

OOD

you step

"refuse the usual" - has succeeded in delivering an aesthetically stunning and well-engineered product. For starters, it bucks an age-old bicycle design paradigm - it lacks a seat tube.

Instead of the usual "double-diamond" frame shape, the 77/011 looks like a trapezium.

This isn't the first bike designed without a seat tube (see report below), yet the 77/011 is unlike the others.

Normally, bikes are built without seat tubes to increase comfort. The frame acts like a leaf-spring, absorbing the impact of road bumps.

But the lack of a seat tube can also cause problems like sluggish power transfer or less stability on hard corners.

This isn't the case with the 77/011.

But I do have a bone to pick with this bike - it comes up short in terms of ride comfort.

by Rizoma, an precision-engineered like Ducati.

The bike was a little too stiff for my liking and the ride was not as "springy" as I expected. This is probably because Rizoma has beefed up the tubes to increase durability.

This bike uses the wider 28mm tyres, unlike its first version. Wider tyres give a more comfortable ride.

Well, they do in theory.

It's a personal preference, but I prefer city bikes to be more comfortable than this.

Riding the 77/011 was an almost "racy" experience. The bike was stiff and a bit too unforgiving over bumps.

I suppose that with speed in Rizoma's pedigree it's no surprise that its city bike should be stiff and fast.

Also, in terms of frame size, offerings are extremely limited; in fact, it's "one size fits all".

According to Rizoma, its only frame size will fit riders from 1.65m to 1.95m tall.

Riders also have only two choices for saddle height. They can swap out a longer or shorter seat-post insert, depending on how high they like their seat to be.

more free.

What I particularly liked were the signs of Rizoma's traditional expertise interspersed throughout the bike.

From the stem - which is brilliantly machined from a single block of aluminium - to the arrow-shaped crank-spider, the company's craftsmanship is proudly on display.

In the end though, you don't buy the 77/011 because the transmission is smooth or that it's a super-stiff bike.

You buy the 77/011 because, like me, you just love the way it looks.

FYI

Cost: \$5,998

Where to get it:

The Urban Bike, 18, Boon Lay Way,

Tradehub 21, #08-117, Singapore 609966

Opening Hours: Weekdays - 9am to 6pm (call to confirm), weekends - by appointment only

Website: www.theurbanbike.com

Telephone: 9679-6813 (call before visiting)

Other odd-shaped bikes

LOTUS 108

Developed by British designer Mike Burrows in the 1980s, this was meant to be the ultimate aerodynamic weapon in the velodrome.

At one point, its design was considered illegal by the Union Cycliste Internationale, professional cycling's international governing body, which banned monocoque, or single-build, frames.

That ban was lifted in 1990 and British cyclist Chris Boardman used the bike to set a world record and win the gold medal in the 4,000m

