

## JAMIS ECLIPSE

My very first road racing bike was a steel Raleigh constructed from Reynolds 531 tubing. From there I upgraded to the lighter Reynolds 853. That was way back in the late '80's. From there I moved onto aluminum and carbon fiber frames. However, in the back of my mind I always remember my first bike. And it was steel. Fast forward to 2009 and I'm still listening to Joy Division (but aren't The Killers very similar?) and a few manufacturers are still dabbling in steel frames. Why would anyone want to buy and ride a frame that is being constructed from materials that are 20 years old? First off let me dispel the rumors that steel is an antiquated material to make a frame with. Steel can give a feel that almost sings as you ride it. The vibrations of the road are no longer clunky sounds, but sweet vibrations that give feedback and encouragement. And the days of a heavy steel frame are gone. While the steel is from the '80's the technique of using it is pure 2009.

Right away the bike looks odd with its standard round tubes and plain white color scheme. I'd almost forgotten how bikes used to look. No over-sized head tube or bottom bracket here to make up for material weakness that carbon fiber and aluminum have. In an effort to shed weight from the frame Jamis does something called Size-Specific Tubing (SST). The tubes are cut and designed for the size of the bike. A smaller bike needs smaller diameter tubing than a bigger bike. It makes sense, but for a bike company it is easier to make a complete size run using all the same tubes. That kind of construction makes for a bike to handle differently throughout the model range. A small bike can feel over-engineered and a bigger bike rides like a noodle. With SST the smaller sized bike and the bigger frame will both have a similar ride quality. The Reynolds 853 pipes are heat treated and seamless air hardened with a slight sloping top tube. The chain stays are double tapered and there is a reinforced collar on the head tube. Jamis went with a full carbon fiber fork with a longer rake. And speaking

of geometry, the wheelbase is also longer than a bike of similar frame size. Those two features should deliver a bike that is as steady as your high school girlfriend. But there is only one way to find out, throw a leg over the top tube and roll out.

### HOW DOES IT FEEL?

Memories of riding steel came flooding back as I ticked off the miles on the Eclipse. The pleasure of the ride overtook me. No longer was I concerned if my average speed was where it needed to be. Heart rate became inconsequential as I rode the Eclipse into the back canyons. The longer wheel base and more slack fork rake did, as suspected, give a mellower ride, allowing me to savor the countryside. It's funny what you can miss when you have your nose to the stem pounding out the watts on a race inspired bike. I felt like I needed to slow down and enjoy the essence of my ride, which was why I rode in the first place. It wasn't about how high to elevate my heart rate or to be the first in the group to reach the summit. It was about freedom and the ability to enjoy myself. The Eclipse is all about the beauty of the ride and I started to think that perhaps I needed to reevaluate my harsh judgment of the single speed riders. They, like the Eclipse rider, are enjoying the sensations of the ride without all the technology buzz words getting in the way. The bike hummed along as I rode over the cracks and crevices that scarred the road. When I did hit a large pothole, there was the reassuring thump of the steel and not the loud disturbing crack that I've had happen to me when on a carbon rig. The Eclipse shrugged off road irregularities and put the fun back into the journey.

### LAST CALL

This is a bike my father would appreciate. He raced back in the day and for him the angles of this bike make sense. You can ride all day with nary a twinge of shoulder ache or lower back pain. If you need to, the Eclipse can get up to speed; just don't expect lightening responses to your input. [R]

### ANGLES

Measurements in centimeters [TT= top tube; SA= seat angle; HA= head angle]

SIZE	48	51	54	56	58	61
TT	51.5	53	54.5	56.5	58	59
SA	74.5°	74°	74°	73°	73°	73°
HA	72°	72°	72.5°	73°	73°	73°



### THE LOW DOWN

PRICE/WEIGHT: \$3275/17.8lbs.  
 SIZES: 48, 51, 54, 56, 58, 61cm (profiled)  
 COLOR: Pearl white  
 CONTACT: jamisbikes.com

#### CHASSIS

FRAME/FORK: Reynolds 853 tubing/full carbon fiber

#### WHEELS

WHEELSET: American Classic 420  
 TIRES: Vittoria Diamante Pro tech

#### COCKPIT

LEVERS/SHIFTERS: Shimano Ultegra  
 BRAKES: Shimano Ultegra  
 HANDLEBAR/STEM: Ritchey WCS Logic II/Ritchey WCS 4 Axis  
 HEADSET: Ritchey Pro Logic Aheadset  
 SADDLE: fi'zi:k Arione CX  
 SEATPOST: Ritchey WCS

#### DRIVETRAIN

BOTTOM BRACKET: FSA Mega Pro  
 CASSETTE: SRAM OG-1070  
 CHAIN: SRAM PC-1050  
 CRANKS: FSA SLK Light Hollow Carbon (compact)  
 DERAILLEURS F/R: Shimano Ultegra