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JAVELIN CORTINA

Every once in a while a bike comes along that captures your imagination and makes you wonder, "Why is this bike so red?" At the '08 Interbike show I hooked up with the boys from Javelin to check out the '08 line and while I saw some pure "hastiness" ranging from the sick track bike to the Tonglano with the "real life" flame paint work, it was the Cortina that stood out for me. With the industrial matte black "finch" and understated graphics, triok design features in the rear triangle, the Cortina has the exact look that I desire. Aesthetas aside, the Javelin machine incorporates some pretty nifty technical features that are obviously undetectable by looking at it. The Cortina is composed of Kevlar-impregnated, honeycomb carbon fiber matrix. It's truly cutting edge, but what does it mean exactly? This honeycomb design creates a stiffer bike and when coupled with the hand-wrapped process by individuals in Maranello, Italy (yes Italy!) the quality and craftsmanship and finished product can truly be called handmade. The honeycomb design also allows for a lighter frame design too. Sometimes it's a fine line that companies straddle between making a superlight frame while maintaining stiffness and compliance, all the while creating a bike that is safe to ride! It's a tightrope that the Cortina dances across with ease with a sub-350g frame weight. This is not a bike that's full of giant tubes with swoops and swirls or cook-eyed angles, but instead a true Italian bike in every sense of the word. The geometry is about as traditional as you can get which is refreshing in a sea of slopes. The real focus of the design of this frame seems to be in the rear triangle area where they have created the most interesting features consisting of irregular shaped seat and chain stays all mated to the seat tube via a wishbone connection. The dropouts are lightweight alloy and glued in using epoxy. The top tube from the head tube on through to the seat tube tapers slightly in size while the down tube is significant in circumference, but nothing alarming or annoying. Both the down and top tube meld into the head tube seamlessly. Though it looks monocoque in design it's far from it. Each tube is created and formed based on the frame size and then the artisans assemble it in a handwrap. There is no room for error in the construction of this bike because it doesn't incorporate any additional layers of carbon fiber, which often just mask

transitions, lugs or irregularities. You can get the Cortina in stock sizes (see right), but as part of their Riserva program, you can also go full-custom in both size and geometry. Rounding out the frameset is the Zero carbon fork which I wish matched the matte finish of the frame, but I'm silly like that.

HOW DOES IT FEEL?

One thing is for sure: This bike is pimped to the gills! Campagnolo Super Record-11 all around, Zero Components OBB carbon tubulars, Deda Newton stem, Schmolke TLO bar and seat post, and Fizik Arione saddle make this one pricey and light bike. At 13.7 lbs. (including Zero carbon cage), it's one of the lightest rigs I have ridden in a long time. The best way to categorize this bike is with the word "cunge". Every effort you put down is met with a thrust forward. It climbs great, is fast on the straight and descends like a rocket. I feared the worst for a descent, but was pleasantly surprised that I could bomb corners without hesitation. It felt safe and secure in the sense that whenever you pointed it you didn't have to worry about having to over-compensate or tracking off course. Each corner I met head on, and cut a little bit more than the last until I was turning with confidence and without hesitation or much thought process. Everything was rock solid on this machine. No complaints about the frame characteristics or components or how all of it handled.

LAST CALL

On the Riserva program this bike is somewhere in the neighborhood of \$11,000, and for the complete bike specified here you can safely assume a tag of about \$13,000 plus! Obviously, this bike is not for everyone, but for this range you get the best of the best in components. Even if you stepped down from the Schmolke and Zero Components gear and outfitted the rig with the more common set of components, it would still leave in the upper area of the super high-end rigs because of the frameset price. As set up now, this machine is pretty awesome. The frame is stiff yet not overly rigid, lightweight, safe and damn sexy! And who can argue with the efficiency and comfort of the new Campagnolo stuff? It's miles ahead of the "old" stuff. [R]

ANGLES

Measurements in centimeters (TT= top tube; SA= seat angle; HA= head angle)

SIZE	47	50	53	55	58
TT	51	53	55	57	58
SA	74°	74°	75°	75°	75°
HA	72°	72.5°	73°	73°	73.5°



THE LOW DOWN

PRICE/WEIGHT: \$11,000 (frame, fork, headset at Riserva price) 13.7 lbs. (w/cage)
 SIZES: 47, 50, 53, 55, (profiled), 50cm; custom available
 COLOR: Matte black
 CONTACT: javelin.com

CHASSIS

FRAME/FORK: Kevlar impregnated honeycomb carbon fiber matrix/Zero Components carbon fiber

WHEELS

WHEELSET: Zero Components OBB carbon fiber tubular
 TYRES: Vittoria Corsa EVOCK tubular

COCKPIT

LEVERS/SHIFTERS: Campagnolo Super Record-11
 BRAKES: Campagnolo Super Record
 HANDLEBAR/STEM: Schmolke TLO/Deda Newton
 HEADSET: PSA
 SADDLE: Fizik Arione
 SEATPOST: Schmolke TLO

DRIVETRAIN

BOTTOM BRACKET: Campagnolo Super Record
 CASSETTE: Campagnolo Super Record-11
 CHAIN: Campagnolo Super Record-11
 CRANKS: Campagnolo Super Record
 DERAILLEURS F/R: Campagnolo Super Record