



**BH G4 SRAM Red Reynolds \$7,990**

*A PUREBRED RACER*

**WHERE'D YOU GET THAT BIKE?:** You'll have to explain your bike to most everyone you ride with, but it's a chance to brag. Though new to American roads, BH is a nearly century-old bike maker from Spain's legendary Basque region. The Yank who brought the goods here is Chris Cocalis, founder of Titus Cycles, who is also consulting on design and spec. **AG2R-WORTHY:** The stiff, light G4 monocoque frame will be used by the AG2R pro team in 2008. Also of note: The integrated seatpost doesn't require cutting, and the bike comes in three sizes, each with a classic, Euro-style 72-degree seat-tube angle. **SIZES:** 54, 55.5, 57cm **FRAME:** Nanotechnology carbon **FORK:** Carbon **COMPONENT HIGHLIGHTS:** SRAM Red brake/shift levers, brakes, derailleurs, crankset (50/34), cassette (11-26); Reynolds MCV32C carbon wheelset—*B.S.*



**COLNAGO Extreme Power Dura-Ace \$9,269**

*HAVE WATTS, WILL TRAVEL*

**SPRINTER'S MACHINE:** Ernesto Colnago designed the Extreme Power to make sure not a watt is lost under the legs of pro sprinters such as Alessandro Petacchi and and three-time world champion Oscar Freire. From the oversize, conical-shaped down and top tubes, which have carbon ribs inside, to the beefy bottom bracket and 31.6mm seatpost, everything about this lugged carbon bike goes toward one goal. **THE SURPRISE:** Thanks to tube shaping and smart carbon layup, the ultrastiff frame doesn't batter your body. **SIZES:** Sloping: 42, 45, 48, 50, 52, 54, 56, 58cm; 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65cm **FRAME:** Carbon tubes w/ carbon lugs **FORK:** Colnago Carbon 75 **COMPONENT HIGHLIGHTS:** Shimano Dura-Ace brake/shift levers (Record shown above), brakes, derailleurs, crankset (53/39), 10-speed cassette (12-25), tubeless wheelset—*B.S.*



**PINARELLO Prince \$11,000**

*"AS LONG AS I BREATHE, I ATTACK"*

**ONE GOAL:** That philosophy, uttered by The Badger, Bernard Hinault, sums up how it feels to ride Pinarello's revamped Prince. Both snappy and springy under power, and never jumping its rails in corners, the bike inspires you to race up to its level, or as close as you can get. **MANY INFLUENCES:** The Prince borrows design elements from Pinarello's Paris, which some of our testers called the most comfortable Pro-Tour-level bike ever, and also from its Montello time-trial bike. Some qualities are totally unique, such as the Onda FPX fork, which quiets road chatter without sacrificing a bit of rigidity compared with prior Princes. **SIZES:** 44, 46.5, 50, 51.5, 53, 54, 55, 56, 57.5, 59.5cm **FRAME:** 50HM1K monocoque carbon **FORK:** Onda FPX carbon **COMPONENT HIGHLIGHTS:** Campagnolo Record brake/shift levers, derailleurs and brakes, Shamal Ultra wheelset—*B.S.*

**SCHWINN DESIGNED ITS LE TOUR GSX FOR CHARITY RIDES, WITH AN UPRIGHT RIDER POSITION, LIGHTER FRAME AND TRIPLE GEARING.**



**SCHWINN Le Tour GSX \$1,000**

*IDEAL FOR CHARITY RIDES*

**DITCH THE HYBRID:** After years of seeing people at charity rides laboring on heavy hybrids, Schwinn designed a better bike. The Le Tour GSX has a hybridlike, upright rider position, but a much lighter frame, a drop handlebar and triple gearing to get you up any hill. **THE TIRES HELP:** The 28c tires on the Le Tour GSX are wide enough for riding on a gravel rail-trail, and also offer more cushioning on rough pavement. **SAFETY BRAKES:** Schwinn even offers bar-top brake levers on this bike, so you don't have to change hand positions to slow down. **SIZES:** S, M, L, XL **FRAME:** N'Litened Gold Label aluminum **FORK:** N'Litened Black Label Comp carbon **COMPONENT HIGHLIGHTS:** Truvativ Elita triple crankset (50/42/32); SRAM PG950 cassette (12-26); Shimano Tiagra derailleurs; Schwinn Road Tuned 31.8 alloy ergo-bend bar—*Michael Frank*



**JAMIS Quest CroMo \$1,400**

*STEEL, THE ORIGINAL PLUSH MATERIAL*

**RIDE FEEL FIRST:** A smooth ride feel tops the list of qualities that make a bike plush. The 631 Reynolds steel used here is plenty stiff yet never harsh, plus the ride will be more lively than that of a carbon bike in this price range. **THEN COMFORT:** The sloping top tube of the Quest puts you in a more upright position, but the slightly shorter stays and wheelbase keep it feeling lively. **FINALLY, NICE PARTS:** With a full carbon fork, Shimano 105 and Ultegra shifting, FSA compact cranks and Shimano (rather than no-name) brakes, this bike is mind-blowing for the money. **SIZES:** 48, 51, 54, 56, 58, 61cm **FRAME:** 631 Reynolds butted chromoly **FORK:** Carbon **COMPONENT HIGHLIGHTS:** Shimano 105 shifters and front derailleur, Ultegra rear derailleur, CS5600 cassette (12-25), BR560 brakes; FSA Gossamer compact crankset (50/34); Mavic Aksium wheels—*M.F.*



**BIANCHI Via Nirone 7 Alu/Carbon \$1,650**

*ITALIAN STYLING FOR LESS*

**LOOKS RACY:** The Via Nirone 7 follows the lead of its more expensive full-carbon cousin, the 928; the difference is that the Via Nirone 7 has a hydroformed (shaped and manipulated under extreme water pressure) aluminum mainframe with a carbon fork and seatstays, which have Kevlar inserts to dampen road vibrations. **RIDES LIKE A DREAM:** The Via Nirone's geometry features a shorter cockpit for easier reach, a rise stem, and chain- and seatstays that Bianchi says flex under road impacts, so the rider feels no sting. **SIZES:** 50, 53, 55, 57, 59, 61cm **FRAME:** 7005 aluminum, carbon seatstays **FORK:** Carbon w/ aluminum steerer **COMPONENT HIGHLIGHTS:** Shimano Ultegra shifters, rear derailleur, 105 front derailleur, cassette (12-25), WH-R500 wheels; FSA Gossamer MegaExo compact crankset (50/34)—*M.F.*