

TOUR DE FRANCE PHOTO GALLERY: THE DEFINING MOMENTS

ROAD BIKE

ACTION MAGAZINE

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TOUR DE FRANCE TEST SPECIAL

- Specialized Tarmac SL3
- Focus Izalco Team
- Time RXR Ulteam
- BH G5

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WE RIDE THE BH G5

The Ag2r Yellow Jersey Machine

R. Cunningham



The BH G5 frame uses a tapered head tube and fork steerer. The fork is built by Edge Composites.

Shortly before the Ag2r team received their new BH G5 bicycles for the Tour de France, we were invited to test the all-new design near BH USA's headquarters in Tempe, Arizona. You can read our report below, but by Stage 7, Italy's Rinaldo Nocentini, an Ag2r rider, powered the same bike to the Yellow Jersey, earning fourth place on the hilly, 224-kilometer stage with a mountain-top finish. The Barcelona to Arcalis stage was the first to put both the descending and climbing skills of the peloton to task, and was fraught with crashes. Nocentini defended the yellow jersey until stage 14. To put it mildly, BH was happy with the new G5.

BH G5 AT A GLANCE

The new G5 shares the integrated seat

mast and slightly sloping top tube of its G4 predecessor, but the '5 is a completely new, ground-up design. The quality of the frame's construction and painting details are self-evident. The cable guides are bonded, faired into the structure and slotted—a carbon first. The underside of the down-tube has the BH signature channel to hide the cables and tuck the Shimano Di2 battery out of sight. BH uses a tapered head tube and fork steerer to boost rigidity and make a better transition from the one-piece fork blades through to the steerer tube.

Like the '4, the new G5 is lightweight—810 grams for the 54-centimeter frame, and 13.4 pounds for the SRAM Red-equipped complete bike. With Shimano's slightly heavier Di2 and Dura-Ace clincher

wheels, our 56-centimeter test bike weighed 14.1 pounds with pedals.

BH G5 ON THE ROAD

BH hit the mark squarely with the G5. It descends fluidly, with a considerable boost in front-end stiffness and responsive, yet manageable steering. Its acceleration is spontaneous, and there is a direct connection felt between the pedals and the pavement. BH tells us that the bottom bracket stiffness is doubled over the G4, and this is readily apparent, but the most descriptive word for the G5 is "balanced." It responds to smooth or explosive efforts without a wiggle, and transitions from seated to out-of-the-saddle modes are seamless. We recognized the G5 as a winner, but that fact is written in history now.



Short chainstays, a BB30 integrated bottom bracket and a wide-profile frame near the cranks double the stiffness of the G5 under power.



Some adjustment of the integrated seat mast frame is afforded by the B5's stubby carbon fiber internal seatpost. A micro-adjustable two-bolt head is in the works.



BH uses a downtube channel profile to tuck the cables in and beef up the bottom bracket area. The screw fittings are for Shimano's Di2 battery box. **E**

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