



rack and fender mounts and even a bento-box mount on the top tube. \$2,950; fujibikes.com

CARBON: THE JAMIS RENEGADE

Of all these bikes, the carbon Jamis Renegade provides the most road-like feel for your adventure desires, but don't let that fool you. The Renegade is ready for serious off-road riding.

We tested the Renegade Elite, Jamis' top-of-the-line offering in the model and it utilizes the brand's best carbon know-how, executed with a mid-level Omniad Elite carbon recipe: Near Net Molding to get the most out of the least material; Size Specific Frame Design with different bottom-bracket drop; and chainstay length and fork offset to ensure every size handles exactly as intended.

It's not just the carbon frame and its dropped rear stays that give the Renegade a road look, it's the spec' as well: Shimano Ultegra 6800. But, fear not, the Renegade has RS805 hydraulic brakes on all-new flat mounts and a subcompact crankset with an 11-32 cassette for a huge range of gears. Mate this with the spec'd 36mm Clement X'Plor MSO tires and its clear the Renegade is meant for more than just the open road—certainly with 40mm tires, which the frame can accept. The Renegade even has routing for a dropper post. The bike's geometry is itself evidence of this dual personality. On the 58mm we tested, the stays are 435mm and the head tube is 72 degrees, leading to a wheelbase of 1,051mm—not much longer than some pure endurance road bikes. The bottom-

bracket drop of 70.5mm also puts it right in between the other bikes in this test. These somewhat short and steep numbers are mitigated for stability and confidence with the tallest head tube in the test, keeping weight back and body relaxed.

On the trail, the bike certainly benefits from this. It feels ready to attack a climb or narrow, single-track section, even a tight 'cross course; but lean back and let the bike track when the gravel gets deep or the terrain technical and the Renegade will keep you safe and on line. Jamis expects the Renegade to see some bike-packing duty and it's ready for it, with lots of rack and fender mounts. Jamis gives the bike a load capacity of 25 pounds for front and rear racks, and we'd suggest sticking to it. For all its versatility, it's a bit tall and short for a heavy load of gear on a steep descent or rough dirt road—the Jamis Renegade is a performance touring bike.

Jamis wraps up the Renegade Elite with a build befitting its top-of-the-line status. Ritchey handles the cockpit with an alloy bar and stem and the Comp Carbon 27.2 seat post. Any big hits that manage to find their way past the high-volume tires or the svelte seat stays will be taken care of by the Ritchey post. American Classic MTB Race wheels add more performance and durability, while Fi'zi:k handles touch points with an Aliante saddle and Microtex tape and gel inserts.

As expected with a carbon frame and top-of-the-line build, the Renegade is not only the most expensive bike in this test, it is also the lightest at 18.9 pounds. \$3,900; jamisbikes.com