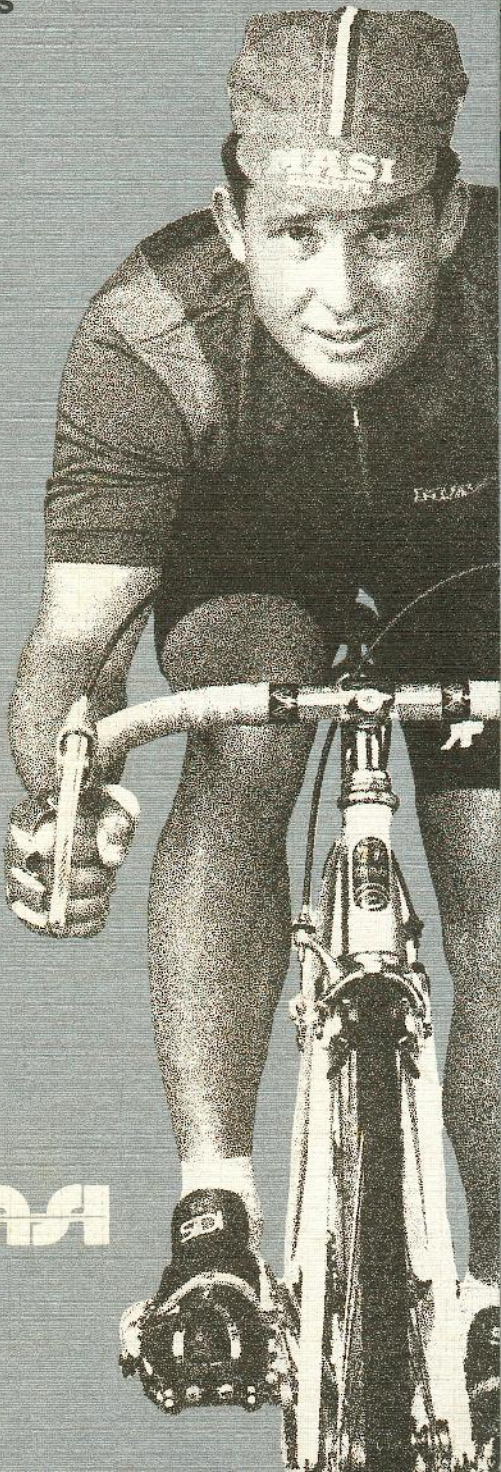
**CRAFTSMAN**
**OF**
**RACING**
**LEGENDS**



## THE 3V VOLUMETRICA

The new 3V Volumetrica is the ultimate performance bicycle frame, for the racer who demands more than just a legend.

The 3V Volumetrica features radical, short-wheelbase geometry, for superior maneuverability. Its oversized steel alloy tubing fits *over* Masi's exclusive investment cast lugs, for unmatched stability and efficiency. This unique construction technology also helps make the 3V Volumetrica one of the lightest racing frames available today, at 3 lbs. 11 oz. for 56 cm.

*The legend has more than a new name*



This very special racing frame is not for everyone. But if you're after performance that goes beyond the legendary, the 3V Volumetrica is for you.

## THE GRAN CRITERIUM

Despite the best efforts of other frame builders, the Gran Criterium endures as *the* foremost all-around racing bicycle.

Gran Criterium is lightweight, yet extremely efficient and stable—the product of Masi's unique combination of proven materials and state-of-the-art racing geometry. A single craftsman assembles each frame, applying a time-honed sense of detail and impeccable, 12-step finish work rarely found in even the finest custom-crafted bicycles.

*The enduring legend*



Gran Criterium won't fit every cyclist's budget. On the other hand, you could spend a lot more money and not even come close!

### SPECIFICATIONS

*FRAME SIZES: 48.5, 50, 52, 54, 55, 56, 57, 58, 59, 60, 61, 62, 64 cm (measured from center of bottom bracket to highest point of seat tube lug)*

*FRAME GEOMETRY: (58 cm frame)*

| | |
|---|---|
| *Top tube length* | *56 cm (ctr/ctr.)* |
| *Seat to top tube angle* | *74.5* |
| *Top to head tube angle* | *74.0* |
| *Chainstay length* | *40 cm* |
| *Wheelbase* | *99 cm* |
| *Bottom bracket drop* | *7 cm* |

*FRAME WEIGHT: 3 lb. 11 oz. (56 cm frame)*

*TUBING: Lightweight, oversized steel alloy tubing (drawn to Masi specifications)*

*LUGS & FORK CROWN: Masi's own special investment cast lugs fit inside tubes*

*DROPOUTS: Campagnolo 1010/B*

*BRAZE-ONS: Downtube shifters, double waterbottle cage, brake and gear cable guides, front derailleur boss*

*CHROME: Fork crown, dropout faces, right chainstay*

*COLORS: Sky Blue, Dark Blue, Red, Pearlescent White*

### SPECIFICATIONS

*FRAME SIZES: 46, 48, 50, 52, 54, 55, 56, 57, 58, 59, 60, 61, 62, 64, 66 cm (measured from center of bottom bracket to highest point of seat tube lug)*

*FRAME GEOMETRY: (58 cm frame)*

| | |
|---|---|
| *Top tube length* | *56 cm (ctr/ctr.)* |
| *Seat to top tube angle* | *73.5* |
| *Top to head tube angle* | *73.5* |
| *Chainstay length* | *41 cm* |
| *Wheelbase* | *100 cm* |
| *Bottom bracket drop* | *7 cm* |

*TUBING: Specially extruded, Columbus SLX steel alloy (selections vary with specific frame size)*

*LUGS & FORK CROWN: Exclusive Masi investment cast lugs*

*DROPOUTS: Campagnolo 1010/B*

*BRAZE-ONS: Downtube shifters, double waterbottle cage, brake and gear cable guides, front derailleur boss*

*CHROME: Fork crown, front & rear dropouts*

*COLORS: Pearlescent White, Ferrari Red, Metallic Black, Medium Concord Blue; DuPont Imron® finish*

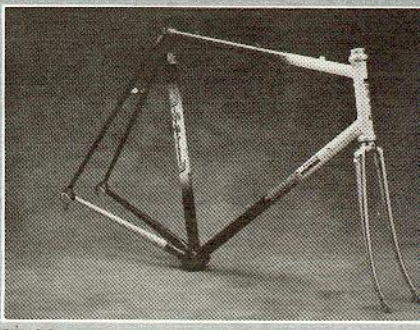
*ACCESSORIES: Color-matched pump*

## THE NUOVA STRADA

Masi's new Nuova Strada is an outstanding value. Nevertheless, it has already become a contender of legendary proportions in virtually every competitive venue.

The Nuova Strada is lightweight, efficient, and stable—like the Gran Criterium to which it owes its heritage. It has a slightly more traditional racing geometry. Yet it boasts Columbus SLX/SP tube combination, investment cast bottom bracket and fork crown not found in any other frame in this price range, as well as the hand-assembled, hand-finished precision—a Masi trademark for over forty years.

*The value of a new legend*



Nuova Strada gives away little or nothing to more costly competitors. But then, that's what you'd expect from a new legend.

## SPECIFICATIONS

*FRAME SIZES: 48, 50, 52, 54, 56, 58, 60, 62, 64 cm (measured from center of bottom bracket to highest point of seat tube lug)*

*FRAME GEOMETRY: (58 cm. frame)*

| | |
|---|---|
| *Top tube length* | *56 cm)* |
| *Seat to top tube angle* | *74.0* |
| *Top to head tube angle* | *74.0* |
| *Chainstay length* | *41 cm* |
| *Wheelbase* | *100 cm* |
| *Bottom bracket drop* | *7 cm* |

*TUBING: Columbus SLX, with stiffer SP tubes where required for additional stability*

*LUGS & FORK CROWN: Chrome fork with semi-sloped, investment cast crown*

*DROPOUTS: New Columbus*

*BRAZE-ONS: Downtube shifters and 2 waterbottle cages, pump peg, cable guides, front derailleur boss*

*CHROME: Fork, right chainstay, rear dropout faces*

*COLORS: Ferrari Red, Medium Concord Blue, Red/White Fade, Blue/White Fade, DuPont Imron® finish*

## THERE'S NO SUBSTITUTE FOR CRAFTSMANSHIP

In a world where everything is mass-produced, mass-marketed and mass-consumed, real hand craftsmanship is exceptionally rare. But at Masi, precision craftsmanship is the norm rather than the exception.

Each Gran Criterium, 3V Volumetrica and Nuova Strada is hand made—the product of skilled craftsmen, who employ skills and techniques perfected over the forty-plus years Masi has been making racing frames.



Not that Masi is old fashioned. In each step of the framebuilding process, precise craftsmanship is complemented by modern technologies and new materials. From our exclusive investment-cast lugs and crankboxes, to the internal butting and low temperature brazing on the 3V Volumetrica, many of the processes employed are unique to Masi.

It is, however, the precision and individual attention to detail that can only come from hand craftsmanship that sets each Masi frame apart from all others. Even with today's amazing technological advances, there's still no substitute for craftsmanship.

## NERVES OF STEEL

The frame is the *nerve center* of a bicycle. It plays a big part in the bike's ability to respond to both rider and road. And, to translate a racer's heightened reflexes into a winning performance, a racing frame must exhibit three qualities:



1. It must be *lightweight*
2. It must be *efficient*—transferring as much of the cyclist's energy to the pedals and, ultimately, the wheels as possible
3. It must be *stable*—providing the rider with both confidence and inspiration while cornering, and with comfort while riding on rougher roads

It's not difficult to build a lightweight bicycle. But a bicycle designed only with low weight in mind will sacrifice efficiency. And simply put, a less efficient frame gives you less performance for the effort spent. Masi is convinced that steel is the best possible material for use in racing frames. Weight and stiffness can easily be controlled by alloying steel with different metals. Thus, by using the appropriate steel tubes in various frame members—and by connecting the tubes with special, investment cast steel lugs—we can create a racing frame with the optimum efficiency, compliance, and light weight.

A bicycle with nerves of steel.

Authorized dealer

**Masi—Turning Steel into Gold**

*1984 Olympic Gold Medal*
*World Cycling*
*Championships*

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