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RELAX

TOMMASINI'S LUGGED-CARBON EVOL OFFERS HIGH PERFORMANCE WITH A RELAXED ATTITUDE AND IMPECCABLE HANDLING. BY MATT PHILLIPS



After a few failed distributor relationships and several years of absence, Tommasini bikes are back in the United States. Two of company founder Irio Tommasini's nieces, who also own a successful advertising and marketing agency, are importing the bikes. We hope that distribution will stabilize for this Italian artisan brand.

The Evol's frame utilizes Dedacciai's DCS carbon tubeset, a lug-and-tube system that allows no-charge custom sizing as well as some old-school flavor. Like makers of lugged-steel bikes, Tommasini hand-carves the company's "T" logo into the lugs for a bit of style not often seen in carbon. More old school: The Evol is offered in more than four sizes—21, in fact.

Tommasini's carbon lineup consists of three bikes. The Evol sits between the lighter Velocista, also available in custom sizes, and the GD2, not offered in custom sizing. All Tommasini bikes are available with custom paint for no additional cost. Not into carbon? Tommasini offers four aluminum, five steel and two titanium frames, all of which the company says are made in Italy.

The Evol's handling is just what you want for long days in the saddle. It's stable enough to confidently ride hands-off while you put on a jacket or munch on a snack. Initiate a turn, and the Evol rolls into its lean, and nails

the line the first time—no need for constant correction. It's not a darting crit bike that thinks for you; it follows your commands.

The Evol takes a step back from the ferocity of many high-end carbon-performance bikes. It has a generously efficient feel; it's quite light and stiff, but it does not have unyielding drivetrain stiffness and instantaneous power transfer. It's high performance with a more relaxed attitude, one that says, "Let's skip the town-line sprint today, and take the long way home instead."

Much like the efficiency and handling of the Evol, the ride quality sits in the middle of the comfort spectrum. It smoothes and isolates enough for long hours in the saddle, but provides just enough feedback to prevent a listless ride feel and dead handling.

PRICE: \$8,428 WEIGHT: 16.15 lb. (50cm) SIZES: Sloping: 46, 48, 50 (tested), 52, 54, 56, 58, 60cm; classic: 51–64 in 1cm increments; custom COMPONENT HIGHLIGHTS: Campagnolo Record 10 Ultra Torque group, Eurus wheels; Deda BlackStick seatpost, Zero 100 stem, Electa Carbon handlebar; Vittoria Open Corsa Evo CX tires INFO: ridetommasini.com