These bikes are designed specifically for use with the Rohloff EX hub

The bike above, size 565L has many upgrades - Thorn front and rear carriers, Brooks saddle, upgraded (and now obsolete) tyres Andra 30 CSS rims, XT brakes, 3 Profile bottle cages

From: £2413

The ultimate, yet affordable, Rohloff equipped, Expedition touring bike.

SORRY, this is a temporary, not yet fully stripped-out brochure. There’s much detail which is duplicated in the new THORN MEGA BROCHURE.

CLICK HERE For THORN MEGA BROCHURE PARTS 1, 2, 3 and 4
This is a very large file (30Mb) it may take a considerable time to open, please be patient.

To ORDER:- Phone 01278 441505 or email sales@thorncycles.co.uk

THORN EXPEDITION TOURING BIKES
The Nomad name.
The original Thorn Nomad was a groundbreaking, derailleur geared, touring bike, which we produced between 1996 and 2004, it rapidly became the machine of choice for a great many expedition touring cyclists. It would be hard to find a corner of the world that has not been visited by one of our Nomads!
The Nomad had great strength and beautifully neutral handling, when heavily loaded. It was also very affordable!
Within a very short space of time, thousands of websites contained references to our bike. It was and still is, a much loved and highly regarded bike!
In 2002 I began to develop an expedition touring bike, which was designed, from the BB up, to use a Rohloff Speedhub. From our very first tour, Fiona and I realised that everything else was now out of date and that we never wished to have to use derailleur gears again! The poor old derailleur Nomad’s number was up. I knew that we wouldn’t want to produce such a bike for much longer but I most certainly did want to keep the name!
The process of development continued and, several years and several prototypes later, I genuinely felt that it would be impossible to make a better bike...I had the ultimate, field tested design for an expedition touring bike and now all I had to do was to somehow make it affordable!
In order to do this, I contacted the finest frame builder in Taiwan once again. These people make the top end models of some very famous American brands!
The first time Robin and I actually met them was at Eurobike, our builders explained that they had to send the frames with a little sticker saying “Made in Taiwan” but it could easily be removed and that is what the American companies did. I told them that they came very highly recommended and that I wanted our “hand-built in Taiwan” decal applied beneath the lacquer, where it couldn’t be removed. There was a silence as what I’d said was translated to the others. Then they looked at each other, nodded and then their faces light up with a smile, they all stood up and bowed and shook our hands. I still get a warm feeling when I re-live that meeting and I can attribute it to their willingness to make certain that we get all the minor details that we want.

The Nomad name lives on.
We re-introduced our “famous name” and the first Thorn Raven Nomad made its debut in 2007. The first batches were all equipped with S&S couplings and they were not designed for use with front suspension. These sold very well and the bikes proved themselves to be very robust and very durable.
Some people say that the bikes are heavy but I have had no complaints from any customer, who was looking for a true expedition touring bike. Crashing down rocky trails, with huge loads or being thrown around by baggage handlers, is a sure way to test robustness and durability to their limits. There is no substitute for tube wall thickness, in these circumstances. What would be the point of having an expedition frame built with tubes, which would loose all their structural integrity, once they had a big dent in them?

WARNING!
The Nomad Mk2 frames contain around 3kg of high quality steel but, considering their immense strength, they are indeed exceptionally light in weight!
However, they are still heavy bikes, especially in EXPEDITION SPEC with 2.15” expedition tyres and expedition rims.

Whilst even EXPEDITION SPEC NOMADS can be used for general commuting between trips and whilst they are quite happy to lope along, they take considerable energy to accelerate briskly and will not suit macho types, who hate being overtaken by any other cyclist!

If you choose the EURO SPEC NOMAD, it will not only work better on European, road based tours - it will be a much more all-weather commuting and general purpose bike.
The bike below is very close to our recommendations for a well balanced spec, where the costs have been kept in check.

These recommendations are:
Thorn Comfort bars with an upgrade to the superbly comfortable Ergon grips.
The wheels are built with super long lasting and expedition strength Rigida Andra 30 CSS rims.
The tyres are 2.25" Schwalbe marathon EX...but we'd prefer to see Schwalbe Mondial 2.15" tyres fitted for real expedition use. SKS P65 Guards are fitted.
The standard Shimano Deore brakes are fitted, with suitable pads for the CSS rims. The standard Thorn chainset is fitted, along with a KMC Rohloff chain.
You can see the highly acclaimed, Brooks B17 saddle on the std seat post.
You can also see our Thorn Expedition carrier and Lo-loaders and 3 profile cages.
The bike just needs a pair of pedals and it could be off, over the Himalayas or the Andes or on an expedition deep into the centre of Iceland, Africa or Australia!
With 1.6” OR 2.0” tyres and narrower mudguards, the bike would be perfect for camping trips in Europe or North America, to take you to work or to take on the weekly shop!
(I'd also have a computer, front and rear lights and, with the benefit of hindsight, I have a plain Andra 30 front rim)

Choice of colour.
We offer the Mk2 Nomad in a choice of 2 tough power coat colours; super stealthy, sophisticated, Matt Black, or totally in your face, “Tonka” Yellow.

Our frames undergo a thorough internal and external rust proofing process, applied before the super tough powder coated finish, it will take some knocks. Decals are applied and then the frame is given a clear coat of powder lacquer.

“Conventional” touring wisdom says that black is a much less noticeable colour and why attract attention? Believe me, if you have a huge touring load and especially if you have a different skin colour to the locals, you'll attract attention, no matter what colour your bike is!
With a yellow bike though, a potential thief has to consider how inconspicuous they will be, when making off with your steed. If the worst happens, there may be much more chance of retrieving the bike again, if the bike is a different colour from all the local bikes, which often tend to be black. Don't choose the colour based upon not standing out, choose the colour you like yourself. Yellow certainly stands out in the holiday photos!

Size
565L
Nomad Mk 2

**Size**

620L S&S

The bike above is our biggest ever off the peg Rohloff specific frame. We’ve made the 620L Nomad Mk2 S&S for our seriously tall customers. The Mk2 Nomad has a substantial, open ended gusset between the head tube and the down tube. If you hit a large obstruction, at speed, with a heavy load, you may be glad that we considered this to be a good idea, with or without suss forks!

The Nomad Mk2, has 3 stainless bottle cage bosses, 6mm carrier bosses, huge tyre clearances. It has stainless guides, stainless eccentric screws and bosses, it has our own stainless, Rohloff-specific dropouts and it has direct-fit mudguard mounts. It’s got the lot! It has even got a rear ISO disc mount and removable V brake bosses.

This particular machine was built for a very tall customer 6’ 6” that’s (1981mm) with exceptionally long legs - even for his height!

Our customer wanted a Nomad Mk2 to carry full camping kit, on his way up the length of the Americas - 15,000+ miles from Ushuaia to Alaska.

Our cast, vertical Rohloff-specific dropouts have 2 x M5 threaded bosses. We supply a stainless adaptor with every bike, this may be mounted to both of these bosses, converting them into a single, very robust M6 boss. It also spaces the carrier to allow it to clear a hydraulic calliper.

At the time of writing, there are no disc brakes available, that I’d want to use on an adventure touring bike or (even more especially) on an expedition bike. I have incorporated the ISO disc mount to “future-proof” the bike.

2018 update.

The TRP cable operated DISC brake is, IMO, fine for touring in places where good bike shops are plentiful.
Enormous luggage carrying potential.

As long as you specify our own Thorn Expedition carrier, the Nomad Mk2 will carry in excess of 35kg, over the most extreme terrain, on the rear carrier alone. Our carrier is made of aircraft quality, heat treated, tubular Cro-Mo and it is the strongest carrier on the market.

Once again, we don’t know whether to laugh or to cry when we see a titanium carrier which weighs 300g being touted as being capable of carrying 30kg. Yes it may support 30kg but it won’t carry such a load without swaying and I know that it would not survive to carry such a weight over rough surfaces for long! The effect of hitting bumps at speed can affect the dynamic weight of your load by a factor of 6. That is, a 30kg load can momentarily weigh 180kg...no wonder other carriers break! How would you continue if you had to carry the load, instead of the bike?

Our carrier could support 250kg. (If you could balance 250kg of grain on our carrier, you could gently push the bike along...if they were not so expensive to produce, we could sell millions in India!)

If you really needed it to, the Nomad could carry 20kg on the front fork. Our expedition Lo-loaders are strong enough to cope with such a weight, as long as you take more care, when cycling over difficult terrain. I have demonstrated their strength to customers, by standing on the Lo-Loaders, whilst they hold the bike up. I usually weigh around 80kg! See if anybody else will demonstrate that with other carriers.

I suggest that the Nomad Mk2 will cope with more weight than your legs will. I also suggest that, whilst it will cope with over 55kg, it is at its best with a total load of around 35kg. You really don’t need a trailer, not even for desert crossings.

Supposing you never plan to carry more than, say 10Kg, should you still contemplate a Nomad?

If you are a really strong rider, you could use the Nomad as gym equipment. I sold one of the previous Raven Nomad S&S bikes to an American competition power lifter. He was around 130Kg, mostly of solid muscle. He simply wanted a bike to get some aerobic exercise on, he liked to climb mountains and he had broken all his other bikes...all of them premium models, from some very famous names. I told him that I was not necessarily happy for him to treat the bike as an expedition touring bike, he was too strong for that but I was confident that he wouldn’t break this frame, no matter how hard he pushed, if he restricted himself to 20kg. This was not a problem for him; he’d broken his previous bikes without ever carrying a thing! He is really happy with his bike...he hasn’t broken it! For mere mortals, a Nomad used exclusively for lightly loaded, touring is still comfortable but it is perhaps overkill.

How can such a mega strong frame be comfortable?

There are 2 reasons; top quality heat treated steel and the fat tyres! One thing is for sure, when you push hard on the pedals, the bike leaps forward, not sideways. I could have lost 750g from the weight of the Nomad frame and it would still have carried huge loads. In order to lose 750g, I would’ve had to increase the tube diameters and dramatically reduce the wall thicknesses. Few loaded tourists would have noticed the weight saving but we would have received loads of complaints, from customers with terminally damaged frames, as a result of minor incidents.

You may be surprised at how much you can comfortably carry...even over mountain ranges...when you get used to it...as long as you have sensibly low gears.

You may also be surprised at how much you need to carry, if you want to get right off the beaten track, or if you want (or need!) a wide variety of clothing.

Imagine what it would be like to carry a week or 10 days’ shopping and clean clothing, your camping kit and your winter clothes...now imagine adding several days’ requirement of water!

The Nomad Mk 2 frames are suspension compatible. It’s future-proofed - if ever you wish to retro fit a suss fork.

The Nomad Mk2 frames are designed to be compatible with suspension forks with between 80 and 120mm of travel. 100mm forks are around 470mm long, by the time the “sag” has been set and the fork is riding on a rippled surface, it is around 435mm long. The Mk2 Nomad’s geometry is designed to give superb handling with such a fork.

The Mk2 Nomad comes with its own super quality, steel twin plate crown Reynolds fork, which is 420mm long. This fork has the correct offset to allow the bike to give superb handling, with or without, a heavy load at the front.

With this fork, the BB height is ideal for a rigid bike. With a suss fork, it is also a “normal” height for a hard tail MTB. I’d never set out on an extended expedition with a suspension fork, but Fiona and I both use a suss fork for our adventure holidays, in the Andes.
The Thorn Nomad Mk2 is available both with S&S couplings and without them. There are many upsides to having S&S couplings and I’d always suggest that you consider a coupled frame. 

(1) You will fit the bike into a smaller box than it is possible to use, without couplings. 
(2) You can separate the bike into 2 manageable chunks...with the wheels still installed! The frame protects the wheels and the wheels prevent the frame from being crushed. This is particularly useful if you wish to use the cargo hold of a bus, other cyclists will have to remove their wheels, which puts their frame at risk. 
(3) You can fit the bike in 2 chunks into the back of a really small car, or the boot of an LPG taxi, or the hold of a light aircraft. 

In my opinion, there are only 3 downsides to having couplings these are:-

(1) You have to check them every day, which is no big deal as it doesn’t take long. 
(2) They add about 500g to the frame, including the special cable guides and joiners, which is not a problem for me, with an expedition touring bike. 
(3) Couplings do considerably more damage to your bank account, compared to the uncoupled Nomad. But it is much cheaper to have them now, rather than retro-fit them. One day it may be absolutely necessary, to make your bike into as small a package into a small vehicle. This will certainly save you money and may, in extreme cases... ...allow you to save the bike!

S&S couplings and S&S specific cable routing.

Look at the extreme high quality of the machining of the S&S couplings.

The frames allow you the choice of where you fit the under the down tube bottle. You can fit it above the couplings, for quicker separation. Or you can straddle the coupling with it, which allows a bigger bottle and a lower Centre of Gravity but increases the time taken to separate. 

PLEASE READ THIS If you believe all S&S bikes will fit into a 26”x 26” x 10” box.

A Nomad S&S may, or may not, fit into a 26 x 26 x 10 box. This depends upon the size of the frame and, more particularly, how long the THORN fork’s steerer is. If the steerer is longer than 235mm, the fork won’t fit into the box. 

NOTE: 235mm leaves almost no room for spacers, or accessory bar, with a size 590M or 590L frame. WRT 26 x 26 x 10 box; every 26” wheel S&S frame ever made requires the forks to be dropped out and the following items to be removed: wheels, bars and stem, carrier (a), mudguards, saddle (=seat post?) and pedals = at least one of the cranks. 

A further advantage of the splined sprocket is that they are available in a much wider choice of sizes.

STOP PRESS

Since Mayday 2016, we’ve fitted Schwalbe’s NEW Marathon Supreme (HS469) tyres or Schwalbe’s Marathon Mondial tyres in your choice of width at the START PRICE.

We’ve also fitted all bikes ordered on or after Mayday 2016 with the latest Rohloff improvement - a splined sprocket!

The splined sprocket can be easily removed and changed or reversed, which is a great advantage for the Long Distance Expedition Tourist!

The new sprocket carrier fits in place of the original screw on sprocket, meaning that every hub that Rohloff have ever sold can be easily and cheaply upgraded to the splined sprocket.

Unique and exclusive to THORN

We’re so confident that we have built the wheels perfectly that we give a 10 year warranty on the Hub Flange of all of our Rohloff equipped bikes with 32 spoke hubs. This is for the original owner and is dependant upon you ensuring that ROHLOFF spokes are used if ever you need to have a spoke replaced.

Of course our wheel building is so good that it’s highly unlikely that you’ll break a spoke whilst cycling - no matter how rough the road or however heavily loaded you are but accidental damage whilst touring is always a possibility.

We now supply all of our bikes with spare spokes - make certain that you at least take your Rohloff spokes with you on tour.

Andy B. Autumn 2017
To read “Andy and Fiona’s adventures in south America”
Visit our website and look for downloads
http://www.thorncycles.co.uk/downloads/adventures.pdf