



MASI SPECIALE RANDONNEUR

Price: \$1,470

Sizes available: 49cm, 51cm, 53cm, 56cm, 58cm, 60cm

Size tested: 56cm

Weight: 29.7 lbs. (without pedals)

TEST BIKE MEASUREMENTS

- **Stack:** 603mm
- **Reach:** 393mm
- **Head tube length:** 163mm
- **Head tube angle:** 73°
- **Seat tube length:** 560mm (center to top)
- **Seat tube angle:** 73°
- **Top tube:** 577mm (effective)
- **Chainstays:** 430mm
- **Bottom bracket drop:** 70mm
- **Bottom bracket height:** 275mm
- **Fork Offset:** 65mm
- **Wheelbase:** 1030mm
- **Standover height:** 826mm

SPECIFICATIONS

- **Frame:** Double-butted Columbus Cromor chromoly main triangle with house-brand chromoly tubing elsewhere, rack and fender mounts, three sets of bottle mounts, pump peg, chain hanger
- **Fork:** Chromoly unicrown with curved blades, rack and fender mounts
- **Handlebar:** Brev. M Compact Adventure Bend, 440mm
- **Stem:** Brev. M, 110mm, 31.8mm
- **Brake/Shift levers:** Shimano Tiagra 4700
- **Front Derailleur:** Shimano 105 7000
- **Rear Derailleur:** Shimano Tiagra 4700
- **Brakes:** Promax DSK-300R mechanical discs

MASI SPECIALE RANDONNEUR

BY PATRICK O'GRADY

→ Masi's Speciale Randonneur is a citizen of the world.

Its first name is Italian; its last name, French. Born in Asia to American parents, it would be the perfect fit for the ethnically fluid Dave Stohler, assuming he's long since worn out his 1978 Masi Gran Criterium and given up racing for touring.

The Speciale Randonneur is not a racing bike, designed for breaking away. Nor is it a full-on touring bike, meant for staying away. Masi's website casts the Speciale Randonneur as "a sport-touring, all-road bike." And given its rando' roots, product manager Kellen LeBlanc says, it plays best with a front rack and bag, plus maybe a small framebag or seatbag "if you need more room for stuff."

This light-duty rig has been in and out of the Masi line for a decade now, and like the rest of cycling fashion, it's changed with the times.

For instance, the Speciale Randonneur had 700c wheels until 2017, when WTB released its 650b x 47mm Horizons, and that's what you'll find on its tubeless-ready rims today.

Those fatties look big enough to support a relaxing float in a flooded limestone quarry. Even with heavy, sealant-filled inner tubes, they bobbed pleasantly over New Mexico's roads when pumped to 40–50 PSI. They're best kept to pavement and hardpack in



- **Rotors:** Promax, 160mm
- **Crankset:** Praxis Works Alba M24, 48/32T, 175mm
- **Cassette:** Shimano HG500, 10spd, 11–34T
- **Chain:** KMC X10, 10spd
- **Bottom bracket:** Praxis Works M24, 68mm, threaded
- **Seatpost:** Brev. M, 27.2mm
- **Saddle:** Masi Classic Rivet
- **Headset:** Token 1 1/8in. external cup
- **Hubs:** Joy-Tech, 135 x 9mm rear, 100 x 9mm front, QR
- **Rims:** Brev. M by Alex, 32h, tubeless ready
- **Tires:** WTB Horizon, 650b x 47mm, tubeless ready
- **Fenders:** Steel, full coverage

GEARING RANGE

	48	32
11	116.5	77.7
13	98.6	65.7
15	85.4	57.0
17	75.4	50.3
19	67.4	45.0
21	61.0	40.7
23	55.7	37.1
26	49.3	32.9
30	42.7	28.5
34	37.7	25.1

Contact: Masi Bicycles, 1230 Avenida Chelsea, Vista, CA 92081, 800.289.4276, masibikes.com; info@masibikes.com



my corner of the Chihuahuan Desert though — without rain to tamp it down, the soft stuff here is a little too much so for their minimalist herringbone tread.

The chromoly frameset, which uses Columbus Cromor in the main triangle and house-brand tubes elsewhere, sports an antique pewter finish, along with three sets of bottle bosses, rack and fender mounts, and a chain hanger and pump peg.

What sets everything rolling on this \$1,470 mid-range model is a bit of this and that: 10-speed Shimano Tiagra STI levers and rear derailer; 105 front derailer; 11–34T Shimano HG500 cassette; and a Praxis Works Alba M24 crankset/bottom bracket combo with 48/32T chainrings.

This was my first experience with Praxis, and I'm always curious to see how the new guy fits in. LeBlanc described the shifting as “spot on,” and he was, well, spot on. These disparate bits got along like old school pals. And the gearing, with a low end of 32x34 (25.1 gear inches), is well suited to pretty much everything save an extended slog through the mountains lugging heavy weight.

Speaking of which, LeBlanc was also on the money when he described the best setup for the Speciale Randonneur. Just because the mounts were there, I threw on a Tubus Cargo Classic rack and an Arkel TailRider trunk, but the load rode too high for comfort, especially when climbing out of the saddle.

Next I tried a Tubus Logo Evo and hung Arkel B-40 panniers on the lower rails, which shifted the weight down and farther back. But even then, given the bike's comparatively short chainstays,

I'D CALL THE SPECIALE RANDONNEUR FAIRLY PRICED FOR WHAT YOU GET, BUT IF YOU'D LIKE TO SHOP AROUND A BIT, YOU DON'T EVEN HAVE TO LEAVE YOUR FRIENDLY NEIGHBORHOOD MASI DEALER. THEIR ADVENTURE-CYCLING BENCH IS A DEEP ONE.

large bags might nip the heels of anyone wearing shoes bigger than my size 42 Sidis.

"It's not ideal," as LeBlanc observed.

I felt better about a pair of lightly loaded Arkel B-26 bags hung up front on a Tubus Ergo low-rider. After adding two Revelate bags (Egress Pocket on the handlebar, Pika underneath the saddle), and distributing a minimalist cargo of about a dozen pounds, the Speciale Randonneur and I managed nicely. Some sort of actual

rando-bag-and-rack combo, coupled with frame- and seatbags, may be your best bet for that weekend getaway from your day job at the A&P.

And whether you're logging kilometers in the country or just rolling around campus, the Speciale Randonneur makes the trip worth taking. Sure, at nearly 30 pounds before adding pedals, it's no featherweight, but it's surprisingly light on its feet for a big fella. It's fun to throw around corners at speed, and rock solid on swooping descents.

You could shed a little weight by losing the buffed steel fenders. They look great with the bike's pewter tubes, but the front one can reflect the midday sun into your eyes. And while it steers clear of the toes and an under-the-down-tube water bottle, it wants all four eyelets at the fork dropouts.

Also, like a similar setup on the the Jamis Aurora Elite (Road Test, April 2019), the rear fender clattered over every little imperfection in the road.

The mechanics at Sport Systems in Albuquerque mentioned this when I picked up the bike, and one suggested that a strategically placed slice of inner tube might quell the racket. That worked, until it didn't, and then a brief medieval interlude with the pliers finally shook the rattle out of my roll for good.

Stem, handlebar, seatpost, and rims are all Brev. M (house-label) components. Alex gets second billing on the hoops, which are laced to sealed-bearing hubs from Joy-Tech.

I was very comfortable on the 440mm bar, with its broad, flat top

**CYCLE
ZYDECO**

LOUISIANA'S CAJUN & CREOLE
CYCLING FESTIVAL
April 15–19, 2020

5 DAYS OF PARTIES
4 DAYS OF RIDING
2 DISTANCE OPTIONS EACH DAY
1 INCREDIBLY BON TEMP

CycleZydeco.org

Lafayette
LOUISIANA

LOUISIANA
Feed Your Soul.
LouisianaTravel.com

and shallow, lightly flared drops. You'll find plenty of room to park bags, bells, and whistles. But the 110mm stem felt overlong on my 56cm review model. And I'm not a fan of textured saddles like the Masi Classic Rivet, which is also a little wider than I like. Still, these are peccadilloes, easily swapped out for a better fit if need be.

Don't change those tires, though. Seriously, they're right up there with closing your Twitter account: jarring annoyances you've come to accept as part of your daily routine are suddenly right off your radar.

I'd call the Speciale Randonneur fairly priced for what you get, but if you'd like to shop around a bit, you don't even have to leave your friendly neighborhood Masi dealer. Their adventure-cycling bench is a deep one.

For another \$430 you can step up to the Speciale Randonneur Elite, which rolls with Shimano 105, TRP Spyre-C dual-piston mechanical discs, thru-axles, a lighter set of aluminum fenders, and a dynamo headlight. It has that nice Praxis Works crank and those WTB tires, too.

And then there's the Giramondo (Road Test, May 2017), which can be had in two versions: a \$1,350, 650b-wheeled, dropbar off-roader aimed at the go-anywhere bikepacker, and a 700c tourer that LeBlanc described as "an expedition bike ... designed for more of the rack/pannier crowd." That model features a Deore triple setup, plus Tubus racks front and rear, for the low, low price of just \$1,400.

I wouldn't mind laying hands on either of those bad boys myself. With the money I'd save, I could feel good about adding a fitted cotton "Cutters" T-shirt to my tab.

I'm not taping my shoes to the pedals though. Or shaving my legs. 

Patrick O'Grady is a contributing writer for Adventure Cyclist.

ADVENTURE CYCLING CORPORATE MEMBERS

Adventure Cycling's business partners play a significant role in the success of our nonprofit organization. Our Corporate Membership Program is designed to spotlight these key supporters. Corporate Members are companies that believe in what we do and wish to provide additional assistance through a higher level of support. These corporate membership funds go toward special projects and the creation of new programs. To learn more about how your business can become a corporate supporter of Adventure Cycling, go to adventurecycling.org/corporate or call 800.755.2453.

TITANIUM



CRUZBIKE



GOLD



SILVER

Alphagraphics
Altor Locks
Astral Cycling/Rolf Prima
Ciclismo Classico
Jones Bicycles

Mirrycle Corporation
Noble Invention Bike Touring
Showers Pass
Stan's No Tubes
TiGr Lock

BRONZE

Ace the Himalaya
Arkel
Clifford Law Offices
Cycle Greater Yellowstone
Erie Canal Bike Tours
Lavent Law

Mirman, Markovits & Landau, P.C.
Ridgeland Tourism Commission
Rocky Mountain Print Solutions
Spinlister.com
TDA Global Cycling
Zavodnick/Zavodnick & Lasky