



Cornering: The Curve is a great little criterium racer. It corners very well (and we already told you how it accelerates). Coming down a fast descent was a bit unnerving. The frame never wobbled or got squirrely but there was a feeling of having no room for pilot error. Most testers attributed this to the light weight of the bike. Heavier test riders (180+ pounds) didn't register any complaints.

LITTLE STUFF OF CONCERN

The Flite saddle is good, but on the Curve we caught most of the test riders lowering the front of the seat more than normal. Curve's push/pull double-bolt seatpost was hot. It is simple and fast to adjust the seat. That is a compliment we can't pass along to many of the newer generation of seatposts. Thanks for keeping it sweet and simple, Curve.

Most test riders are past the days of downtube shifting, even if it saves a little weight. Dual-control shifting was missed the first time we pushed the brake lever sideways! The Mavic rear derailleur was described by one test rider as a cross be-

tween index shifting and friction shifting. The other test riders laughed because they all agreed but hadn't been able to articulate the feel. Riders did complain of ghost shifts until they adapted to the unique feel of the Mavic setup.

The rear water bottle cage mounting screws were too high to accommodate the larger-size water bottles. Not a giant problem, but once they are positioned, there is nothing the owner can do to correct the situation. The clearance is so tight between the small chainring and the chainstay that a 42T chainring is out of the question. We think that option should be left open to a prospective Curve rider. Please split the rear brake cable: the solid cable housing produces a mushy rear brake.

SHOULD THE TI GUYS BE WORRIED?

Materials like AerMet are pushing the mystique of Ti frames. Our test bike lived up to all the claims that AerMet made for itself. It was light (very light for a steel bike), rigid (very rigid for a light bike) and strong (certainly stronger than we believe the paper frame would be). Curve's crea-

Beginner's luck: Remember the first carbon fiber frames? How about titanium? Or are you trying to forget? For a first effort with a new material, Curve has come up with a winner. Yes, the frame delivers a slightly harsh ride, but the rigidity and climbing performance are right on.

tion is excellent when you consider it is the company's absolute first effort with a new material (remember the first carbon fiber and titanium disasters?). The biggest problem we experienced was the harsh ride, but it would appear that AerMet 100 offers enough strength for companies like Curve to move away from the oversized tubes and tight rear triangle in search of a little more comfort (they may be more than a little mountain bike-oriented).

As it sits today, the Curve is a smoker that is fun to ride and will give you plenty of bragging rights at your next club ride. The frame, fork and world record-length titanium seatpost sell for \$1995. For more information, contact Curve, 4699 Nautilus Ct. S. #301, Boulder, CO 80301 or call 303-530-0589. □