

Jellybean three speed

Simple but smart – it's a singlespeed with two gears. **Simon Vincett** tries the new Jellybean.

Bike riding is synonymous with fun and the key to good fun is keeping it uncomplicated – hence singlespeed bikes. But pesky hills, headwinds and bouts of low blood sugar keep showing up to spoil the party. So singlespeed makers par excellence, Jellybean, now offer their singlespeed with two extra gears.

The middle gear – 5.9 metres development for each rotation of the pedals – is very close to the Jellybean singlespeed gear, which is ideal for most singlespeed riders in city traffic. The lower gear is 4.3 metres development, which is easier to start off in and good for when the spoilers crash the party. The higher gear with eight metres development gives a decent cruising speed for long stretches when you're clear of the city stop-start.

Changing gear could not be simpler: you twist the shifter incorporated into the handlebar and it clicks into a new gear. You can do this while riding or when you're stopped. A window displays what gear you're in.

The riding position is very Zen: comfortably midway between hunched-over roadie and bolt-upright Euro-chic. The slightly relaxed head tube angle makes the steering very stable. The frame is the same as Jellybean singlespeeds, with small, medium and large sizes available. Their website explains clearly which size you'd need. It's not the lightest bike on the road but its 4130 chromoly is as light as it gets for single-gauge steel frame.

The singlespeed aesthetic calls for



99%

Singlespeed simplicity with two more gears.

clean lines, so there are no cable stops or bottle cage mounts or rack mounts on this bike. It's just not a panniers or basket kind of bike. There are mounts for mudguards though, so you can opt out of a wet spray up the backside. Nice.

Since I reviewed their singlespeed, Jellybean now run well-regarded Sugino cranks and stronger dual-pivot caliper brakes from Radius. The seat is new too – a classic style branded with “Jellybeanbikes”. The tyres are now 28mm from Kenda. I remain impressed that all parts are thoughtfully selected and carefully assembled to provide solidly good quality and value for money.

The fun with Jellybean starts on the website with a “build” tool that lets you mix and match colour schemes on-screen to check your desired look. The website tells you which parts are out of stock and whether it's three weeks or more till they are available again. Pick up from Richmond, Melbourne, is free or postage to anywhere in Australia is \$29. The bikes arrive in a box but just need a 15mm spanner and a set of Allen keys to complete the assembly.

You need a 15mm spanner to remove the wheels and a 5mm Allen key to adjust the seat height – it's also not a quick release kind of bike. Removing the rear wheel requires disengaging the hub gear, but this is very easily done. Loosening a 5mm Allen bolt on the box attached to the axle disconnects it. Then you remove the wheel as with any singlespeed. 🍌

Jellybean three speed

Sizes:	S (52cm), M (56cm), L (60cm)
Frame and fork:	4130 chromoly steel
Gears:	Shimano Nexus 3-speed hub gear
Shifter:	Shimano Nexus 3 twist grip
Crankset:	Sugino 165mm 44 tooth
Rear cog:	16 tooth
Brakes:	Front and back Radius dual-pivot caliper with two-finger levers
Wheels:	45mm deep rim with stainless steel spokes and anodised gold hub
RRP:	\$628

For more info and to buy www.jellybeanbikes.com.au

Wilier Granturismo

Who knows Gran Fondos like the Italians? **Jon Miller** enjoys some long days in the saddle with gusto.

Despite being on the scene in Europe for over 100 years, Wilier Triestina is not a well known bike brand in Australia. Though if the quality of the Granturismo is anything to go by, this should change soon. The Granturismo is marketed as a high performance bike that doesn't sacrifice comfort. It's aimed at those who want to spend all day in the saddle rather than just a few hours.

Apart from the compact crankset and extra spacers under the handlebar stem, there's not a lot in the way of 'comfort' features on this bike. Everything about it, from the slightly arched top tube to the Fulcrum Racing wheels, screams “speed, speed, speed!”

Wilier's stiff monocoque frame is perfect for speed and acceleration but not so good for shock absorption, though the carbon fibre naturally absorbs a lot of vibration.

At 6.1kg on the bathroom scales, this bike is under the UCI minimum weight, so if you plan on entering any UCI sanctioned races, you will need another machine. For the rest of us, the super-light weight gives it excellent speed on the flat and an almost magical hill-climbing ability.

I was sceptical at first about the 12–25 cassette, thinking it wouldn't provide a low enough gear for hill climbing. In practise, the bike's light enough that I could ride gradients of 8–11% over two or three kilometres with ease. Steeper pinches of 14% presented no problems for short distances either. Although a 28 on the back would be nice for riding over mountains, the 25 will be adequate for most purposes.



89%

A sportive bike with a bit more speed than comfort.

With such a fast bike, you need plenty of stopping power, and the dual pivot brakes provide this. They are scarily good and you really should take time to familiarise yourself with their power. The first time I rode the bike I almost locked up the wheels just rolling down my driveway.

For those not familiar with Campagnolo groupsets, the Athena is about the middle of their range. There's nothing middling about the quality though. All gear changes were quick and precise, which is no mean feat with an 11-speed cassette at the back. The thumb-operated shift lever inside the brake hoods takes some getting used to if, like me, you're used to Shimano STI shifters. Hardest to get used to is operating this lever while riding on the drops. Something I really liked is the ability to change three or four cogs with one movement of the shifter.

A lot of attention has been paid to detail. The drive side of the rear wheel has more spokes than the other – 14 compared to seven. This reduces weight while leaving strength where it's needed. The spokes are bladed, which is said to reduce wind resistance, but I wonder how much difference that can make.

It does make it harder to replace them because you have to get the orientation right. There are small rubber grommets preventing the cables from wearing the paint job. The brake hoods are ergonomically designed.

This is a very classy machine, but at five and a half grand you would want it to be. It certainly looks the part and receives many admiring comments, even from non-cyclists. 🍌

Wilier Granturismo

Sizes:	XS (51.5) S (52.4) M (53.8) L (55.5) XL (57) XXL (58.5)
Frame and fork:	Wilier monocoque carbon fibre
Shifters:	Campagnolo Athena
Front derailleur:	Campagnolo Athena
Rear derailleur:	Campagnolo Athena
Crankset:	Campagnolo Athena 172.5 34–50
Cassette:	Campagnolo Athena 11 sp 12–25
Brakes:	Campagnolo Centaur dual pivot
Wheels:	Fulcrum Racing 7
Tyres:	Wilier Racing 700c x 23 with kevlar
RRP:	\$5499

More detail and for dealers www.wilier.it/en