

# THORN Mt.- Tura fork.

**Only  
£99**

*How to, in effect, own two different bikes for “little more” than the cost of one.*

*We have considerable experience in providing superbly handling, steel-framed, touring bikes, with steel forks. I designed a fork, specifically to replace an 80–100mm travel suspension fork and*

*thus turn a suitable mountainbike into a beautifully handling, rigid touring bike. (Andy Blance 2008)*



*Look at the length of available steerer!*



*From Pukka disc MTB to a splendid lightweight adventure tourer (or back) in just 25 minutes! (Please see text)*

**25  
Mins**



**Save money.**

**Top quality suspension forks cost about 12p per mile to run (5p depreciation and 7p in servicing costs) You need suspension if you want to ride off road (well you certainly do if you want to ride at pace off road). But you don't need suspension if you are using the bike for general day to day duties, or if you are touring on the road and (probably) not on long tours, which would involve you having to service the forks whilst mid-tour!**

Ideally you would have 2, 3 or 4 bikes, each one specifically focused for a particular purpose! A few cyclists genuinely aspire to this but many simply want one bike that "does it all."

If you change the forks on your MTB and fit the suspension forks only when you need to use them, you will save money and have a more appropriate bike to ride day to day.

If you have a V brake, already set up on the rigid forks, complete with cable and lever and if you have a non-disc wheel, with a road tyre mounted, it is possible to swap forks and brake levers in 5-10 minutes.

(Mudguards, along with carrier, dynamo, light etc can have already been fitted to the fork)

A rear carrier, with mudguard already attached, could be mounted in 5 minutes...this would just leave you with the rear tyre to change to complete the transformation from "Pukka MTB" to "Super Tourer". If you cycle 4000 miles a year, it could take less than six months for this to be cost effective.

**How to avoid having to change the rear tyre, when performing the transformation.**

Do you plan to alternate between some rides being "road rides" and other rides being "off road rides"?

Would you like the bike to be set up nicely for each situation, yet you don't have the time to keep swapping rear tyres over?

A Schwalbe Marathon XR, or a Schwalbe Hurricane, rear tyre provides good rear grip both on the road and in Trekking situations. Nevertheless, it is a huge advantage to have a specific front tyre, such as Marathon Supreme, for riding on road and a different, specific front tyre for riding off road, such as a Schwalbe Smart Sam Alpencross (or even more especially) a real, knobbly, mountainbike front tyre.

**Colour options:  
Matt Black and Matt Green.**

The Mt.-Tura forks are made using world famous, top quality Reynolds blades, with stainless steel fittings and a military grade, malleable steel "twin plate" fork crown. There are fittings for a lo-loader carrier, direct fitting mudguards, a bottle dynamo and crown-mounted dynamo headlight. The 28.6mm dia Mt.-Tura steerer tubes are a whopping 400mm long! The forks have an L1 dimension (centre of axle to crown race seat) of 430mm. (This compensates perfectly for either 80mm or 100mm travel forks, either of which actually rides at around 430mm in neutral conditions). **The increased offset (52mm) of the Mt.- Tura forks improves the steering characteristics of most mountainbikes apart from extreme off road use!** We do not (and will not) fit disc brakes to resilient steel forks. The leverage of the calliper on the rotor can pry the wheel from its dropout. A through axle dropout (and hub) would prevent this but, to fit one, we would have to use very large diameter blades; these would then be horribly uncomfortable to ride, there is enough rubbish on the market without us adding to it!



**As there is no need to change the rear tyre, the swap between these two V brake set ups can be accomplished in under 5 minutes** -----(please see

