



From left: A reinforced bottom bracket aids power transfer; a proprietary seatpost design reduces drag; Guru matches your head-tube badge to your paint.

## Guru Magis

GURU'S NEW MAGIS USES THE SAME HIGH-MODULUS CARBON FIBER AS DOES THE Montreal-based company's flagship triathlon bike, the \$5,800 Crono, which Guru builds using an internally pressurized bladder-molding technique and carbon lugs. To keep the Magis's price low, Guru employs a less costly construction method it calls *fasciato*: Carbon tubes are bonded together, then wrapped with carbon. This less labor-intensive construction allows a greater degree of customization, says marketing director Robert Rossi. "The Crono can be customized to fit 98 percent of the population, but with *fasciato*, there's nothing we can't do," he says.

Here's what they can do: In about four weeks, for \$4,500, you get not only a full-carbon, custom race machine, but also a series of fittings—one session to take measurements and assess flexibility; another, after your bike arrives, to dial in everything from saddle height to elbow-pad thickness; and additional visits as needed. John Brown, a fitter at High Road Cycles, in Wayne, Pennsylvania, says he follows up with customers 30, 60 and 90 days after they receive their bikes. It was obvious from the first ride that my Magis was a great fit. According to Brown, my setup was slightly more upright and less aero than it could have been—a decision dictated by my (lack of) flexibility. The result: On training rides and in Olympic-distance triathlons, I was able to hold an aero position for the entire outing—and eventually found the aero bars to be more comfortable than the base bar.

Stability is excellent, in part due to the fairly slack 72-degree head angle. Yet the bike still feels fast. Short chainstays help with quick accelerations and steep rises, and the 77-degree seat angle helps you get power from your glutes. One minor complaint: The aero down tube was too narrow to accommodate a bottle cage, and with my particular geometry the reach to the seat tube felt awkward. After you've caught the tri bug—and riding the Magis will make you susceptible—you'll want to upgrade to a lighter wheelset and base bar.—*Emily Furia*



\$4,500

<b>WEIGHT</b>	18.06 lb. (custom)
<b>SIZES</b>	Custom
<b>FRAME</b>	Carbon fiber
<b>FORK</b>	Alpha Q TS-20 carbon fiber
<b>COMPONENT HIGHLIGHTS</b>	(as tested) Shimano Ultegra crankset (53/39), 12-25 cassette, derailleurs, brakes, Dura-Ace bar-end shifters; Tektro RX 4.1 brake levers; Profile Design Airwing bar w/ Carbon Stryke aero extensions; Reynolds Solitude wheels; Continental Ultra Race tires; Ritchey Aero seatpost, Pro stem
<b>INFO</b>	gurubikes.com

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YOU ABSOLUTELY MUST KEEP YOUR BOTTLE ON YOUR DOWN TUBE