



Cal Tech Wind Tunnel ▲

AERODYNAMICS.

For road racing, there is one more performance factor that has long been overlooked. For years, the mechanics of bicycle frame performance have literally been considered in a vacuum, as if air did not exist. As if the racer or triathlete were not, at 25 miles per hour, surrounded by a thick viscous medium that robs about 90% of the energy output. When seconds count, aerodynamics is just too big an issue to ignore.

"Like the falcon for which it's named, the Kestrel's airfoil shape and smooth contours slice efficiently through the air. According to static tests conducted by Bicycling's science editor, Chester Kyle, it has a 10% aerodynamic advantage over round-tube frames."

—Bicycling Magazine

True aerodynamic performance can only be measured in a wind tunnel, otherwise the result is nothing more than

aero-cosmetics. The substitution of a false aesthetic for measured performance. The Kestrel road frame is the only production frame to be wind tunnel prototyped, with true airfoils where it counts—as measured in the Cal Tech wind tunnel.

THE FINAL TEST.

Yet for all this advanced technology, Kestrel remains one of the world's most labor-intensive bicycle frames. Because each Kestrel must be made completely by hand. Layer by layer. And then hand-finished a centimeter at a time. Which is why we can only craft as many frames in a year as most manufacturers turn out every week.

All of which dictates that Kestrel owners necessarily form a very elite circle: there simply aren't very many of them out there. And perhaps that's just as well, because—in addition to being stronger, stiffer, lighter, and faster—the Kestrel is undeniably expensive. But it stands alone in delivering a substantial, quantifiable, unquestionable enhancement of your own performance.

The bicycle itself is static; the most that *any* piece of equipment can offer is to allow you the opportunity to realize your own potential. The decision to own a Kestrel, therefore, reflects a very conscious and deliberate commitment on the part of the owner to the pursuit of personal excellence.

Of course, the final test of any bicycle is in the riding. It is only here that the synergy between rider and machine becomes apparent. Unlike such quantifiable factors as weight, stiffness, modulus, aerodynamics or biomechanics, it is this almost intangible sense that the mechanical whole is somehow greater than the sum of its particulars that distinguishes the ruthless efficiency of superior frame design from ornate lugwork or baroque graphics.

"... you must ride the Kestrel, place it under your hands where you can absorb its lines to your satisfaction, and give it free rein on the open road. It won't disappoint you. Everything about the Kestrel is familiar, yet you have not ridden a bike like it. A ride on this bike will recall a day, long ago, on that first great bike that you'll never forget, the bike that converted you to cycling for life."

—Bicycle Guide

It is precisely this elusive, impossible-to-describe feeling which forces Kestrel, more than any conventional frame, to demand direct personal involvement.

There is only one way to appreciate the difference between this frame and any other: you must get in the saddle and ride. What you will discover there is very simple, and yet the entire focus of all our design efforts. The more efficient will prevail. And the rest will be left behind.

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Our single-minded goal...

Kestrel