

## 2015 ROAD BIKE EDITORS' CHOICE AWARDS



WE STARTED WITH **84 STELLAR BIKES**. AFTER MONTHS OF **EVALUATING, COMPARING, AND ELIMINATING**—FOLLOWED BY **ONE HELLA INTENSE WEEK OF RIDING THE 30 FINALISTS** (AND THE MOST CHALLENGING, VEHEMENT, LOUD DEBATES OVER BIKES WE'VE EVER HAD)—WE ENDED UP WITH THESE **18 WINNERS**: BIKES WE RECOMMEND **WITHOUT RESERVATION** BECAUSE THEY ARE CLASS LEADERS, ARE AMAZING VALUES, OR EXTEND THE LIMITS OF WHAT'S POSSIBLE TECHNOLOGICALLY. **AND, BECAUSE OF COURSE, THEY BRING THE FUN—HARD.**







**F**OR MORE THAN A DECADE, we've presented you with the best of the best of each year's bikes—thanks to a process that involved splitting them into categories such as “Best Men's Enthusiast Road,” picking three to five finalists, then choosing one winner from each group. This year, we changed everything—except the integrity and the exhaustiveness of the testing. For starters, we canned the categories. They'd gotten to feel restrictive, precluding us from picking, say, two outstanding bikes that both happened to end up classified as Recreational Road, and they also prevented us from considering wonderfully quirky bikes that don't fit into any box. So this year, the initial nominations were free-form, based on our judgment of the many models we'd already ridden or had knowledge of; our test director's objective survey of factors like price, weight, and components; and, finally, on pure, idiosyncratic passion. The contenders included everything from custom titanium all-day bikes to blinged-out TT machines. And we devised a new, multistep voting and evaluation process that required the riders who felt most strongly about a bike (pro and con) to argue its case before a revolving board of our most experienced testers. The system was objective enough to be fair and subjective enough to be selective.

Then we rode the hell of out the finalists at our home office in Pennsylvania and during a one-week camp in Solvang, California. We raced past vineyards and empty farm fields, ground our way up climbs baked by the sun and bordered by snow, and screamed down descents. We debated ride quality, value, class leadership, and X-factor—the illogical, phenomenal spell a bike can cast. At the end, we had 18 winners: the baddest, raddest, most fun ones out there.

I'd anticipated, well before the final votes, that this Editors' Choice would result in just such a knockout lineup. On our third and final ride of the first day's testing, the group split between two routes, then ended up crossing paths on Ballard Canyon Road. It was the golden hour, and the sun silhouetted the gnarled fingers of the California oaks against glowing green pastures. It was gorgeous, but it wasn't the scenery that struck me. It was the look on Lou's face as we passed one another on opposite sides of the road; him on the climb, me descending. He had this radiant smile, this expression of pure, unadulterated joy. Then Jesse went by, then Joe. They glanced at me, and I at them, and we all wore that same look, driven by the same thought: *We love these bikes*. And we knew that you'd love them just as much.—Gloria Liu



## Liv Envie Advanced Pro 0

FALL IN LOVE WITH BEING FAST



THIS WOMEN'S AERO ROAD BIKE NAILS THE DETAILS

PRICE \$8,300 WEIGHT 15.2 LB (S)

### MEET THE TESTERS



ELSPETH HUVEYT

### THE COMPETITOR

This collegiate national track champion wants to do three things: win, win, win

I don't freak out over bikes. But this one had me freaking out. I couldn't wait to get on it, so much so that I rode it in Pennsylvania's single-digit winter temps, and was showing everyone pictures of it all the time. At the end of one ride with some good climbing and sprinting, I said, “I don't think I knew love until I met this bike.”

I usually have trouble getting comfortable and aerodynamic in the drops, but it was so easy on the Envie. I had great control everywhere on the handlebar, and I liked the flat top of the bar, too; it's a great place to rest

your hands when you're just rolling. The shallow curvature of the drops fits my tiny hands. And the bike comes with Dura-Ace Di2—a lot of top-of-class women's bikes don't have electronic shifting.

My only reality check: A couple times I momentarily fought for control as the deep-section wheels were buffeted by wind. If I were to buy this bike as my full-time ride, I'd want spare wheels to switch to for training. Even so, this is my favorite bike ever.—Elspeth Huveyt

OBJECT  
OF  
DESIRE

This bike lives up to its name: Testers were queuing up to get on the Envie, and three of the six women on our panel asked to ride and race it after voting was done.





# Colnago C60

FROM THE STYLING TO THE RIDE—  
100 PERCENT MADE IN ITALY



A MODERN, CARBON INTERPRETATION OF A '70S LUGGED-STEEL  
RACING BIKE, FROM A LEGENDARY BUILDER

PRICE \$6,200 frameset WEIGHT 15.1 LB [SIZE 50S]



Climbing is a dream on this bike. It's not effortless—it never is on any bike—but the C60 felt responsive, and eager. If I'd been in better shape, I'd have kept going up Happy Canyon and just climbed, and climbed, and climbed."—JOE LINDSEY

*I thought I had a favorite bike—then I rode the Colnago. I'd never ridden one before, and I expected it to be unforgiving, too stiff for my taste. I was wrong. I forgot I was riding an "Italian race bike" a mile in. It amazed me with every pedal stroke—it felt otherworldly. Almost like I was riding superlight steel rather than carbon. Now I am trying to find a reason I need to buy this bike.*—Leah Flickinger

**SWEPT** Seven riders rode the Colnago in Solvang. All seven voted "yes" to award this bike. (The paint job, on the other hand, was a lot more polarizing than the ride—three testers admitted to initially hating it.)

I'm going to assume that there are many people who won't get what this bike is about. The C60 is heavier, more expensive, and harder to find than a lot of very good bikes. And perhaps the nostalgia for Ernesto Colnago, and the romance of a made-in-Italy frame, is all meaningless crap. But damn: When I look at the bikes that have come before the C60 and see how their DNA can

be traced directly to this model, and when I ride the C60 and it just feels so perfect, I have a hard time discounting that nostalgia and romance. Here's the real thing, though: Beyond those intangibles, this bike rides great. Really great. You are not a special enough rider to say that the C60 lets you down in any way. Cycling is physical and logical and runs on numbers and data of course, but it is also passion, and irrational desires, and stupid dumb emotion. And I don't think there is any bike that satisfies both the physical and passionate needs of a cyclist as much as the C60 does.—Matt Phillips

## MEET THE TESTERS



MATT PHILLIPS

## THE ENCYCLOPEDIA

Ask our test director almost any question about bikes—he'll likely have the answer before Google does





# Cannondale SuperSix Evo Carbon SRAM Rival

JOIN THE GROUP RIDE OR DROP THE COMPETITION,  
WITHOUT SPENDING A MINT



THE LEAST COSTLY OF THE THREE VERSIONS OF THE SUPERSIX  
EVO CARBON FRAME IS STILL STIFF, CRISP, AND HAS  
A SMOOTH-SHIFTING SRAM RIVAL DRIVETRAIN

PRICE \$2,710 WEIGHT 17.6 LB [54CM]



I BOUGHT MY FIRST mountain bike in 1993. I didn't do my homework, and I knew nothing about riding trails, but the moment I walked into the bike shop, I knew that the deep-purple, \$500 Cannondale was the one I wanted—for no other reason than how it looked.

I've had a thing for Cannondales ever since, so it didn't surprise me when my eyes looked past the pile of Editors' Choice bikes and right to the SuperSix, with its beautiful blue and purple paint and no-frills appearance. Then I rode it, and beneath the paint was a gutsy, sturdy, reliable machine. I felt natural on it, like I was hanging out with an old friend. This was the least expensive bike I tested, and I had just as much fun riding it as I did any of the others. It was also the only bike I rode without Di2, and despite having been spoiled by electronic, I quickly embraced the SRAM Rival shifting. Even compared with the higher-priced bikes I rode before and after it, the SuperSix held its own.—Jen Sherry

**“Definitely has a competitive bent—quick and responsive to a rider’s will, yet reassuringly stable and predictable at speed in a paceline. Fun to push this bike to my limit.”**

—BRAD FORD

## MEET THE TESTERS



BRAD FORD

### THE CRAFTSMAN

You can't bamboozle this racer and diehard DIY guy—he sees through the surface to the heart of the machine





★★★★★

THESE WINNING BIKES EVOKED SUCH A PASSIONATE RESPONSE AMONG OUR TEST RIDERS THAT WE INCLUDED THOSE INITIAL IMPRESSIONS, WORD FOR WORD, IN THESE PAGES.

★★★★★







# Specialized S-Works Tarmac Disc

THIS PAST WINNER RETURNS WITH DISCS, AND NOW IT MIGHT JUST BE #UNSTOPPABLE



WE CONSIDER THE TARMAC ONE OF THE BEST RACE BIKES EVER BUILT, AND THE S-WORKS VERSION HAS THE BEST SHIFTING (DURA-ACE DI2) AND THE BEST BRAKES (SHIMANO 785 HYDRAULIC DISC) AVAILABLE FOR ROAD BIKES. HOT DAMN.

PRICE \$9,500 WEIGHT 15.4 LB [54CM]



*It's everything we loved about the Tarmac SL4, just more. It feels like it got even faster and even stiffer, yet the ride is more refined. It's as if, after so many metamorphoses over the years, it has finally become a butterfly.*

—Matt Phillips

It was so pleasurable to go fast on this bike that I'd let myself fall behind a few more times on this ride—to take a drink, or take off my jacket—just for the joy of being able to chase back on.—Gloria Liu

Race bikes shouldn't be this fun—that's what Lou said as we were climbing Figueroa Mountain Road. Mike objected: Why not? So Lou explained that what he meant was, why are race bikes never this fun? The Tarmac Disc is a genre-blending masterpiece. It's light, it's

stiff, it's fast. But it doesn't beat you up, and the confidence from the discs makes it one of the most complete bikes I've ridden. On Figueroa, even when I ran out of gears, I was never struggling. On any long climb like that you die and are reborn 100 times. But on some bikes, you're convinced it's the bike that's killing you—that the brakes are dragging, or the gear steps are wrong or it's too heavy or something. I never had that experience with the Tarmac.—Joe Lindsey

## MEET THE TESTERS



JOE LINDSEY

### THE NUTTY PROFESSOR

Geeks out on the latest tech with the best of them—but can break it all down into English for the rest of us



# Specialized S-Works Tarmac Disc

CONTINUED

## SAVED BY THESE DISCS

A section of Ballard Canyon turns downhill, and when you look at it on Google Maps, the road looks like the outline of a soft-serve ice-cream cone. I was coming around the last, sharp turn here with lots of speed, and passed another rider going the other direction. I looked over because I thought it might be Mike or Matt, and when I looked down the road again, I was practically on the shoulder. I thought, *This is really bad*. But here I am, recounting the misadventure without a scratch

on me, which is real-life proof that disc brakes work. The Specialized Tarmac Disc is a crazy-fast, thoroughly fun bike that corners so well it makes you think of curves not as potentially dangerous challenges, but as yummy—and oh-so-tantalizing—treats.

—LOUIS MAZZANTE

## MEET THE TESTERS



LOUIS MAZZANTE

### THE FREE SPIRIT

Apt to break free from the paceline from time to time, and wander off the beaten path







# Trek Domane 6.9 Disc

SHUSH THE ROAD NOISE, SCREAM DOWN DESCENTS



A SMOOTH-RIDING CLASSICS BIKE WITH HYDRAULIC DISC BRAKES, DURA-ACE DI2, CLEARANCE FOR WIDE TIRES, AND ABILITY TO TAKE FENDERS. BOOYAH.

PRICE \$8,300 WEIGHT 16.5 LB (54CM)



You hardly have to think on this bike; just pedal. It shifts with little effort and has amazing brakes. Plus, it's a smooth bike—the IsoSpeed decoupler (bendy seat tube) really seems to work. I rode it after testing a bike that fatigued me, and I finished my ride on the Domane Disc feeling fresher and more energized than I started. It's also the best descending road bike I've ever been on—it will tear through corners accurately and at a frightening velocity. But the precise and predictable handling will bail out a less-skilled or very tired rider, too. —Matt Phillips

**I RODE UP AND OVER THE 4,300-FOOT FIGUEROA CLIMB ON THIS BIKE, AND I CAN'T IMAGINE FINDING A LIGHTER-FEELING, MORE COMFORTABLE BIKE TO DO IT ON. IT FELT LIKE CHEATING.**

—CAITLIN GIDDINGS

MEET THE TESTERS



CAITLIN GIDDINGS

**THE JOYRIDER**

Led five tours across America, but these days, she's mostly chasing smiles





# Pinarello Dogma F8

DROP THE VELVET HAMMER



A TOUR DE FRANCE—WINNING RACE PLATFORM  
IN ITS EIGHTH—AND BEST—INCARNATION

PRICE \$5,750 frameset WEIGHT 15.8 LB as tested [53CM]



You know what? I don't think I need to explain this bike to anyone. I've ridden it—as fast as I can—through the Dolomites for several days, and I'm confident that everyone who rides it will see why I think this deserves to be an Editors' Choice selection.—MATT PHILLIPS

**MATT WAS RIGHT** The F8—Team Sky's ride of choice—got six out of six “yes” votes from its testing panel.

This was another revelation for me in this week of testing. I expected the F8 to be stiff and extremely fast, but what I didn't see coming was refined ride quality to go with it. I nicknamed it the Velvet Hammer. The chattery tendency of previous Dogmas was replaced with a firm but planted feel. I'm pretty sure bottom-bracket stiffness might be a few percentage points less than those older versions, but it's plenty stiff enough, and the ride more than makes up for it.—Ron Koch

## MEET THE TESTERS



RON KOCH

### THE DUDE

Don't be fooled by the laid-back, Big Lebowski demeanor—this editor abides with a razor-sharp, sixth sense for bikes



★★★★★

RON KOCH GIVES EVERYTHING HE'S GOT  
TO LEAD THE GROUP UP FIGUEROA MOUNTAIN  
ROAD. HE EVENTUALLY MELTED, BUT THE  
PINARELLO DOGMA F8 KEPT ITS COOL.

★★★★★







# Cannondale CAAD10 Women's Force

ALUMINUM? WOW!



THE CAAD10 IS A PREVIOUS EDITORS' CHOICE WINNER—AND THE WOMEN'S VERSION PACKS THE SAME RACY PUNCH

PRICE \$2,060  
WEIGHT 16.7 LB (48CM)

**I DIDN'T EXPECT** to like this bike. I never loved aluminum. But the CAAD10 changed my mind about the material. I actually thought at first that I was on a carbon bike.

At this price, this bike is a great find. Even though it has a slightly taller head tube, I could still get plenty aero. All of my rides on this bike were in groups, so I had lots of chances to volley back for slower riders and sprint ahead to hook back on to the group. The bike had really nice acceleration on the flat stretches, and the cornering was spot-on, even at high speed. The CAAD10 felt super lightweight on climbs, and I had no problem powering right up.—Beth Strickland

My major takeaway from the CAAD10: It was fun. I don't usually come home from one of our regular rides and say, "Wow, that was fun." I'm normally more focused on how fast it was, or my QOMS, or who won the town sprint. But this bike let me forget about all that.—Elsbeth Huyett

**"MORE FUN THAN ANY OF  
THE CARBON RACE BIKES  
I'VE EVER TESTED."** —LEAH  
FLICKINGER

## MEET THE TESTERS



LEAH FLICKINGER

### THE AESTHETE

Our executive editor has an appreciation for beauty, an eye for the details, and a love for the ride





# Cervélo S5 Dura-Ace Di2

AN AERO BIKE THAT WON BECAUSE  
AERO *ISN'T* EVERYTHING



CERVELO SAYS THAT AT 40 KPH, THE NEW S5  
SAVES 21.3 WATTS—4.4 OF WHICH COME FROM  
THE NEWLY DESIGNED AERO HANDLEBAR

PRICE \$10,000 WEIGHT 15.6 LB [54CM]

I dislike riding most traditional aero road bikes—but I liked this one. It's the only aero bike I've ridden and not wanted to get right off of, one that makes few of the compromises inherent to the category. The ride is race-bike firm, but there's a pleasant hollowness to the feel over rough pavement. Stiffness is good enough for predictable handling, and power transfer through the drivetrain is great. Aesthetics have improved with this new iteration, too. I hate the handlebar—but I know it's important for cutting through air.

—RON KOCH

This bike lets you know about every crack and imperfection in the road—it does not offer much vertical compliance. Nor does it provide an all-day-in-the-saddle ride quality that could be described as forgiving. But this bike deserves an Editors' Choice award because it was built to be a pure speed demon, and that's what it is.

## MEET THE TESTERS



GREG KAPLAN

## THE TRIATHLETE

BICYCLING's resident multisporters are ever dedicated to the pursuit of time and energy savings

The S5 helps you conserve your energy. I found myself coasting a lot in pacelines. It also offers precision in technical situations: On a fast, three-mile descent with tricky switchbacks, it was responsive and stable. Although the frame shapes are flattened and slightly elongated, which often causes an aero bike to catch crosswinds, I felt nothing like that when the wind whipped up. And the stock HED Jet 6s are great wheels. They're deep enough to be aero, but because they are spoked, there is some forgiveness over tough terrain.—Greg Kaplan





# Cervélo S5 Dura-Ace Di2

CONTINUED

## HEATED DEBATE

The Cervélo S5 caused the most impassioned discussion (okay, outright argument) among our editors this year. “If this is the best aero has,” said one, “then I don’t want aero.” Others echoed the verdict—in stronger language. But at the end of a long night of debate, we agreed that, of the aero bikes available, the S5’s ability to slip through the wind faster than most, and with the fewest concessions to ride quality, elevated it to the status of clear class leader. It even converted a couple of aero-bike skeptics. And so it emerged from the fray with a hard-fought, and well-deserved, Editors’ Choice badge.







# Giant Defy 3

THE START OF SOMETHING BEAUTIFUL



THE ONLY THING THAT'S ENTRY-LEVEL ABOUT THIS ALUMINUM ENDURANCE MODEL IS THE PRICE AND SOME PARTS—IT'LL BE PLENTY OF BIKE FOR YEARS TO COME

PRICE \$950 WEIGHT 20.5 LB [M]



The Sora components (and the wheels) let you know right away this isn't an expensive bike. But the ride makes you forget that. Sitting in with the lead group on a long, flat stretch, spinning along as easily as those on \$10,000 bikes, responding to potholes or gravel with little flicks of the bike to either side, trimming speed to stay on pace, and dropping back to pull two other riders up to the group—what I had underneath me was a capable all-rounder. When I got out of the saddle on a short, twisting kicker, the bike felt solid and, while not light, not burdensome. It carries its weight (and it is there) with a matter-of-fact demeanor. And it can, on downhills, push past the limits of its pricing. It has to be muscled into the corner, but it will carve aggressive lines—more meat cleaver than scalpel but, again, so what: It does the job. I chased a leading group across a long, rolling, windblown stretch, and it was only then, as I settled into the bike

for an extended period of applied power, that it ever left me wanting: It didn't give back enough compared to what I was putting into it. *But how many people, I thought, are going to push a \$1,300 bike like this, for this long, and ask it to catch on to a pack of pro-level bikes ridden by such fit people?*

Later, I found out the bike is only \$950: Astounded.

This is a full-buy recommendation—have fun, get fit, go places, change your life, wear out those components, then upgrade in a couple of years. The frame is a beauty and a keeper, and the bike is the start of something beautiful for a great price. It's kind of like a movie lover finding a grand theater showing matinee classics for a quarter of the normal admission: You get the heart of the experience, you just don't get the glitz.—Bill Strickland

## MEET THE TESTERS



BILL STRICKLAND

### THE ENTHUSIAST

Happy on two wheels, no matter if they're rolling on a \$700 cruiser or a \$10,000 carbon dream bike

**WE HAD A MOMENT** During one ride, Lou fell behind the group while on the Giant Defy 3 and didn't catch up for some time. When he finally pulled up, he said simply, "The Defy and I had a moment." Later, in his notes, I read this: "This bike is special, not just because of its sub-\$1,000 price. The most fitting thing I can say is that the Defy encourages you to slow down, to sit up, rise out of the drops, and look around. After I stopped to take a picture, I thought about sprinting to catch back on to the group, to find a wheel. Then I didn't. It seemed like an affront to this bike."—Gloria Liu



★★★★★

ON ONE OF THE MANY QUIET, BEAUTIFUL LANES  
OUTSIDE OF SOLVANG, BRAD FORD AND THE \$950 GIANT  
DEFY 3 PUT A LITTLE POP INTO THE RIDE.

★★★★★







# Trek Domane Classics Edition

GET SOME



CANCELLARA'S RACE BIKE. 'NUFF SAID.

PRICE \$11,950 as tested WEIGHT 16.1 LB [54CM]

## “BRAKING FEELS AKIN TO AN INSULT TO THIS BIKE.”

— BILL STRICKLAND



This bike is a knife fight in a phone booth. It should scare you a little at how raw its aggression is. At the top of the descent on Ballard I was fairly salivating at the prospect of throwing it downhill, and I did, savagely falling through the switchbacks, hacking them apart. It motors on the flats. My left knee had been a little dodgy lately, but I didn't care: I put the Domane in probably too big of a gear and mashed along. The IsoSpeed decoupler provided exactly the kind of front-back balance for handling and road feel that I love. The short head tube wouldn't work for me long-term, but there's something aspirational here where, if I owned one, I'd probably commit to more yoga and Pilates and massage and CrossFit and whatever might give me some chance of being comfortable on this for hours, so I could ride it for hours.—Joe Lindsey

### A SPECIAL CASE

The Domane Classics was introduced in 2014 as a limited edition. Trek sold them out and has no plan to produce more. Despite the rarity, we were compelled to include the bike in this year's Editors' Choice testing. It's fun to ride, has amazing handling, and sets the bar for how smooth a race bike can feel. It's also a bike you wouldn't expect a major, mainstream company to sell: a pure race model, developed for a top-level pro team, with extreme geometry. We think it's one of the most unusual bikes on the planet, and we hope Trek makes more—or at least more bikes like it. Until then, you'll have to stalk eBay to find one for yourself.





# Moots Vamoots DR

THIS METAL IS MAGIC



BUILT IN COLORADO FOR LONG DAYS IN THE SADDLE,  
DECKED WITH DI2 AND DISC BRAKES

PRICE \$9,900 WEIGHT 17.5 LB [54CM]

*It's been a few years since I've ridden a titanium bike, so rolling down the first stretch of road on the Vamoots felt like saying hello to a long-lost friend. And I really was, because I owned a Vamoots years ago. The feel of ti is unlike any carbon bike, and the frequency at which this one transmits road vibrations is in a unique range: The sweet spot is while riding at a tempo pace, 17 mph or so. The bike just seems to float across the road.*

—RON KOCH



I felt pretty special riding the Moots Vamoots DR. It glided along roads elegantly and smoothly. It felt springy and durable and sure of itself. But where it really shined was on descents. I felt like I could throw my body into any corner and make the bike go exactly where I wanted

it to—hug the farthest edge of the road and lean into turns. And the disc brakes made the whole experience that much more amazing. If I didn't have such a long list of must-haves and must-fixes for my home, I'd use that money to buy this bike. That's how much I loved it.—Jen Sherry

## MEET THE TESTERS



JENNIFER SHERRY

### THE SEEKER

Strava, Schmava—  
let's go see  
something new





## Specialized Amira SL4 Expert

A RACER THAT COMES THROUGH FOR THE ANYWOMAN, TOO



THIS LOWER-COST VERSION BENEFITS FROM SPECIALIZED'S STIFF FACT 10R CARBON FRAME (ONE STEP DOWN FROM THE S-WORKS MODEL), AND SMOOTH ULTEGRA SHIFTING.

PRICE \$3,800 WEIGHT 16.1 LB [48CM]

I didn't know what a good bike was until I owned and raced this bike. I had always been a little hesitant in corners, descents, and gravel, but the Amira handles so well that I've overcome a lot of those fears and become a much better rider for it. It feels light up the climbs, steady on the descents, and sturdy when it's being bounced around in a crit.—Elsbeth Huyett

The Amira is an incredibly well-balanced bike that I'd recommend to pretty much anyone, for pretty much anything. Its handling is intuitive—responsive but never twitchy, reasonably quick for sudden maneuvers, yet confidence-inspiring and stable on the downhill. It's light, with good power transfer. Accelerations are snappy and the brakes are solid.

—ERICA MILLER YOZELL

“THIS IS DEFINITELY A BIKE YOU COULD RACE. BUT IT ALSO DOES EVERYTHING WELL.”

—BETH STRICKLAND





## SEVEN MORE WINNERS

THESE URBAN, TOURING, AND BEYOND-THE-PAVEMENT MODELS BLEW US AWAY TO SWEEP UP 2015 EDITORS' CHOICE AWARDS, TOO.



1

### RALEIGH CLUBMAN DISC

Chromoly steel frame ready for touring or a jaunt to the coffee shop **\$1,100**



2

### RALEIGH RXC PRO DISC

Pro-level, carbon cyclocross race bike with disc brakes and Di2 **\$5,000**



3

### KONA MINUTE

Mid-tail-length cargo bike that makes hauling crap a ton of fun **\$1,399**



4

### BREEZER BELTWAY ELITE

Quick, agile, and full-featured aluminum commuter **\$1,619**



5

### SPOT ACME OPEN

Red Gates Carbon Drive Belt and snappy handling—this isn't your grandma's step-through **\$2,300**



6

### SPECIALIZED TURBO S

Smoothest, funnest (yeah, it ain't a word) electric-assist we've tested **\$6,000**



7

### SALSA VAYA 2

Adventure time is all the time on this purebred, no-nonsense touring bike **\$1,950**

FULL REVIEWS OF THESE EDITORS' CHOICE WINNERS ARE AT [BICYCLING.COM](http://BICYCLING.COM) AND THE JUNE IPAD EDITION OF *BICYCLING*.