



I have been on the lookout over the past few years for a Frameset that I wouldn't have to pay £5,000 + for and not a "made-to-measure". I wanted to find a frame I could get "off the peg" and with a sensible price tag, so I could recommend it and sell it to my athletes and anyone else who want something different, but NOT have to outlay £5,000+ for a frame set !!

I have never been able to take a frame "off the peg" and work with it to fit me. I have a strangely shaped body, with a very short torso, long femur, short tibia fibula and very long arms ... This makes the search for an "off the peg" frame almost impossible.. I have tried "off the peg" Viner, Fondriest and Sarto framesets among many others, but none have fitted me properly and I have had to go down the "made-to-measure" path with them all in the end. The biggest problem I find is a much too long head tube and weird angles.. BUT thanks to Robin Corder who is the MD of Velotech Service and has a great eye for new ideas and another guy who has worked on CERVELO, Argon18 and now CEEPO frames, (a French Canadian called Gilles Cantin), I was inspired to have a good look at the geometries of the road frames. Ceepo are mainly known for the triathlon oriented frames and how pleased I am that I did. Taking a closer look at the CEEPO Mamba road frame geometry, I liked the idea of a steep (74 degree) seat angle with the rear wheel tucked into cut-out seat tube (which I find aesthetically very pleasing) and has the advantage of making the bike very nimble away from a standing start and super stiff laterally for climbing without any sideways "flex".. .. I was also going to go for a 72 degree head angle to give the frame a much more "stable" feel and more "steer ability" on the descents.. and Hey Presto, Ceepo Mamba has a 72 degree head

tube, making the frame super “stable” when cornering at speed and descending a real pleasure, and all my athletes know how much I love descending fast! Plus with the massive in-fill of carbon at the bottom bracket, there is just no lateral movement under full on sprints, or accelerating on climbs.. I also just loved the way Gilles Cantin has lowered the Down Tube on the Mamba and cut it out to fit the front wheel.. Another lovely aesthetic touch which makes the bike even more stable is the fact that Gilles has also lowered the Bottom Bracket slightly to make the whole thing more “planted” ... He has a great touch with design and his work with Argon18 & Ceepo shows how clever he is with design.. He makes things “work” and also doesn’t hold back to make a frame very aesthetically pleasing. The Mamba is also very Aero and I appreciate that.

Having now given the Mamba some really good LONG HARD miles over my hills in Wales and on my tricky lanes in the Wirral, I absolutely love it in every respect and it fits me perfectly .. I have been able to mimic my “usual position” to the mm, by using a long Piste stem and being able to move the saddle 8 cm behind the BB which is absolutely millimetre perfect for me .. So I have the first frame I can use off the peg and be exactly the same position as my made to measure frames, and this is the first time this has been the case. I have absolutely no problem in wholeheartedly recommending this frame to anyone who wants something that bit different and not have to pay a fortune for the privilege ... I am proud to be an “ambassador” for CEEPO and would recommend this frame as an ideal road bike, Sportive or Gran Fondo bike ...It’s CEEPO all the way for me ..



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