

## Kuota Kueen-K \$5,499

The frame of Kuota's top-end ship remains relatively unchanged for 2009 (save for some sinister new graphics), but like the Kalibur, the Kueen-K is now available with eight build kits. This starter price comes with Shimano RS10 wheels and an Ultegra SL group. If you're the type looking to destroy Hawaii's Queen K on your Kuota Kueen-K, you can get a Reynolds Stryke wheelset and SRAM Red for \$7,950. [kuota.it](http://kuota.it)



## LOOK 596 \$5,499 (frameset, stem, E post, crank, BB, pedals only)

The French: Love 'em or hate 'em, they know a thing or two about building bikes, and the LOOK 596 is the newest testament to their design skills. Its looks will get you noticed, but the real reason to splurge on the 596 is the innovative crank system. The crank arms, spider and bottom bracket spindle are a single-piece carbon, which creates a stiffness-to-weight ratio that traditional cranks can't match. There's also a unique, rotating axle system on the included KEO pedals that allows you to ride with an effective crank-length of 170, 172.5 or 175mm without changing the crank arms. [lookcycle-usa.com](http://lookcycle-usa.com)



## Guru Merus \$5,750

We're still suckers for Ti. Perhaps it's because we feel bad that carbon has pummeled Ti in the tri market, or maybe it's just because the metal is clean, simplistic look is refreshing when paired against bikes shaped like an X-wing Fighter from Star Wars. The Merus isn't cheap, but then again you won't find a whole lot of complete, fully-custom Ti bikes for under six grand. For this price, Guru will spec the Merus with a SRAM Force group and Reynolds Solitude wheels. Three other (and more expensive) build options are also available. [gurubikes.com](http://gurubikes.com)



## Cervelo P4 \$6,800

You can't accuse Cervelo's engineers of slacking when it came to designing the highly anticipated P4. They had the odd task of trying to manifest a frame that was faster than their own P3, which has been the industry's standard in aerodynamics since its inception. After spending more time (and money) in the wind tunnel than Boeing, this is what they came up with. Aero improvements from the P3 include an integrated water bottle above the BB, forward-pitched seatstays and a proprietary rear brake housed within the chainstays. It's available as a frame-set only for \$4,800. [Cervelo.com](http://Cervelo.com)



## Quintana Roo CD0.1 \$7,499

The CD0.1 was one of the big surprises at Interbike last year. We had heard that Cervelo was unleashing the P4, and we had already seen sneak peaks of the Ridley Dean and LOOK 596, but we had no idea QR had spent the spring in the tunnel with prototypes of the CD0.1. The end result was one of the more unique frames to debut this year, which features an offset downtube to direct airflow away from the drivetrain. It's an intriguing idea, and after watching QR's videos from the tunnel, we won't be surprised to see other manufacturers tinker with similar innovations down the road. [Rooworld.com](http://Rooworld.com)



## \$7,500 & Over

## Guru Crono \$7,520

Not that we want to give too much love to America Jr., but our neighbors to the north may have us beat when it comes to building bikes. Argon 18 and Cervelo (both Canadian companies) build some of the most aerodynamically flawless bikes available, and Montreal-based Guru is perhaps the finest custom manufacturer on Earth. Rider comfort is Guru's priority, as demonstrated by its excessively meticulous carbon layup and fully custom tube sizes. You can net a complete bike for as little as \$5,750, or get the Zipp/SRAM package (shown here) for about \$1,800 more. [Gurubikes.com](http://Gurubikes.com)

