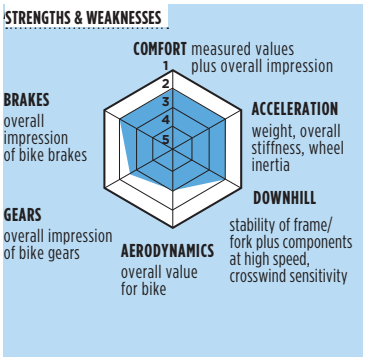
IN BRIEF

Surprising news: The latest generation of Aero racers are only marginally faster than their predecessors. That said, the bikes do appear more refined, with primarily the adjustment and also the mounting of the cables done better than in some of the older models.

Disc breaks are on the verge of becoming standard. With carbon rims they offer better, more readily calculable brake performance, although they also add around 500 grams to bike weight. With mostly five-digit price tags, these bikes remain an unaffordable dream for the majority of amateur racers.

HOW TO READ THE TEST GRAPHIC



In order to display the characteristics of the bikes tested with their various functional and dynamic features in as clearly visible a way as possible, the individual descriptions on the following pages are complemented with a diagram consisting of six axes, which lets you to register all of the model's strengths and weaknesses at a glance. The characteristics on the individual axes are derived from a combination of measured values and the subjective impressions of the test-riders. The larger the blue area, the better the bike.

RIDLEY
Noah Fast Disc

• **Price** 9.250 Euro • **Weight** 7,1 Kilo

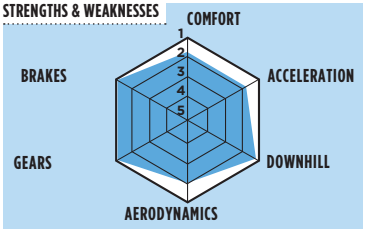
Info www.ridley-bikes.com

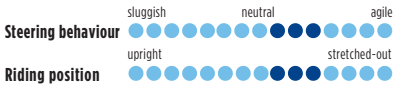
1,5
TOUR

Frame/fork/headset weight: 1.155/466/88 Grams
Frame sizes: XS, S, **M**, L, XL
Seat/top/head tube: 505/560/165 mm
Stack/reach/STR: 566/392 mm/1,44
Wheelbase/trail: 985/52 mm

FEATURES
Drivetrain: Shimano Dura-Ace (52/36-tooth, BSA)
Brakes: Shimano Dura-Ace (160/140 mm)
Gears: Shimano Dura-Ace Di2
Wheels/tires (weights): Forza R45/Continental Grand Prix 4000S2 25 C (f./r. 1,149/1,481 grams)

STRENGTHS & WEAKNESSES





Although the other models are a little faster than the Noah Fast Disc (at 213 watts) in the wind tunnel, the bike emerges from the test with a narrow overall lead on its competitors. The decisive factor in this victory is a performance which is well-balanced across the board. This begins with the Disc's respectable weight of 7.1 kilograms, and ends with what is a good saddle comfort score for a bike of this category. The design of the frame is clear-cut and straightforward, its only small extravagances being wing-shaped extensions on the bike's forward dropouts, as well as beads on its fork, head tube, and down tube which are intended to smooth airflow. The bike's extremely narrow down tube may invite concerns that the frame could be vulnerable to torsion, but the laboratory and field tests provide reassurance on this score. The bike stands bolt upright, and rides like a thoroughbred pro model. The 130 millimetre-long, low-set stem places the rider in a highly stretched-out position, and the one-piece cockpit works brilliantly. We look forward to seeing whether the pros from Lotto Soudal opt for the Disc next season, or whether they ultimately decide to go once again with the Noah Fast rim brake alternative. According to Ridley, the latter is 500 grams lighter.

⊕ stable, superbly equipped, good saddle comfort, also available in a version with rim-brakes

⊖ only five sizes

THE RESULTS AT A GLANCE

	Overall bike weight, grams	Air resistance, watts	Head tube stiffness, NM/	Fork lateral stiffness, N/mm	Saddle post hardness, N/mm	Bottom bracket stiffness, N/mm	Gears	Brakes	Tires	TOUR-Note	Warranty
Percentage share of overall score	**20**	**20**	**10**	**5**	**10**	**10**	**10**	**10**	**5**	**100**	
CANNONDALE	7.780	203	101	51	264	82					
SystemSix Hi-Mod Dura-Ace Di2	2,7	1,0	1,0	1,3	3,0	1,0	1,0	1,0	2,0	**1,6**	LL
CERVÉLO	7.440	206	109	52	316	68					
S5 Red eTap Disc	2,3	1,3	1,0	1,3	3,7	1,0	1,0	1,0	1,0	**1,6**	LL
RIDLEY	7.100	213	98	52	148	68					
Noah Fast Disc	2,0	2,0	1,0	1,3	1,7	1,0	1,0	1,0	1,0	**1,5**	5 J., CR
SPECIALIZED	7.190	208	91	46	261	67					
S-Works Venge	2,0	1,7	1,7	2,3	3,0	1,0	1,0	1,0	1,5	**1,7**	LL, CR
TREK	7.700	212	92	50	100	56					
Madone SLR 9 Disc	2,7	2,0	1,7	1,3	1,0	1,7	1,0	1,0	1,5	**1,7**	LL

*LL=Lifetime, CR = Crash Replacement

HOW TOUR TESTS BIKES

TOUR tests all bikes and the majority of their components in its own laboratory, which has been operating since 1993. Measurements taken from many thousands of bikes make up the backbone of the test, which we develop continually in collaboration with the Zedler Institute for Bicycle Technology and Safety.