



3D RACING Road E
\$1,330–\$1,470 (FRAME)

OBSESSIVE CUSTOM ALUMINUM

THAT OTHER METAL: Chris Herting was Yeti's lead builder during the 1990s. But why use aluminum for 3D? Herting says his frames routinely come out of the paint room at 1,000 grams, lighter than most carbon frames, and that modern aluminum, particularly the Easton tubing he prefers, has a far better ride quality than the too-stiff, beer-can models of years past. Carbon seatstays are available for an up-charge. **FIT PHILOSOPHY:** The single most important fit aspect, Herting says, is saddle setback from the bottom bracket, which is vital to producing power to the pedals and affects all other frame dimensions. He even factors seat and seatpost choice into the build process. **SIZES:** Custom **FRAME:** Easton Ultralight Race or Scandium aluminum **FORK:** Easton or Reynolds carbon fiber—*Joe Lindsey*



CRISP Titanium \$2,500 (FRAME)

AN OLD-SCHOOL EX-PAT

CULTURE SMASH: What do you get when you take an architecture student from Texas with a background in metalworking and mix him with bike racing and a yen for Italian culture? Darren Mark Crisp, who moved to Castiglion Fiorentino, Tuscany, in 1997 and in 2004 left a lucrative job in architectural metal fabrication for couture fashion brands' flagship stores. **KNOW THY BUILDER:** Crisp is an adherent of *il vecchio*, the old way. He works alone, has no model names or stock geometries, and encourages customers to visit him; about half of them do. Crisp says that often, "the bike becomes an animate object for them." His work is spartan in its elegance and seamlessly blends the best of titanium with the traditions of Old World frame building. **SIZES:** Custom **FRAME:** 3Al/2.5V and 6Al/4V titanium—*J.L.*



SEROTTA Coeur d'Acier SE
\$2,895 (FRAME AND FORK)

THE BEST OF BOTH WORLDS

GIVE STEEL A SECOND LOOK: Don't dismiss ferrous pipes as hopelessly out of date. The Coeur d'Acier, with proprietary carbon stays and F3 fork, is competitive weight-wise with many carbon bikes. And the tubes, Columbus's vaunted Niobium Spirit, are designed using Serotta's proven Colorado Concept tube tapering system. Multiple size and butting options tailor this frame to any rider. You can also take advantage of Serotta's Personal Fit, one of the most exacting and accurate fit systems available. **FANCY FORKS:** Now that it owns its carbon-fabrication facility, Serotta offers the SE version of this bike with a Serotta fork in three layup options and multiple fork rakes to suit any rider's needs for stiffness and ride quality. **SIZES:** Custom **FRAME:** Colorado Concept Columbus Niobium Spirit butted steel w/ CS carbon seatstays **FORK:** Serotta F3 carbon fiber—*J.L.*

DARREN CRISP WORKS ALONE, AND HIS BIKES SEAMLESSLY BLEND THE BEST OF TITANIUM WITH THE TRADITIONS OF OLD-WORLD FRAME BUILDING.



RUEGAMER Zen \$3,500 (FRAME AND FORK); \$5,500

ULTRALIGHT CUSTOM CARBON

BIG-BOY FEATURES: Brent Ruegamer, of Mesa, Arizona, makes these head-turning creations from carbon (or titanium) with features such as carbon dropouts and an integrated bottom bracket shell that fits ceramic bearings, design cues typically found only on a handful of frames from big companies such as Trek, Cannondale and Scott. If the regular Zen's 950-gram frame is too heavy, Ruegamer offers a \$5,500 Überlight version (frame, fork, integrated bottom-bracket shell w/ pressed-in ceramic bearings), which uses a special carbon layup and skips paint to save weight. **SMALL-GUY STYLE:** Ruegamer paints every frame in-house, and geometry, carbon layup and even the length of the integrated seat tube are personalized. **SIZES:** Custom **FRAME:** Hand-wrapped high-modulus carbon **FORK:** Ruegamer Zen carbon—*J.L.*



RICHARD SACHS Signature Newvex \$4,500 (FRAME, CURRENT DELIVERY)

GOOD THING ITS ELEGANCE IS TIMELESS

THE UNCUSTOM: Richard Sachs, the dean of American frame making who's been at it for 35 years, isn't a builder you pepper with rigid demands. For Sachs, the process is a collaboration, but with the buyer trusting in his experience. One thing to think about: his six-year wait list. **SPECIAL TUBES:** Sachs uses PegoRichie tubes, Columbus Niobium Spirit pipes that he and Italian builder Dario Pigoletti developed in '05, and offers a choice of lugs. Newvex is Sachs's reimagining of French Nervex lugs, last made in the '70s. Sachs scoffs at weight weenies, though he notes that his frames often weigh just north of three pounds. Complete, the weight difference between a Sachs and, say, a Cervélo SLC-SL can be less than a pound. **SIZES:** Custom **FRAME:** PegoRichie steel **FORK:** PegoRichie steel, Newvex lugged crown—*J.L.*



JAVELIN Torgiano \$4,600 (FRAME AND FORK)

AMERICAN ENGINEERING, ITALIAN ARTISTRY

REAL ITALIAN CARBON: Although Javelin is based in a north-Chicago suburb, its Torgiano is made in Italy at a prestigious carbon fabrication facility. The top-shelf frame weighs in at a feathery 850 grams and features a unique monochainstay yoke for better drivetrain stiffness. Aerodynamics guru John Cobb consulted on tube shape to make each one as slippery as possible in the wind. **RISERVA SPECIALE:** The Riserva program is full custom. From an initial fitting at a Javelin retailer, your dimensions and handling ideals are translated into custom layup and infinitely variable frame geometries, and even custom paint and parts picks. Unlike many custom builders, the turnaround for a \$5,700 Riserva frame is measured in months, not years. **SIZES:** 47, 50, 53, 55, 60cm; custom **FRAME:** High-modulus carbon fiber—*J.L.*