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## Review: Ellsworth's Scant offers a carbon fiber alternative

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Tony Ellsworth, CEO of Ellsworth Handcrafted Bicycles sent BWN one of their Scant road bikes for review, and we were pleased to run the bike through its paces. We received a size M frame in their unique red velvet anodized finish.

The first impression was that it definitely had a unique look compared to most bikes out there. The reviewer that we had in mind for the bike found the bike to be a little large for him (73.5 head tube angle/74 seat tube 56 cm effective top tube. 80 cm stand over. 98.8 cm wheelbase) and the bike was a little small for the other test rider

we had available. We went with the taller rider (since we couldn't shrink the bike), and were able to get a very good feel for the bike, but there were some instances where the next larger frame would have resulted in a better riding experience.

#### Initial Thoughts:

The Scant gets its name from the Easton Scandium 7000 alloy used in the front triangle. Tony Ellsworth told us that while any material can be made into a nice bike, he found that scandium offered a very nice balance between comfort, stiffness and workability. The Scandium blend used is stronger than other alloys, which allows smaller tube diameters without sacrificing fatigue life. The smaller tube diameters, in turn, are of course lighter and allow a more compliant ride.



The smaller tubes allow the Scant to have a fairly classic road bike look, which may appeal to a buyer looking for high performance in a more traditional looking package. The red velvet anodized finish on the test bike really helped the Ellsworth logo to stand out on the triangular down tube.

The carbon fiber seat and chain stays, as well as the fork all come from Easton as well. Ellsworth really took the time to nicely integrate the carbon fiber rear triangle with the front of the bike. You can see in the pictures how smoothly they flow into each other.



The Ellsworth-branded black aluminum wheels looked great with the frame and the polished hubs added a nice touch of flair to the bike.



On The Road:

The responsiveness of the Scant was apparent as soon as I got it out on the road. At only 15.8 pounds, including my Shimano M520 dual-sided pedals, it was easy to flick the bike around. In spite of its light weight, however, the bike felt rock solid when pushed. The bottom bracket transferred power well, and the bike quickly felt like a familiar friend during aggressive cornering. Working through such corners, the tracking of the bike remained true, without any indications of the flex that can produce drifting.

I live in a hilly area, and have been shocked sometimes to find how much wheels can flex on descents during heavy braking. The Scant's wheels were just as stiff as its frame and the whole package invited me to push the bike as far as I dared during my rides.

The Ellsworth was a comfortable bike to ride, with enough vertical compliance to prevent feeling jarred in the saddle, while maintaining the excellent power transfer mentioned above. With the rough roads we have in the Midwest, some bumps are bound to be felt, but the Scant did a good job of absorbing nearly everything I could find in the way of a substandard road surface. Certain stutter bumps were felt more than other imperfections that seemed a little bit larger, but I imagine that the bike would start to feel soft under power or in the corners if it were changed to try and smooth them out.

The stem was the only area where I did detect a significant amount of flex, and that should be an easy thing to change, but I left it alone due to the size of the bike. As mentioned, the bike was a little large for Ron the Editor, but the frame was somewhat smaller than I was used to. The stem had a fairly significant rise, and when

mounted positively, the stem put the bars where I wanted them, so that's why I left it alone.

Tony feels it's easier to "detune" the riding position by rising the bars slightly and sliding the saddle back in the rails then it is to "tune" a frame for the flat back super efficient position of racer.

When detuned, the results are the same as a "relaxed" frame, with a taller head tube, etc. But if you choose to set it up for max rider efficiency for wind and such, then this frame will gleefully accommodate the pro peloton.

To me, it's like I buy a sports car because I know what it's capable of. I can drive it slower, but I know what it's capable of. I think the geometry of the Scant is a similar design exercise. That said, I'd advise to carefully look at the geometry and compare to what you are already riding before you make a purchase.

#### Final Thoughts:

While my initial impression was that the bike was a little more harsh than some of the carbon fiber bikes I'd recently tested, I found over time that the Scant was very responsive and used every ounce of power you could give it. Aggressive corners were handled with aplomb and the entire package allowed me to push the bike to higher speeds than I would normally achieve.

While the power and responsive were above par, I found that the Scant was comfortable as well, absorbing vibrations from cracked road surfaces and more.

The SRAM Force group seemed like a good fit with the bike. While I'm not familiar with the weights of the individual components, I think I can fairly say that it would be easy to build the Scant into a sub 15 pound bike.

#### The Lowdown:

Price: Sold as frame & fork for \$1995

Weight of test bike: 15.8 pounds, including Shimano M520 dual-sided pedals

Pros: Excellent value in an American made frame. Comfortable ride while maintaining a responsive feel under power. More of a traditional look for those who aren't into the big tubes and shaping of carbon fiber.

Cons: The geometry may not be for everyone.

Rating: 5 bikes



#### Test Bike Details

Frame/Fork: Ellsworth Scant (Med)/Easton EC90 SL

Groupset: SRAM Force

Bar: Easton

Stem: Easton

Seat Post: Thomson

Saddle: Fizik Aspide

Wheelset: Ellsworth Aluminum clincher

Tires: Kenda

Pedals: Shimano M520 (not included)

#### About Ellsworth Bikes

[Ellsworth Bikes](#) is the designer and manufacturer of the highest quality mountain, road and recreational bicycles in the world. Ellsworth is a committed Commercial Resource Sustainable company, and USA Manufacturer. The company is known for its small company craftsman-style approach to bike design and manufacturing, and is the holder of multiple design and utility patents worldwide.





A view of the rear



Another look at the rear end monostay  
Easton provided the carbon fiber rear triangle



Ellsworth's badge works nicely on the head tube  
The Easton EC90 SL fork was both light and stiff



Another look at the integration of the carbon fiber rear



The hubs on the Ellsworth branded wheels were attractive



The red velvet anodized finish provided a nice contrast to the



We liked how nicely Ellsworth blended the scandium front triangle with the carbon fiber rear end



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