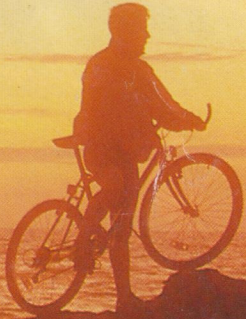


# MOUNTAIN

# Street 92



Dawes



# WHY BUY A DAWES MOUNTAIN BIKE?

Good question. Let's face it there are plenty of reasons to buy a Dawes Mountain Bike. They're tough. They look great. They're exciting to ride. The prices are reasonable. The reasons are endless.

But those same reasons could be levelled at more or less any mountain bike.

So what exactly is it that makes a Dawes Mountain Bike so special?

**LET'S START WITH THE FRAME**, or to be more precise, frame design.

We've been designing and building bikes for sixty years or so, and not surprisingly understand a thing or two about frame materials, stresses and how best to position the rider to make the most of their performance.

This vast experience can be clearly seen in the geometry and design for our whole range of 1992 Mountain bikes.

As you can see here, the long top tube (A) slopes to allow better balance and give plenty of crotch clearance. And the seat lug (B) is reversed to keep it clear of mud and grime.

Front end handling is precise and controlled thanks to the careful combination of the head angle (C) and rake of the unicrown forks (D). Together they create the ideal "trail dimension" for really serious off-road use.

Rear end flex is minimised and braking improved by the use of oversize seat stays (E). And short chainstays (F) ensure excellent traction, especially when out of the saddle, on those really tough climbs.

The rear wheel is held in vertical dropouts (G). This allows perfect wheel alignment, whatever the conditions, and makes wheel changing less of a drag. You'll also notice that the bottom bracket height (H) has been raised for greater ground clearance.

At this point, a special mention must be given to **OUR MAGNUM SERIES OF COMPETITION MOUNTAIN BIKES**.

A series that, with its unrivalled strength and rigidity, can be relied on to perform beyond the call of duty. They have deliberately been designed with oversize frame tubes (I) and an oversize headset (J) because we know this is a set up that minimises the risk of damage particularly on those breakneck descents.

And suspension forks (K) from Rock Shox or Reynolds are now available across the Magnum range.

So that's the design,

## WHAT ABOUT THE MATERIALS?

We only use tubing specifically designed for cycling use. As opposed to inferior, cheap or trendy materials that either weigh a ton or are likely to fatigue then fall apart when you put them to the ultimate test.

The beauty of alloy steel tubing (L) over hi-tensile steel, apart from its inherent strength, is that it weighs less and offers better vertical damping. In other words, acts as a highly effective shock absorber.

The alloy steel tubing we actually use is made by Reynolds\* (M) and is incredibly light and strong.

Weight saving and increased strength is achieved by cold drawing and butting (N). This thickens the tube ends where extra strength is needed for brazing, whilst thinning the centre of the tube for lightness.

Having decided on the geometry and selected the materials,

## THE NEXT TASK IS CONSTRUCTION.

Our frames are lugged (O) and hand brazed (P)\*. So what? So they're extremely reliable. Where it's needed most, lugs provide more strength than direct tube to tube joints. Brazing them forms a less brittle joint than more common tig welding because the process not only requires lower working temperatures but also allows heat to be more evenly distributed.

In short we produce frames that will never let you down, wherever you end up.

The other important point about our brazing is

that the entire process is done by hand.

But not just any hand. A team of experienced craftsmen who take pride in their work and know exactly what they're doing.

For example, they'd never weld on vital fittings such as top-tube cable guides (Q) instead they use low temperature silver solder, knowing it won't weaken or distort the frame.

If you haven't already guessed it, they know an awful lot. That's why they're regarded as true craftsmen. And why we guarantee our frames for life\*\*.

Once we've built a frame,

**WE NEED TO PAINT IT**. The secret of our success here is also to do the job by hand.

All joints are finished (R). Then the frame is pre-treated (S) to clean and protect it from rust. A tough scratch-proof (T) powder primer is then applied. Finally a deep metallic paint (U) is hand sprayed and finished off with polyester lacquer (V).

So now, the frame is not only tough, it looks good as well.

**THE WHEELS** come next. And yes, they're checked and trued by hand too.

We use alloy rims (W) because they're lighter than steel and provide better shock absorbency and braking performance. And stainless steel or rustless spokes (X) for strength and long life.

Last and by no means least are

**THE COMPONENTS** that get the whole bike moving. Our close links with the world's premier component manufacturers, ensure we adopt the very latest developments and can provide indexed gears (Y) on every model for fast, accurate changing no matter how tough the conditions.

At this point we could rattle on for another twenty pages or more, detailing what we use and why. Whatever we fit, you can be assured it's the best, with the final





choice determined purely by your budget.

As you can see, there are plenty of reasons to choose a Dawes Mountain Bike. Some you'd probably

already thought of. And many more you've never even considered.

What's most important is they all add up to

one helluva mountain bike. A Dawes Mountain Bike.



## WOULD A DAWES STREET BIKE SUIT YOU ?

Obviously it all depends on who you are really. If you're the sort of person who wants to spend the entire weekend conquering the Peak District, single-handed without a break, then a Dawes Mountain Bike is probably more your style.

If, however, you want a bike that looks smart and is tremendous fun to ride, whether you're on a canal path or on the city streets, then a Dawes Street Bike is definitely for you.

In the past, road bikes were often seen as "sensible" even boring. These days, with the advent of the Dawes Street Bike, it's a totally different story. Because our Street Bikes combine the latest and best in Dawes Mountain and Touring Bike technology, to produce a new style of bike. Lightweight, responsive, immensely practical and easy to ride.

As with all Dawes bikes,

**OUR STREET BIKES ARE SUPERBLY PUT TOGETHER.** Hardly surprising since we've been in the business for sixty years or so.

The actual frame design we use is a result of all the experience we've gained over the years. Each dimension calculated to provide you, the rider, with as much comfort as possible.

Who needs an uncomfortable stretch to reach the handlebars? And who needs the backache that follows?

We've designed a riding position that keeps you (and your back) more upright with a raised handlebar

stem (1) for maximum comfort and all round visibility. For added strength, for off-road use, we've selected unicrown forks (2)°.

**THE FRAME MATERIAL** we use is also very important. Not surprisingly it's the best. And it's manufactured less than a mile away by Reynolds (3)°, the world's premier cycle tubing supplier. The reasons we choose it are simple, not only is it extremely light (4), but its molecular make-up also allows it to act as a more efficient shock absorber than ordinary hi-tensile steel. And, of course, it's much stronger.

And you've probably already guessed what that means for you. An easy and comfortable ride, every time you're out, even over the lumpiest tracks or bumpiest potholes.

**SO HOW IS ALL THIS TUBING PUT TOGETHER?** Dawes frames are lugged (5) and brazed (6)\*. So what? Well, quite simply lugs provide more strength than direct tube to tube joints. And brazing forms a less brittle joint than the tig welding many of our competitors seem satisfied with.

Perhaps most importantly, all our work is done by hand. The hands of experienced Dawes craftsmen who know exactly what they're doing. And give us the confidence to guarantee all our frames for life\*\*.

**PAINTING OUR FRAMES** is also done by hand. First the frame is pre-treated (7) to clean it and protect it from rust. Then a primer (8) is applied. Lastly a deep

attractive metallic paint (9) is hand-sprayed and finished off with polyester lacquer (10).

By now we've produced a great looking frame.

**WHEELS** come next. These are large in diameter and thankfully require less effort to turn when compared to smaller mountain bike wheels with fatter tyres. However, like mountain bike wheels, stainless steel or rustless spokes (11) are used for strength and long life. The rims are aluminium (12) for a more comfortable ride and more confident braking. The knobby tyres (13) also help soak up the bumps and provide excellent traction when you venture off-road.

Finally, **COMPONENTS** such as brakes, gears and saddle, etc., are added to complete the bike.

Again the comfort of you, the rider, is our principle concern. All our gears are indexed (14), which means they can as easily and quickly be shifted up or down, on country paths as on city streets.

You'll find the more expensive the bike, the more sophisticated the components. We use top names, like Shimano and Alesa. But rest assured we always give you the very best for your money.

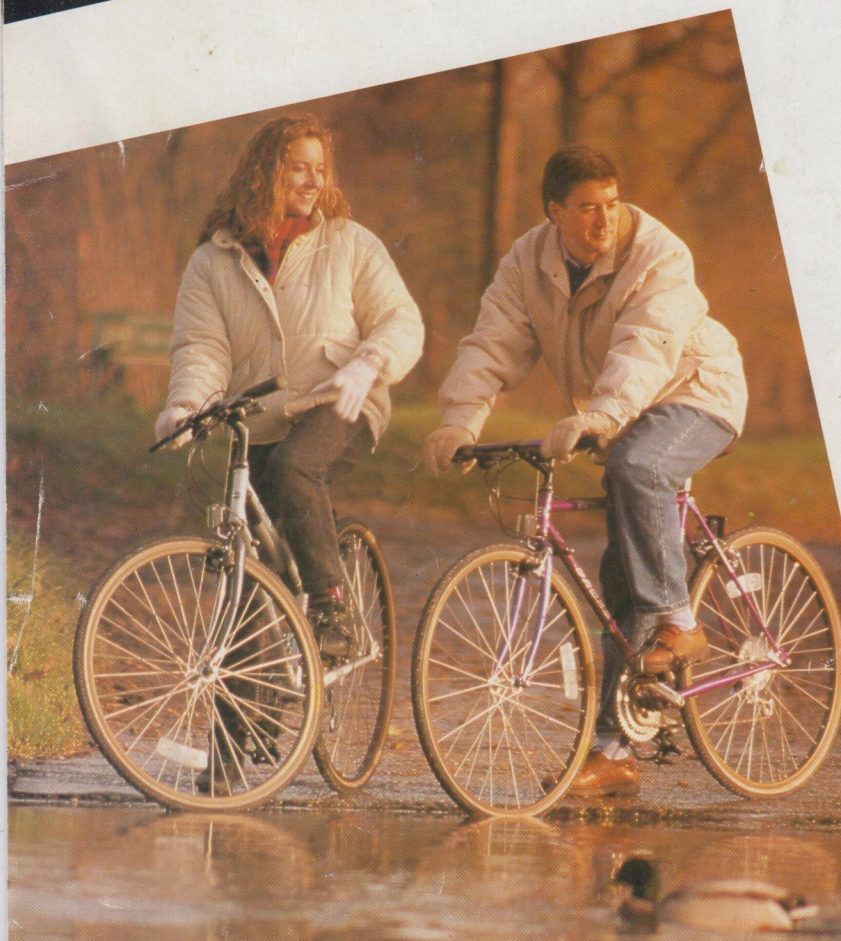
If you want a reliable and stylish bike to cruise round town or take on an exciting ride in the country then there's only one bike that would really suit you. And that's a Dawes Street Bike.





STREET STYLE LADIES

MEAN STREET



► EASY STREET

A new addition to this year's range. As you'll notice from the key points listed, Easy Street offers a host of features, including a Shimano groupset complete with Rapid Fire STI push-button shifters, that you'll struggle to find on any other comparably priced hybrid on the market. As easy on the pocket as it is on the road.

Reynolds 501 butted frame tubes. Unicrown forks.



Shimano 100GS 21-speed groupset. Low profile SLR cantis.



Exage alloy hubs, g/release front. Alesa alloy 700C rims. Swallow Scout tyres.

Rapid fire STI shifters.



Alloy stem & pillar. Chain guard. Vetta saddle. Chromo mudguards.



EASY STREET LADIES





## ◀ MEAN STREET

Mean Street is designed for those who truly appreciate premium quality in a bike.

Substantially upgraded for '92, and featuring Shimano's new XT Rapid Fire Plus shifting system, our flagship street model is handbuilt specifically to deliver uncompromising comfort, control and performance. Now available in a choice of four frame sizes.

Reynolds 531 Super Tourist set. Cr-Mo Unicrown Aero forks.

Deore DX 21-speed groupset & SLR Plus cantis.

XT Rapid Fire Plus STI shifters & Servo Wave brake levers.

DX q/release hubs. Alesia 917 box-section anodised 700C rims. DT Champion s/steel spokes. Continental City Grip tyres.

Reynolds 501 bars. Vetta Turbo leather gel saddle. DX pedals w/clips & straps. DX cartridge B/B.



## ◀ STREET STYLE

Also upgraded for '92, Street Style is a fine choice for anyone looking for a stylish, high performance package sub £500 - as a glance at the key points will confirm.

Reynolds 501 butted frame tubes. Cr-Mo Unicrown Aero forks.

Deore LX 21-speed groupset. DX SLR Plus alloy cantis.

DX STI shifters & Servo Wave brake levers.

LX q/release hubs. Alesia 917 box-section anodised 700C rims. DT Champion s/steel spokes. Swallow Scout tyres.

Reynolds 501 bars. Vetta Turbo gel saddle. Alloy pedals w/clips & straps. Deore cartridge B/B.



## STREET STYLE



## EASY STREET

## ▶ STREET

Like its 6... for those whose c... uncomplicated, but v... superior ride comfort

Reynolds 500 Cr-Mo frame tubes. Vertical dropouts. Unicrown forks.

Shimano 12-speed SIS gears. Weinmann alloy brakes.



## ▶ STREET

Dawes have i... quality bikes - at a price.

In the case o... remarkably low, especial... boasts componentry fr... Weinmann and Alesia r... lugged frame. A bike of g...

Hi-tensile frame tubes.

Shimano 6 speed SIS gears.

SIS thumb-... ATB brake le...







STREET SHARP LADIES

STREET SHARP

**STREET LIFE 12**  
 speed 'sister', Street Life 12 is  
 cycling needs are relatively  
 no nevertheless still demand  
 and lightweight performance.

- Atom alloy hubs,
- g/release front.
- Alesa alloy 700C rims.
- Swallow Scout tyres.
- Alloy stem & pillar.
- Chainguard.
- Yetta saddle.
- Chromo mudguards.

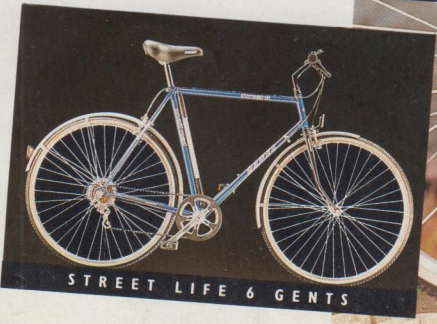


STREET LIFE 12 LADIES

**STREET LIFE 6**  
 ng been known for building

Street Life 6 the price is  
 when you consider it still  
 in the likes of Shimano,  
 ounted on a handbuilt,  
 eat style and value.

- Alloy stem.
- Chainguard.
- Anatomic saddle.
- Chromo mudguards.



STREET LIFE 6 GENTS



STREE





BACK STREETS LADIES

## BACK STREETS

Boasting many of the features of the more expensive street bikes, '92 sees Back Streets in a striking and stylish new livery.

Hugely successful last year, this model offers excellent value-for-money.

Reynolds 501 butted frame tubes. Unicrown forks.

Shimano 200GS 21-speed groupset. Low profile SLR cantis.

Exage alloy hubs, q/release front.

Eyeleted anodised 700C rims. S/steel spokes. Swallow Scout tyres.

Alloy stem & pillar. Vetta shock absorber saddle. Deore cartridge B/B.



## STREET SHARP

Apart from the colour, Street Sharp is little changed for 1992. Why, you might ask?

Well, not only was it voted the dealers' choice as '1991 Bike of the Year', but it also picked up rave reviews from the cycling press - for example "Street Sharp is a very good bike indeed, responsive and excellent value" - Bicycle Magazine.

Reynolds 501 butted frame tubes. Cr-Mo Unicrown Aero forks.

Exage 300 LX 21-speed groupset. Low profile SLR cantis.

Exage alloy hubs, q/release front.

Eyeleted anodised 700C rims. S/steel spokes. Swallow Scout tyres.

Reynolds 501 bars. Vetta shock absorber saddle. Toe clips & straps. Deore cartridge B/B.



BACK STREETS







THE EDGE EXTRA



▼ CRACKDOWN

Crackdown is the top Reynolds 500 series. And it's a deserved, with its full Sachs spec. i Grip controls enabling you to chan twist of a wrist.

Reynolds 500 Cr-Mo frame tubes.  
Oversize seat stays.  
Vertical dropouts.  
Uncrown forks.

Sachs Classic 2500 21-speed groupset.  
Alloy cantis.

Power Grip twist shifters.

Sachs Classic hubs.  
Alesa alloy rims.  
S/Steel spokes.  
Blackwall 1.90



▼ ONE TRACK





# ◀ THE EDGE

A serious bike. A competitor. This new top-of-the-line will be ridden by the Dawes MTB Team. Fillet-brazed using a custom tuberset and incorporating all the latest component technology, The Edge is immensely strong, incredibly light and a hint of compromise.

Reynolds 531 Designer Select Mo-Mo butted tubing throughout. Geo-Max 531 forks.

Deore XTR 24-speed groupset & SLR Plus cantis.

XTR Rapid Fire Plus STI shifters & Servo Wave brake levers.

XTR 32 hole hubs. Profil ceramic rims. DT Competition spokes. Ritchey Megalite folding tyres.



# ◀ THE EDGE

Throughout 1991, The Edge earned stripes in the NEMBA and BMBF Series. Dawes team members to a number of categories (and sometimes over it!) never once did it men and women down, fully living up to its reputation as a "totally hammerable" machine (MBUK). Upgraded in spec and reduced in weight for '92, The Edge looks set to remain one of the best bikes on the European racing circuit.

Reynolds 531 Magnum Lite set throughout. Geo-Max 531 forks.

Deore XT 21-speed groupset & SLR Plus cantis.

XT Rapid Fire Plus STI shifters & Servo Wave brake levers.

XT 32 hole hubs. Laser 400 hard anodised rims. DT Competition s/steel spokes. Continental Baja tyres.

Rock Shox open T6 aluminium bars. Alloy bar ends. Vetta Turbo leather saddle. XT pedals & headset.



# THE EDGE

... model in our position well including Power e gear at the

Anodised alloy pillar. Cr-Mo stem. Vetta saddle.





**EXTRA**  
 or the serious  
 range racing model  
 teams in 1992.  
 promised Reynolds  
 very latest in  
 e Extra is an  
 chine - without

Rock Shox option.  
 Ritchey Force Camp  
 stem & Pro-Lite bars.  
 OnZa bar ends.  
 Yetta Lite saddle.  
 SPD pedals.  
 XTR pillar & Q/R.



earned its  
 helping  
 y wins.  
 he edge  
 let our  
 utation  
 eight  
 e top



OFF LIM

**ROUGH TRADE**

The Multi Interference has  
 job and lime bar-ends guarantee you'll  
 this exceptional value-for-money com  
 With upgraded wheels and  
 of Magnum tubing, Rough Trade real  
 rough stuff.

Reynolds 501 Magnum  
 frame tubes. Oversize  
 throughout.  
 Cr-Mo forks.

Exage 400 LX 21-speed  
 groupset. Low profile  
 SLR cantis.

Exage Rapid Fire STI  
 shifters. 3 finger SLR  
 brake levers.

Exage 30 m  
 Rally 30 m  
 spokes.  
 Swallow  
 tyres.



KICKBACK





NEW WAVE

## ▲ OFF LIMITS

How do you improve your top-selling competition bike?  
 Simple. You upgrade the shifters to the best there is, respect the bars, stem and pedals to aluminium to reduce the weight, and throw in a pair of alloy bar-ends as standard. Next question!

Reynolds 501 Magnum frame tubes. Oversize throughout.  
 Geo-max 531 forks.



Deore LX 21-speed groupset.  
 DX SLR Plus alloy cantis.



XT Rapid Fire Plus ST1 shifters & Servo Wave brake levers.

LX hubs. Rally 30 rims.  
 DT Champion steel spokes.  
 Swallow Digger 2.0" tyres.

Rock Shox option.  
 T6 aluminium stem & bars.  
 Alloy bar ends.  
 Vetta Turbo gel saddle.



▲ NEW WAVE  
 ... those who prefer twist-shift to thumb-  
 ... choice - combining a European

E  
 ...rayed paint  
 ...noticed on  
 ...ion bike.  
 ...the benefits  
 ...one for the



Reynolds suspension fork option.  
 Reynolds 501 bars. Bar ends. Vetta SA saddle. Alloy pedals.  
 Deore cartridge B/B.







Reynolds Reactive 531 suspension



Full range of Dawes clothing available from your Dawes Dealer.

One look at the key points confirm One Track as an exceptional bike. A host of special features and benefits as a complete this striking package.

Reynolds 500 Cr-Mo frame tubes.  
Oversize seat stays.  
Vertical dropouts.  
Uncrown forks.

Shimano 200GS 21-speed groupset.  
Low profile SLR cantis.

Rapid Fire STI shifters.

Exage 47mm hubs.  
Alsea alloy rims.  
Steel spokes.  
1.90" tyres.

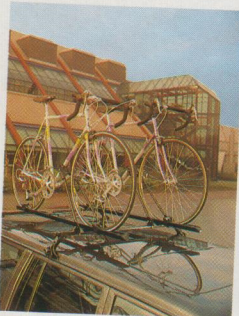


**SIZES**

Sizes from 16" to 23.5", see 'Bike Specifications and Retail Price List' leaflet or ask your Dawes Dealer for details.

**ALSO AVAILABLE**

Also available Racing Bikes catalogue and Touring & Tandems catalogue.



**CRACKDOWN**



listing will  
- offering a  
standard - to

Netta saddle.  
Disc cartridge B/B.  
Beartrap pedals w/clips  
& straps.  
Bottle & cage.



ROUGH TRADE



ONE TRACK



# COMPETITION

Each year we strive to give you a bike that's never before. And our decision to upgrade the Die Hard onto a full oversize competition frame makes it our top-seller of 1992.

With bar-ends as standard, the Die Hard leverages out-of-the-saddle, Kickback Competition as the choice for the off-road competitor on a sub-

Reynolds 501 Magnum frame tubes. Oversize seat stays. Cr-Mo forks.

Exage 300 LX 21-speed groupset. Low profile SLR cantis.

Exage STI Rapid Fire shifters. 3 finger SLR brake levers.

Exage 4/4 release hubs. Alesia alloy rims. Blackwall 1.95



## KICKBACK COMPETITION

### ► DIE HARD

Die Hard proved a popular choice in '91, its hand brazed Reynolds 500 Cr-Mo frame making it one of the lightest bikes in its class - and almost certainly the strongest.

With the component package further upgraded for '92, Die Hard remains an excellent entry level choice.

Reynolds 500 Cr-Mo frame tubes. Oversize seat stays. Vertical dropouts. Unicrown forks.

Shimano 100GS 21-speed groupset. Low profile SLR cantis.

Rapid Fire STI shifters.

Exage hubs. Alesia alloy rims. Swallow Mountaineer 1.75" tyres.

Tig-welded stem. Vetta saddle.



### ► HARDWARE

A classic example of our commitment to giving you quality and great value for money - whatever the price of the bike.

The tig-welded frame incorporates many design features taken from our top models and carries a limited lifetime guarantee.

The 21-speed groupset is supplied by Shimano, the world's leading cycle component manufacturer. The alloy wheels are built to last.

Quite simply, if you can find a better bike at the price, buy it!

Hi-tensile frame tubes. Oversize seat stays. Forged dropouts. Unicrown forks.

Shimano 100GS 21-speed groupset. Low profile SLR cantis.

SIS thumb-shift levers.

Alesia alloy rims. Swallow Mountaineer 1.75" tyres.

MTB bars. Anatomic saddle.





N  
 more than  
 the Kickback  
 looks set to  
 that extra  
 is the ideal  
 £400 budget.

Reynolds suspension  
 fork option.  
 Bar ends.  
 Vetta SA saddle.  
 Deore cartridge B/B.

shift, New Wave is the perfect  
 British, handbuilt oversize frame with a  
 component package from Sachs.

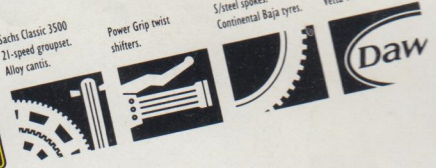
Reynolds 501 Magnum  
 frame tubes.  
 Oversize throughout.  
 Cr-Mo forks.

Sachs Classic 3500  
 21-speed groupset.  
 Alloy cantis.

Power Grip twist  
 shifters.

Sachs Classic q/release  
 hubs.  
 Rally 30 rims.  
 5/steel spokes.  
 Continental Baja tyres.

Reynolds suspension  
 fork option.  
 T6 aluminium stem &  
 bars.  
 Vetta Turbo gel saddle.



DIE HARD

HARDWARE





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