

# BIKETEST: BH PRISMA

We came away as impressed with the Prisma's ride as we did the green accents.



## THE RIDE

Our first test ride on the Prisma was in the rolling terrain of Escondido, California. The twisty, rough roads of the area were the ideal testing grounds for first impressions. Straight out of the blocks, the Prisma felt fast; hard out-of-the-saddle efforts didn't phase it. The lateral stiffness of the head tube and bottom bracket provided good power transfer during the hardest of efforts. The bike's light 17.5-pound weight, coupled with a 34/28 low gear, made the steep climbs plenty manageable no matter how leisurely you wanted to go up them. Descending was smooth, due to the Prisma's relatively long chainstays (3.5mm longer than the G5's), giving the bike a consistent feel without the twitchiness that a more aggressive racing geometry could exhibit. The Prisma's true nature showed through on the rough, chip-sealed roads, giving it a smooth, vibration-free ride over the unforgiving tarmac.

## THE VERDICT

The BH Prisma has all the attributes of a Pro Tour-level racer, but the taller head tube, longer wheelbase and compact gearing give it the comfort most mortals can appreciate. The Prisma is also available in a Shimano 105 version, with the same frameset, for \$2199. ■

42 [www.roadbikeaction.com](http://www.roadbikeaction.com)



The BB30 is at the center of the Prisma's massive downtube and rectangular chainstays.



A tapered headtube offers excellent stiffness and keeps the front end on the straight and narrow.

## PUNCH LINES

- Comfortable ride without sacrificing its racing heritage
- Matching frame, wheels and saddle graphics give the bike a pro look
- Downtube barrel adjusters allow you to adjust your derailleurs while on the go

## STATS

Price: \$3199

Weight: 17.5 pounds

Sizes: 52, 54, 56, 57, 58.5cm

[www.bhbikes-us.com](http://www.bhbikes-us.com)