SCOTT: CR1 PLASMA PRO

SPECIFICATIONS
PRICE: $4299
WEIGHT: 17.8 lbs. (no pedals)
SIZES: XS, S, M, L, XL (tested)
COLOR: Black/Gray
CONTACT: scottusa.com

CHASSIS
FRAME: CR1 TRUAERO carbon tubing
FORK: CR1 Pro full carbon fiber

WHEELS
WHEELSET: Mavic Ksyrium Elite 2
TIRES: Continental Grand Prix

COCKPIT
BRAKE LEVERS: Shimano Ultegra
BRAKES: Shimano Ultegra
HANDLEBAR: Profile T2 wing and Carbon Stryke
HEADSET: Integrated alloy cup
SADDLE: fi'zi:k Arione TRI
SEATPOST: Intergrated TRUAERO Tubing
SHIFTERS: Shimano Ultegra
STEM: Profile Hammer OS

DRIVETRAIN
BOTTOM BRACKET: Shimano Ultegra
CASSETTE: Shimano Ultegra
CHAIN: Shimano Ultegra
CRANKS: Shimano Ultegra
DERAILLEURS F/R: Shimano Ultegra
PEDALS: N/A

When you get a bike as aerodynamic as the Scott Plasma, you have to ride it fast or keep it parked in the garage. And with the local time trial series on the horizon, it was time to see how high I could get my heart rate.

Words Neil Browne

FRAME AND FORK

Every aerodynamic advantage possible has been included in the design of the Scott Plasma Pro. In fact, any piece of the frame that hits the wind has been designed to be as aerodynamic as possible. The downtube is so slippery that it has the National Advisory Committee on Aerodynamics seal of approval. The cables are routed internally, adding to its aerodynamic look. Other details not overlooked are the aerodynamically sculpted vertical drop-outs. According to Scott, the tubeset is designed to reduce turbulent air zones around the frame. What this means is that the Plasma is one of the most aerodynamic frames available. But how does Scott create the Plasma? The frame joints are heated to a liquified state and then bonded together, which makes the seattube, headtube and bottom bracket lightweight and stiff. Very tricky.

The seat tube has a slight fairing which, according to Scott, helps the air flow around the rear wheel. The one-piece integrated seatpost (or mast as Scott calls it) is aerodynamically sculpted as well. To adjust the saddle height you have to cut the carbon mast. Don't worry, you have three centimeters of adjustment up or down to fine-tune the seat height to exactly how you like it. And if you really miscalculate and cut too short, there is a seat post collar that offers six centimeters of adjustment. But a word to the wise; measure twice, cut once.

ON THE ROAD

You can't help but feel fast when you have the Plasma beneath you. The naked carbon and aerodynamically shaped tubing demands that you ride fast from the moment you get on. My initial ride was just supposed to be a shakedown cruise to make sure everything is adjusted correctly and see if my aero position felt good. Soon, I was cruising down PCH at a steady 25 miles per hour, at an exertion level that would normally be reserved for a 20 to 22 mile per hour effort on my road bike. I was picking off Saturday riders and hearing them explode behind me like a mosquito in a bug zapper. Yep, I was feeling cocky. As I continued down PCH, I came into a section with rolling hills. Descending on aero-bars is a little disconcerting for the uninitiated, so I decided to go with safety first and grabbed the cow horns. As my speed climbed as I descended the hill, the Plasma was rock steady with no hint of a speed wobble. Some time trial bikes I've ridden are fine when riding in a straight line, but take a turn, and they quickly lose the plot and drift off the apex of the turn. As I hit my turn-around point and my first 180-degree-turn at race speed, the Plasma cornered well for a time trial bike. I leaned hard at a low speed and didn't get any of the wobble that some time trial bikes exhibit. The compliancy of the frame showed itself with a bit of flex as I applied power to the bottom bracket getting back up to speed. I put the cornering ability of the Plasma to the test again as I made the various left and right turns through my neighborhood to return home.

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

SIZE	XS	S	M	L	XL
TT	50.5	52	53.5	55.2	57.2
SA	76°	76°	76°	76°	76°
HA	71°	71.5°	72°	72.5°	72.5°

OVERALL

It takes 42 hours to create a Plasma frame, and not a single hour is wasted. With every effort made to make the Plasma the most aerodynamic, as well as lightweight bike, Scott seems to have hit the bull's-eye. When you ride this bike, you'll have a hard time just riding slow; it begs to be ridden fast. The full carbon frame of the Plasma is one of the most compliant time trial frames you can ride. If you have time trials in your future, or you just like to blast past riders in a carbon blur, the Plasma Pro is the bike for you.