

Built to blast

While the frame is manufactured in the Far East, the assembly of KTM's premium bikes is done in the vacuum-sealed confines of its warehouses in Austria. KTM says that each bike produced can be traced back to the day it was built and by whom.

KTM Revelator Prestige

£5,799.99

Go back a couple of years and KTM wasn't a name most would've associated with high-end road bikes. The Austrian company is celebrated for its trademark orange motorbikes and carbon-fibre concept cars that look like they're fresh from the set of *Mad Max*, but sleek, race-proven road bikes? Not so much.

KTM launched the Revelator last year to sit right at the top of its new range of performance road bikes. Subsequently, the company sponsored French UCI Professional Continental team, Bretagne Séché-Environnement, for the 2013 race season. The team gave the bikes increased exposure in the inaugural year, but this fruitful partnership didn't end at the finish line.

With riders in its roster such as seasoned pro Geoffroy Lequatre, KTM got first-hand feedback from the heart of the peloton. It was a sound

Revelator Prestige

Frame: 1489 Premium high-end carbon

Fork: F-7 high-end carbon

Front/rear mech/shifters:

Shimano Dura-Ace 9070 Di-2

Drivetrain: Shimano Dura-Ace 9000 53-39T

Cassette: Shimano Dura-Ace 9000 11-25T

Brakes: Shimano Dura-Ace 9000

Wheels: Mavic Cosmic Carbon SLE-C

Tyres: Mavic Yksion Pro Griplink 23-622

Bar: Ritchey WCS Carbon Curve

Stem: Ritchey WCS

4-axis -6° carbon matrix

Saddle: Sella Italia SLR Flow

Seatpost: Ritchey WCS Link

Flexlogic Carbon 27.2

Sizes: 52, 55, 57, 59cm

Weight: 6.75kg/14.88lb

investment for its new foray into a range of top-end racing machines.

The team's input, as well as KTM's well-established expertise in carbon engineering, has gone into this new model, the Revelator Prestige — the company's latest flagship bike to be unveiled for 2014.

The frame is made from 1489 Premium high-end carbon. It's a nano carbon with a unique length-to-diameter ratio much larger than a standard fibre and it's often found in technical applications. KTM uses it on cars and it's what's behind the stiffness of many of its bike frames.

This particular type of carbon is also found in the production of baseball bats. It's a handy attribute when balancing the rigidity of the Revelator Prestige's frame with compliance for all-day comfort.

The carbon frame also helped to keep the Revelator Prestige's weight to a UCI-pleasing 6.75kg. With the addition of pedals, it's comfortably within the rules of the official

guidebook which states bikes must be no lighter than 6.8kg.

For a race-orientated bike, the ride is extremely smooth with a very comfortable racing position. It's an experience one might expect from something a little more sedate. There's not much to suggest that it's been tweaked by the pros. The head tube, at 175mm, is fairly tall, but it's the bike's razor-sharp handling that confirms its true purpose.

The handling is also down to the frame's tapered head tube, measuring 1 1/8in at the top, widening to 1 1/4in at the bottom. This bolsters the stiffness up front and is noticeable with lateral forces while sprinting.

Precise handling also comes from the bike's straight-bladed carbon fork. This has a matt-carbon finish and the white graphics neatly tie into the head tube. The cockpit, including the headset, is comprised of Ritchey's WCS components, these also include a carbon 4-axis stem and lightweight carbon Curve handlebar. ▶▶



Geoffroy Lequatre

Frenchman Geoffroy Lequatre's biggest win came in 2008 when he stormed the overall victory of the Tour of Britain while riding for Agritubel. He ended his nine-year professional career with Bretagne Sèche-Environnement last season and, since retiring from the sport, has launched his own cycling apparel company, G4.

KTM bikes

KTM has been building cycle frames since 1964 despite being established in 1934 to exclusively produce its famed range of orange motorcycles. The launch of KTM Bicycles Industry, however, is a more recent venture. Since it was founded in 2012, the company has expanded greatly to deliver 190,000 bikes every year to over 40 countries around the world.



For the rider to get the most out of their efforts, whether it's in a race or smashing a PB on Strava, it's imperative that no power is lost in the frame's chassis. The Revelator Prestige is fitted with the new PressFit Shimano BB72-41B bottom bracket and paired with oversized chainstays, so the rider's efforts are immediately turned into motion.

Ride quality, even long hours in the colour-coordinated Selle Italia SLR saddle, is premium. It's not such an out-and-out race bike that it'd be impossible to enjoy for anything other than an hour-long crit race.

This draws attention to the seatstays. They're slight, translating to a little bit of leeway, which quashes

the jarring you get from rough road surfaces. Where they join with the seat tube is also designed to give the rider more comfort. By having the junction further down, it's specifically designed to give a tiny bit of play. Both features soothe vibrations before they reach the rider, so they stay fresher for longer.

KTM has decked the Revelator Prestige out with Shimano's top electronic groupset, Dura-Ace 9070 Di2. This system will improve any bike's performance. So much so, it was difficult to pick out the brilliance of the frame past the unsurpassed excellence of the gear system. It's difficult to propose any argument against it being bettered by anything else on the market from its American and Italian counterparts.

The Revelator Prime (the bike sat below the Prestige in the range) is equipped with mechanical Dura-Ace 9000. In the past, by opting for Di2, there had to be a forfeit in terms of added weight. With the new Di2, this isn't the case — it's even lighter. This is thanks to the batteries being much smaller than before. This one, for instance, is integrated into the carbon Ritchey WCS Link Flexlogic seatpost.

The Prestige's wheels are the new Mavic Cosmic Carbone SLE, shod with the corresponding 23c Mavic Yksion Pro Griplink tyres.

Mavic says that to get the most from its wheels, the interface between tyre and rim is paramount, hence why it has developed these tyres.

Mavic Cosmic Carbone rims feature the brand's Exalith braking surface and it's the first time it has put this technology into this level of wheel. Apart from looking the business, the distinctive black rim is for improved braking, particularly in the wet.

It's a popular wheel that appeals to the senses — whether there's any performance benefit seems irrelevant.

With an ultra-light frame, incredible ride comfort and super-smooth shifting, this is one bike that lives up to its name and with killer looks into the bargain, the Revelator Prestige should help make its manufacturer KTM as famous for pedal-powered bikes as motorised ones.

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