

AMERICA'S GREAT PARKS

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SPECIAL ISSUE

THE SCIENCE OF EXTREME

HOW TO SHATTER THE RULES OF HUMAN PERFORMANCE

THE KING OF PAIN

STEPHEN COLBERT

TESTS THE LIMITS OF ENDURANCE (AND CRUSHES THEM ALL)



MIRACLE IN THE MOUNTAINS
BURIED ALIVE AT 18,000 FEET

EXCLUSIVE INSIDE THE ARMY'S SUPERMAN LAB

30-MINUTE WORKOUTS SAVE TIME, BEAT STRESS

AMERICA'S FITTEST REAL ATHLETES

2011 BIKE GUIDE
SWEET NEW RIDES FOR MOUNTAIN, ROAD, AND CITY





FOCUS CAYO 4.0 \$2,460

THE SELL: Carbon all-rounder at a reasonable price. **THE TEST:** The Cayo 4.0 exemplifies trickle-down economics, translating expert German engineering in high-end race bikes into a balanced, sprightly ride for the rest of us. A stretched-out cockpit (the area between the handlebars and seatpost) and longer wheelbase make it remarkably stable coming down. It's not the sveltest ride, due in part to the sturdier Shimano 105 components, nor is it made of the highest-grade carbon, so the road feel is more muted than snappy. But neither of those things is objectionable at this price point, especially considering the good looks and quality parts—including the sleek FSA stem and Continental tires. **THE VERDICT:** A smooth, fast steed that won't break your back or the bank. 19.2 lbs (56); focus-bikes.com

HANDLING: 4.3 (OUT OF 5)
RESPONSIVENESS: 4

Both the Focus and BH, like an increasing number of mountain and road bikes, have tapered head tubes that flare out toward the front of the bike. It isn't just for style; the design adds rigidity for more precise steering.

BH PRISMA \$3,200

THE SELL: Comfort-performance meets quick handling. **THE TEST:** The Prisma hits the sweet spot: plenty spry for the fast maneuvering and hard accelerations of big group rides but still plush enough to keep testers happy in the saddle three hours later. The featherweight frame (just 2.4 pounds) is partly to thank for its nimble handling, while the vertically compliant shaped carbon, compact top tube, and tall head tube contribute to that easy-on-the-back feel. Our only (minor) gripe: a few riders felt that the trade-off for all that comfort was slight flex in the bottom-bracket area. **THE VERDICT:** "You almost forget the bike is there," summed up one tester, "so you can just sit back and enjoy the ride." 17.7 lbs (56); bhbikes.net



HANDLING: 4.4 **RESPONSIVENESS: 4.2**



CERVELO R3 \$3,200

THE SELL: The fastest route to the top after an elevator. **THE TEST:** Considering that the nude frame and fork would run you \$2,800, the revamped R3 is an unbelievable deal. That means you get a SRAM Rival drivetrain, Fulcrum Racing 7 wheels, and lots of other bits for almost nothing. Even more remarkable is how well it climbs. "With those short chainstays, I felt like a rabbit," one tester cracked. The R3 didn't fare so well in the flats, though, where many felt the steering was squirrely. A longer stem and wider bars would help solve that problem, but pre-ride this bike to make sure it's right for you. **THE VERDICT:** A solid starter race bike. 16.7 lbs (55); cervelo.com

HANDLING: 3.6
RESPONSIVENESS: 4.4