way, the Montare was a history-making bike.

But, as they say, time marches on. There are a lot of good bikes now in the hot \$600-to-\$800 price range, including the Stumpjumper and the Ritchey Ascent tested elsewhere in this issue and the Fat Chance Kicker we tested last issue. In fact, up and down the price ranges, nearly everybody has gotten better. So how does the Montare stack up today?

Although the Montare is a high volume production bike, it looks as good as many

bikes costing much more. The fast back-style seat cluster is appealing and the paint jobs are thick and glossy (the Ferrari red ones are hot). It even comes with a "painted-to-match" handlebar. Also, the frame has double bottle mounts, drop-out eyelets (double on the rear), and rear seat-stay rack mounts. The seat tube is flattened at the bottom bracket for more rigidity and reinforced at the seat cluster for strength. The Fisher comes with the stylish and strong unicrown front fork, of course.

But what is most surprising about the Montare is the variety of equipment sizes that come on it for no extra charge. Not only is the bike available in a 16-inch frame, but the 16-inch, 18-inch and 19-inch sizes come with lighter rims, shorter cranks, a shorter top tube and a shorter-reach bar than the 20.5-inch and 22-inch sizes. It's almost like getting a custom bike for a stock price.

Gary Fisher calls the Montare an "expedition" bike. By that, he means it is designed for off-road cruising, not racing. A relaxed front end and a moderately long wheelbase make the Montare forgiving of your inattention; you can gawk at the scenery a bit and get away with it, because the bike tends to stay on the line you've chosen. The short, tight, race bikes, by contrast, require constant attention.

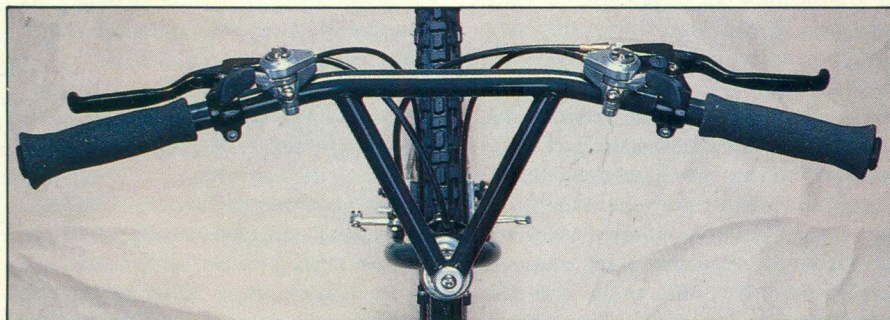
Of course, those race bikes also maneuver better and corner quicker out near the edge of adhesion. The Montare is, frankly, a bit sluggish; it's not the bike for trials work, and it's not the bike Joe Murray wins races on.

But if you're not as good as Murray, you might actually go faster on the Montare than on a race bike. For a lot of us, "quick" means "scary" and "sluggish" means "stable." The Montare gives you the confidence to get closer to its admittedly lower limits than you would on an ultimate race bike.

That's why the Montare is especially well-suited to the serious beginner who is going to make mistakes, who is going to enter a turn too hot or get in over his head on a rocky descent. While a racing bike will punish him for those mistakes immediately or sooner, the Montare is forgiving, like the rental horse who knows where he is going even when you don't. When the turn is too tight, the Montare's slide is balanced and easy to control; when the descent is too rough, its front end absorbs the bumps and holds its line.

The 20.5-inch and 22-inch bikes come with longer top tubes and longer-reach bars. That's good news for tall riders, but the 20.5-inch bike we tested felt too long for a 5' 11" rider of average proportions. When climbing, it was awkward for him

**The Montare has unique features, like super heavy-duty brake cables and a boot to protect the Power Cam brake from mud and water. A tight rear triangle and a relaxed front end make it a good trail cruiser.**





to shift his weight around quickly to keep the front wheel down and the rear wheel grabbing. If you're about that size, the 19-inch bike will probably fit better.

A "reworked" SunTour XC Sport brake handles rear braking and is mounted on the chainstays behind the bottom bracket. It not only looks trick there, it's also supposed to get less mud and crud. To improve crud protection, Fisher has included a plastic cover which fits neatly over the moving parts. Bravo Fisher.

The front brake is the Shimano Deore cantilever. It might seem like a strange combination at first, but this odd couple handles braking superbly. The SunTour XC is a more powerful and sensitive brake than the cantilever. In fact some

## SPECIFICATIONS

**Model:** Montare

**Manufacturer:** Fisher Mountain Bikes, Dept. C, 1421 E. Francisco Blvd., San Rafael, CA 94901.

**Price:** (suggested retail): \$710.00

**Frame tubing:** Tange double-buttressed chrome-moly

**Finish:** Forrest green, Red

**Dimensions:**

Wheel base: 43.9" (111.4cm)  
 Fork Rake: 2" (5 cm)  
 Head tube angle: 68°  
 Seat tube angle: 71.5°  
 Top tube: 23" (58.4cm)  
 Chain stays: 17.7" (44.9cm)  
 Bottom bracket height: 11.8" (29.8cm)  
 Weight: 30.0lbs

**Available Sizes (measured center to center):** 16" (40.6cm), 18" (45.7cm), 19" (48.3cm), 20.5" (52.1cm), 22" (55.9cm).

**Size Tested:** 20.5"

**Drive Train:**

Crankset: Shimano 600 EX with Biopace rings. 170mm crank arms on 16" and 18" frame sizes, 175mm on 19" and 20.5", 180mm on 22".  
 Bottom bracket: Kajita KJ-84  
 Freewheel: Shimano 600 EX  
 Chain: DID Lanner  
 Front Derailleur: Shimano Deore XT  
 Rear Derailleur: Shimano Light Action  
 Shifters: Shimano Deore XT

**Gear Pattern:**

|    |      |      |      |
|----|------|------|------|
|    | 26   | 36   | 46   |
| 13 | —    | 72.0 | 92.0 |
| 15 | 45.1 | 62.4 | 79.7 |
| 18 | 37.6 | 52.0 | 66.4 |
| 21 | 32.2 | 44.6 | 57.0 |
| 24 | 28.2 | 39.0 | 49.8 |
| 28 | 24.1 | 33.4 | —    |

**Components:**

Brakes: Front: Shimano Deore cantilever  
 Rear: SunTour XC Sport with mud boot  
 Levers: SunTour XC Power adjustable reach with heavy duty cables.  
 Pedals: SunTour XC II, black  
 Saddle: Avocet Touring I  
 Seatpost: Strong Mtn. 26.8x160mm (see note)  
 Stem/Handlebar: Bullmoose chrome-moly painted to match. Shorter model bar on 16", 18" and 19". Longer bar on 20.5" and 22".  
 Headset: Shimano 600 EX

**Wheels:**

Rims: Araya RM 20 (RM 25 on 20.5" and 22")  
 Spokes: stainless  
 Hubs: New Shimano Deore XT  
 Tires: National Panaracer Ibx 26x2.00

Note: Dimensions are for bike tested. Weight is actual. Tube lengths are measured to intersections of centerlines. Seat post is measured from top of machined surface to "Max" line.



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riders think it's too powerful and sensitive. But by mounting it on the back, where cable stretch and housing compression reduce brake sensitivity, the XC seems made to order. The combination actually improves braking feel, giving more balanced stopping power between the front and rear. The brakes are also provided with heavy duty cables and housing for ample security (even a mountain gorilla couldn't break these cables). The cables are another practical specialty that adds to the "customized" flavor of this bike.

The wheels are built of time-proven Araya RM 25s (or RM 20s on smaller frame sizes) and Shimano Deore XT hubs with stainless steel spokes. The 2.00 tires are of the dual purpose variety, but instead of having a solid center strip, they have a broken line of low profile knobs which create the same effect, reducing street friction. Off-road you'll find yourself wanting bigger knobs and wider tires. Lowering air pressure to about 30

pounds helps, but for serious off-roading full knobbies would be better.

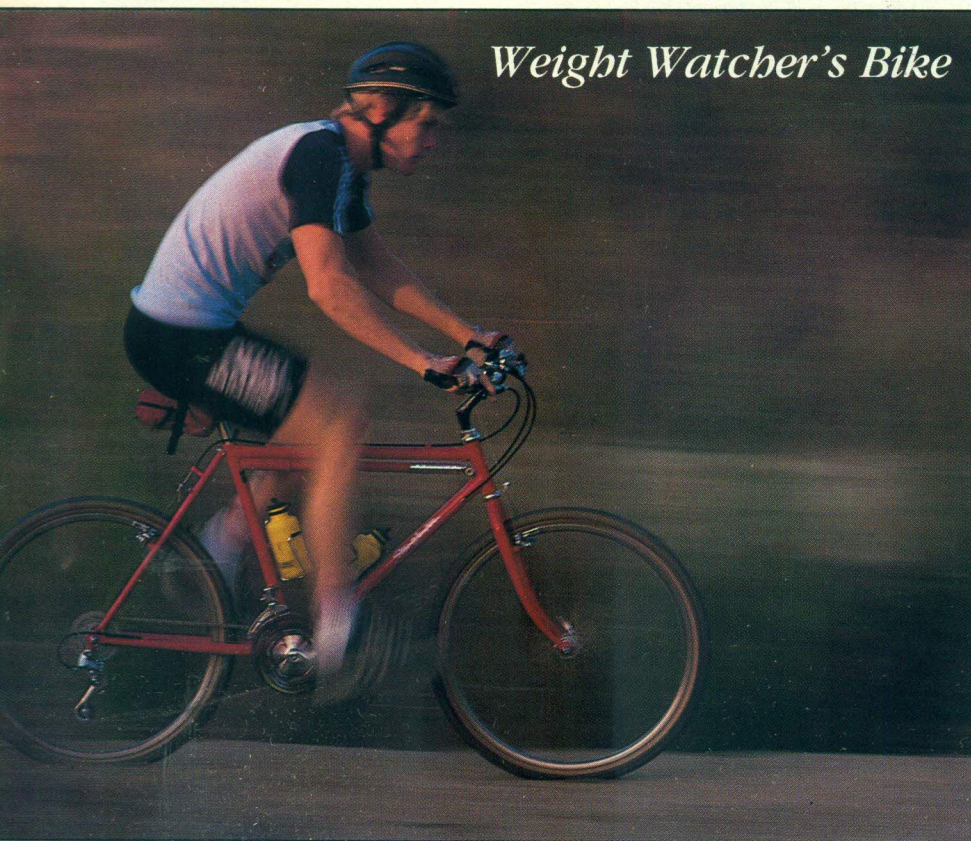
The Montare comes with SunTour XC II pedals with black cages. You might expect a seven-bill bike to come with toe clips. After all, serious off-roaders use them. But this bike was designed for the not-so-experienced off-roader (and you can always add toe clips later). The cranks come with Shimano's weird BioPace chainrings which improve climbing and are a real plus. They do take some getting used to, though.

If you're getting serious about off-road riding, but don't consider yourself a racer, or if you want a quality mountain bike that is fast but forgiving, then the Montare is for you. It's a huge step above the mass-produced \$400 neo-mountain bikes, but it won't dump you for misplaced body english. And with its innovative extras, it's about as close as you can get to a custom bike without a custom bike's price. That's still a winning combination.

—Mike Fuller



# Specialized Stumpjumper



*Weight Watcher's Bike*

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It has been some time since the first Specialized Stumpjumper rolled off a Japanese assembly line to become the first mass-produced mountain bikes ever. The Stumpjumper, it was hoped, would fill the niche for an affordable, "everyman's" mountain bike. In fact, Specialized was so successful at getting that concept across that it wasn't long before the words "stumpjumper" and "mountain bike" became virtually synonymous (no doubt to the delight of Specialized).

The first Stumpjumper came with a \$795 price tag and were designed to be all-rounders in performance. They were stable, forgiving and easy for the new off-road enthusiasts to ride. They quickly became very popular, hailed as the best bargain around. This is not surprising, since the other mountain bikes available then cost well over \$1000. At the time, the Stumpjumper was the only fish in the \$800 pond.

But not any more. Mountain bikes have proliferated and so have mountain bike

parts and design theories. Racing has heavily influenced many designs and we now have several \$700-to-\$850 models to choose from, many of which lean toward racing lines. These sport bikes are designed to be strong, agile and fast, yet forgiving enough of poor technique that they won't send you flying into the weeds.

To keep up with the competition, the \$829 Stumpjumper of today is lighter and more racy than the original. Yet, unlike some of its competitors, the Stumpjumper has not completely lost its all-rounder design for the sake of racer-like handling. The Stumpjumper's design is still a balance of agility and stability. So while it costs slightly more than the original it is now a much better bike (thank competition and the new equipment that results).

It is also one of the lightest in the sport bike category. The Stumpjumper's frame is made of Tange Prestige tubing, drawn to Specialized's specs. The bike comes

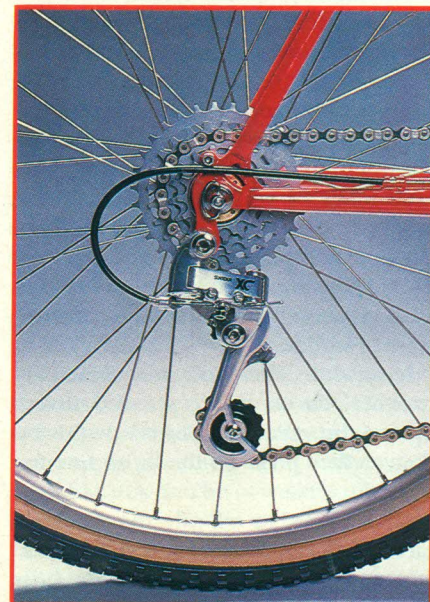
with some of the lightest components available, too: derailleurs which have aluminum cages instead of steel, cantilever brakes instead of the heavier Power Cam units, plastic pedals, narrow rims and tires, quick-release hubs and a lightweight handlebar and stem. The complete bike (19.5-inch frame) weighs a surprising 28.1 pounds.

Still, life is not without its trade-offs. The Stumpjumper may have lost some weight, but in doing so it also gave up some frame stiffness and rigidity. That makes climbing less efficient; the Stumpjumper is no uphill time-trialer, though Shimano's Biopace chainrings and a 28 x 30 low gear help a lot.

But the Stumpjumper is no dog, either. It may not get you to the top of the hill first, but you won't be last. For general off-roading, the kind of riding the Stumpjumper was designed for, some frame flex is okay.

For one thing, a little flex helps absorb "road" shock, making a day-long ride more comfortable. Unfortunately, the hard, narrow Tri-Cross tires and the hard grips more than make up for that. They're fine for the street, but for the dirt I'd use

**The 1986 Stumpjumper: a short, light frame, light wheels and Shimano's Biopace chainrings make it a good climber. Shifting by SunTour, stopping by Shimano complete the package.**



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full-width knobbies, like the new Specialized "Ground Control" tires, and softer grips.

On the bike I tested, an early example of the new '86 Stumpjumper, the high rise of the handlebar stem moved my weight a little too far back and I had trouble keeping the front wheel on the ground. Specialized says the new bikes will be coming with a longer stem (by two cm) and that should eliminate the problem.

Toe-clips would, of course, help climbing tremendously, but no one seems to want to supply them with mountain bikes—on the theory that most first-time mountain bike buyers shy away from anything that appears to bind them to the bike, for fear of getting hurt in a fall. Fortunately, the Stumpjumper's pedals will accept toe-clips (you'll have to remove one of the reflectors, though). Something I noticed about the pedals was their tendency to lose their cage bolts. "Loctite" yours.

The SunTour XC derailleurs shift fine, once you get used to the "top-normal" front derailleur which shifts to the small ring by forward pressure on the lever.

The Shimano Deore XT cantilever brakes are progressive and powerful. So if you walk into your local Specialized dealer and squeeze the brake levers (the bicycle equivalent of kicking the tires), don't be alarmed if you see the seat tubes go bow legged at the brake mounts. It's just another side effect of thin-walled frame tubes. (Flexible doesn't necessarily mean weak; Specialized claims to have used this tubing on its race bikes for a year, with no failures.) While the Stumpjumper's brakes don't have the rock-hard feel of chainstay-mounted Power Cams, they have plenty of braking power. Honest. In fact, the brakes give you a wide range of control. Just make sure they are adjusted correctly.

The extra-long seat post is a real plus, although the seat could have used a little more padding for me. On the other hand, its wide taper in back provided a better grip for my thighs when I hung my rear out over the wheel on steep, loose descents. Of course, saddle preference is an individual thing.

The wheels are light yet strong and the quick-release hubs relieve you of 15 mm wrench hassles. The hard-anodized

Saturae HX 28 rims, although narrow, will take even fat (2.125-inch) tires. The Stumpjumper comes with Presta valve tubes. They are easier to work with than Schraeder valves (for one thing, they seal better to the pump). But on the other hand, you may have to look harder to find 26 x 1.5 Presta tubes.

With all of life's inevitable trade-offs, it's hard to come out with a perfect bike. But for trail cruisers who want a nice, light, mountain bike, the Stumpjumper is pretty close. Improving the off-road ride by buying wider tires and softer grips, adding toe-clips eventually and maybe getting a softer saddle would be cheap and easy. As it is, the Stumpjumper comes with enough nice features (like quick-release hubs and Saturae rims) to make it worth \$829. The Stumpjumper is still a good all-rounder, and it's still a good buy.

—Mike Fuller

## SPECIFICATIONS

**Model:** Stumpjumper

**Manufacturer:** Specialized, 15130 Concord Circle, Morgan Hill, CA 95037

**Price (suggested retail):** \$829

**Frame tubing:** Tange Prestige main triangle, chrome-moly stays

**Finish:** Guards Red, Guards Blue

**Dimensions:**

Wheel base: 108.5 cm (42.7")  
 Fork rake: 5.0 cm (2.0")  
 Head tube angle: 70°  
 Seat tube angle: 72°  
 Top tube: 56 cm (22")  
 Chain stays: 46 cm (18.2")  
 Bottom bracket height: 29.6 cm (11.7")  
 Weight: 28.1 lbs.

**Available Sizes (measured center-to-center):** 17.5", 19.5", 20.5", 21.5", 22.5", 24"

**Size Tested:** 20.5"

**Drive Train:**

Crankset: Specialized, w/ Shimano Biopace chainrings  
 Bottom bracket: Specialized, sealed  
 Freewheel: SunTour Winner Pro  
 Chain: Shimano Uniglide  
 Front Derailleur: SunTour XC  
 Rear Derailleur: SunTour XC  
 Shifters: SunTour XC

**Gear Pattern:**

|    |      |      |      |
|----|------|------|------|
|    | 28   | 38   | 48   |
| 13 | —    | 76.0 | 96.0 |
| 16 | 45.5 | 61.8 | 78.0 |
| 20 | 36.4 | 49.4 | 62.4 |
| 24 | 30.3 | 41.2 | 52.0 |
| 30 | 24.3 | 32.9 | —    |

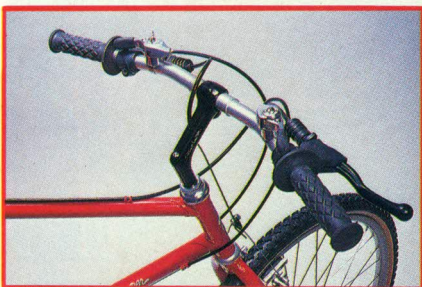
**Components:**

Brakes: Shimano Deore XT, Tommaselli levers  
 Pedals: Grafight 2000, nylon  
 Saddle: Specialized Lambda S  
 Seatpost: Strong alloy, 26.6 x 106 mm (See Note)  
 Stem: Specialized, alloy  
 Handlebar: Specialized, alloy, Tommaselli grips  
 Headset: Specialized

**Wheels:**

Rims: Saturae HX 28, hard anodized  
 Spokes: Wheelsmith stainless, 36 cross 4  
 Hubs: Specialized, sealed, quick-release  
 Tires: Specialized Tri-Cross 26 x 1.5

Note: Dimensions are for bike tested. Weight is actual. Tube lengths are measured to intersections of centerlines. Seat post is measured from top of machined surface to "Max" line.





# Ritchey Ascent

*Designer Bike*



come by and, in the end, more valuable to you than hand brazing. It means you can be sure that this is a bike that is going to work properly.

Take the Ascent's frame design for example. Angles and dimensions of mountain bikes vary so much from one brand to another—and change so much from one year to the next—that it's almost impossible to predict how a particular bike will handle until you've bought it and are stuck with it. The Ascent, however, uses exactly the same geometry as Ritchey's full-race Team Comp bike. Thousands of miles of riding and racing have proved that the design works.

That design is standard Marin County: a tight rear triangle with a steep seat tube for good climbing combined with a more relaxed front end for control on rough descents. The Ascent does in fact climb very well even though its lowest gear is a bit higher than many bikes have these days. It feels stiff and light, and the front end stays down and maneuvers easily around rocks. It's good on rocky downhills, too. The light wheels, short handlebar and fairly quick steering make it easy to put the bike where you want it, and the somewhat relaxed head tube angle soaks up some of the shock.

The bike's performance is limited, however, by the Ritchey "Quad XC" 26 X 1.9 tires. They are light weight, and the interlocking knobs along the centerline of the tire give good street performance, but the knobs just aren't big enough and aggressive enough off-road, at least in loose stuff. The rear wheel slips sooner than it should on steep climbs, and the front washes out too easily on fast turns.

Frame tubing is Ritchey-specified lightweight double-butted chrome-moly. Quality features include a seat tube

**T**he biggest news out of Marin county last year may have been that Tom Ritchey was finally going to sell a mountain bike that you and I could afford.

In the late 1970s, Ritchey was one of the inventors of the mountain bike, and since then he has sold a relatively small number of mountain bikes, all of them made by hand and meticulously finished, and most of them priced well into four figures. Ritchey is probably the most famous of the Marin frame builders, so lots of people wanted to own one of his bikes, but assumed they never would.

Comes now the "Ascent," with Tom Ritchey's name on it and a price tag under \$800. The catch, if that's what it is, is the fact that the Ascent is not actually made by Tom Ritchey. Like Calvin Klein's jeans, the Ascent rolls off an assembly line

somewhere in Japan, but carries a more famous—and saleable—name. What we've got here is a designer bike.

But wait. That's okay. In fact, pretty good. Because this combination of Japanese manufacturing and American design works. The Ascent could have been a rip-off, but instead it's a fair, honest value.

For \$800 you don't get Tom Ritchey's torch work and, frankly, you don't need it. The Japanese factories have learned to do this work extremely well, so don't worry about the Ascent's frame coming apart. Ritchey's own frames are prettier, but not significantly stronger or straighter.

You do get Ritchey's design work, the benefit of more time spent riding, racing and building mountain bikes than probably anyone. That experience is harder to



ovalized at the bottom bracket for stiffness, a reinforced seat cluster and fast-back seat stays.

Like the frame design, the drive train is well proven. Shimano's Deore XT derailleurs aren't as new and as "trick" as SunTour's XC units, and they do have their idiosyncracies. The rear derailleur, for instance, tends to jump a couple of gears when upshifting from the lowest cog. But downshifts are powerful and reliable, which is more important for most of us. Best of all, the derailleurs have a track record; you can expect them to last.

Wheels are top quality, both light and strong. The hubs are Shimano's best, from the new Dura Ace group. Shimano claims great performance and longevity for these hubs, and they do look good, but only time will tell, of course. Incidentally, each sealed bearing has a ring

which, when rotated, uncovers an oil hole. Quick release axles let you leave that 15 mm wrench at home. They've been widely used in off-road racing for several years, and even used on off-road tandems, with little or no trouble. The rear hub has a cassette freewheel, so the right-side bearing is located outboard, inside the freewheel body, for better axle support. Spokes are stainless steel, by WheelSmith, and rims are Araya's RM 25s; no shortcuts here.

Brakes are a combination that's becoming popular: a Shimano Deore cantilever in front and a SunTour XC Sport Power

Cam in the rear. Since the rear brake is the one you use most and would least like to do without, the XC brake's great power is reassuring. Mounted under the chainstays, it is supposedly more rigid and less likely to pick up mud, but also less likely to receive maintenance. Levers are the classic Magura motorcycle levers. They feel comfortable and will bend, not break, on impact.

Grab-On grips, SunTour XC-II pedals and an Avocet Touring I saddle complete the package. Two water bottle mounts, naturally. The handlebar is a Ritchey special, aluminum.

On the debit side, since the dropouts have eyelets for racks or fenders, it would be nice if the frame had the rest of the mounting points, too, but it doesn't. Forget racks and fenders. And a chain hanger would have been nice. We're down to nit picking, though.

The Ascent adds up to a budget racer or fast sport bike with top-notch components and a proven design. It's light, quick and stiff. It's an exceptionally efficient climber, and it's well above average on descents and in the corners. All in all, a quality package.

Of course, that's no more than what a famous designer promises when he puts his name on a product. To Tom Ritchey's credit, he delivers. —John Francis

**Good stuff even on the bottom: a Power Cam rear brake and slick cable routing. The gear range, 26 to 104 inches, is on the high side, but the stiff frame helps. Shimano Deore XT derailleurs are not new, just effective and reliable.**

## SPECIFICATIONS

**Model:** Ascent

**Manufacturer:** Ritchey U.S.A., Route 2, Box 405, La Honda, CA 94020

**Price (suggested retail):** \$798

**Frame tubing:** Ritchey 4130 double-butted chrome-moly

**Finish:** Red/black

### Dimensions:

Wheel base: 108 cm (42.5")  
 Fork Rake: 5 cm (2")  
 Head tube angle: 69°  
 Seat tube angle: 73°  
 Top tube: 57 cm (22.4")  
 Chain stays: 44.2 cm (17.4")  
 Bottom bracket height: 29.5 cm (11.6")  
 Weight: 28.4 pounds

**Available Sizes:** 18.5", 20", 21.5", 23". A 17" size is planned for early 1986.

**Size Tested:** 20"

### Drive Train:

Crankset: Shimano 600 EX, 175 mm arms  
 Bottom bracket: Shimano 600 EX  
 Freewheel: Shimano Dura Ace cassette  
 Chain: Shimano Uniglide  
 Front Derailleur: Shimano Deore XT  
 Rear Derailleur: Shimano Deore XT  
 Shifters: Shimano Deore XT

### Gear Pattern:

|    |      |      |       |
|----|------|------|-------|
|    | 28   | 38   | 48    |
| 12 | —    | 82.3 | 104.0 |
| 14 | 52.0 | 70.6 | 89.1  |
| 17 | 42.8 | 58.1 | 73.4  |
| 20 | 36.4 | 49.4 | 62.4  |
| 24 | 30.3 | 41.2 | 52.0  |
| 28 | 26.0 | 35.3 | —     |

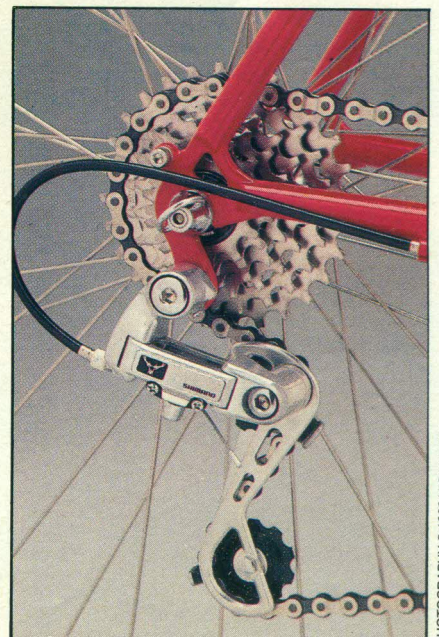
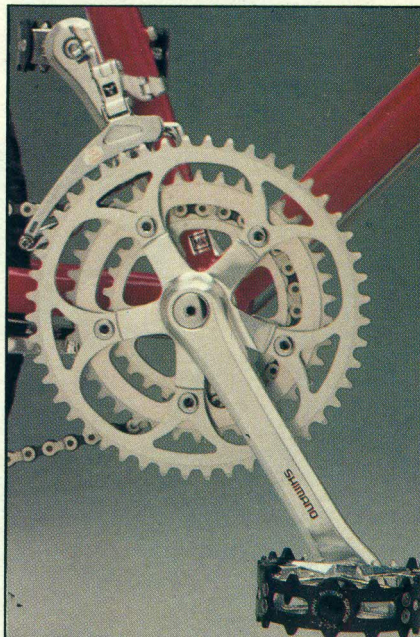
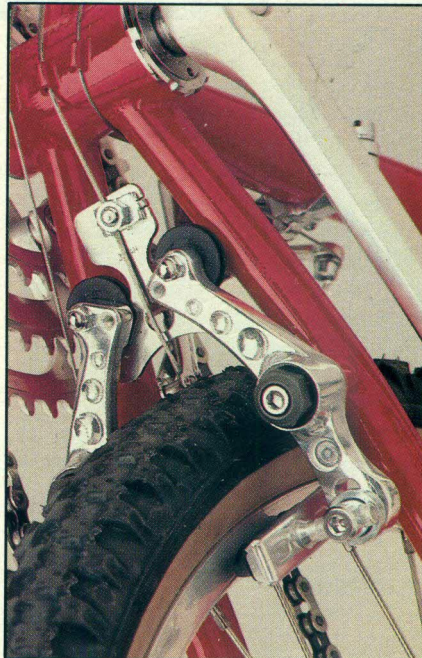
### Components

Brakes: Front: Shimano Deore XT  
 Rear: SunTour XC Sport Power Cam  
 Pedals: SunTour XC II  
 Saddle: Avocet Touring I  
 Seatpost: SR Laprade, 26.8 x 160 mm (see Note)  
 Stem/handlebar: Ritchey, alloy  
 Headset: Shimano 600 EX

### Wheels:

Rims: Araya RM 20, alloy  
 Spokes: WheelSmith stainless, 36 cross 3  
 Hubs: Shimano New Dura Ace, quick release  
 Tires: Ritchey Quad XC 1.9

Note: Dimensions are for bike tested. Weight is actual. Tube lengths are measured to intersections of centerlines, except seat tube, which is measured to top of top tube. Seat post is measured from top of machined surface to "Max" line.



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