

Factor ONE Launches: A Radical New Benchmark in Aero Race Bikes

Written by Jordan Villella Dec 11, 2025 4:00 a.m. ET

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Factor just dropped what might be the boldest aero bike we've seen in years. We'll…we've actually seen it already, and it's already winning WorldTour stages. But, this is the first time that we've seen it *formally,* with a name, explanation, and method to the madness. You can read all about it in our speculative story here, and a more formal Eurobike greeting here, but nothing could be as wild as what's on paper for the Factor ONE.



(All photos/Factor)

The new Factor ONE isn't a refinement of the brand's current aero bike, the OSTRO VAM. It's a whole new monster, and pushing what a UCI-legal road bike can be. It's pretty much in its own category in the Factor road line. Plus, according to Factor's own engineering data and WorldTour testing, it's not just faster than the OSTRO; it's faster than everything in the category.



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Factor sums it up in one line: *“Any faster, and it would be illegal.”* Slightly heavy words in a sport constantly looking to outrun its doping past… but this story IS about the bike, and the Factor ONE is coming in hot.



Born From a Rule Change

The Factor ONE story began when the UCI relaxed dimensional constraints on the fork box. Most brands saw a minor opportunity; Factor saw a wide-open corridor to push the limits of aerodynamic design. The design looks very similar to the Hope Track bike and the Stromm Raktt. All have the same idea on the front end, but it’s more than just a fork upgrade.



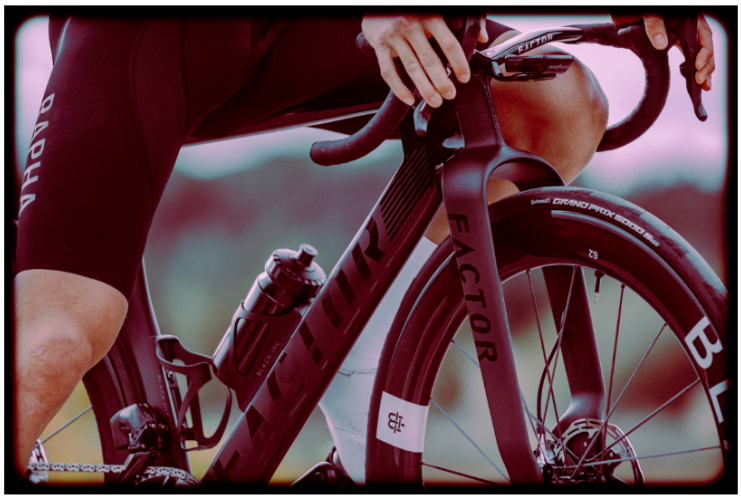
Backed by lessons from the Factor HANZŌ Track project and the OSTRO VAM, the ONE was developed entirely in-house. Factor designed, prototyped, and refined the platform under one roof, allowing them to change small designs quickly without waiting for contract-factory tooling. This in-house (and secret) design allowed Factor to surprise everyone with a near production-ready bike at this year’s Critérium du Dauphiné.





Aero Weaponry: Bayonet Fork + Ducted Chin Fairing

The ONE's front end is its defining feature. Factor widened and pushed the fork legs forward, then added a ducted "chin" fairing beneath the head tube. This structure controls the dirty "spillover" airflow coming off the front tire. One of the most significant sources of turbulence on aero race bikes.



Factor Wind-tunnel and CFD testing showed:

- Airflow stays attached longer and deeper into crosswinds
- Drag remains low across a wide yaw range
- Competitors stall aggressively above 5–10 degrees of yaw, while the ONE "continues generating usable thrust".



Was it enough to notice? Well, one rider noticed immediately. During testing, Jake Stewart reported a distinct "lift" sensation around 50 kph as the bike's aero profile activated. That sensation aligns with tunnel data showing a substantial drop in drag at higher yaw angles.





Geometry Built for Modern Race Positions

Today's racers are increasingly rotated forward: saddles shoved ahead, shorter cranks, narrower bars, longer reach. It comes from lots of wind tunnel testing and the UCI outlawing the "puppy-paw-position". Riders were forced to reduce their frontal area in different ways.



That means spending more time with the forearms on the bars, in line with the shifters. It's a fast position, but not the best for steering. Factor and most riders agree that these positions can destabilize handling. So on the new ONE Factor, updated the geometry to excel to steer better in those applications.



What's Up With Fit?

Factor built the ONE's geometry around modern racing positions, starting with a decoupled handlebar mount that enables extreme reach without relying on custom 140–150mm stems.

STANDARD COCKPIT SYSTEM

SIZE CODE	EQUIVALENT STEM LENGTH	RECOMMENDED USE CASE
1	110MM	BALANCED FIT - CLIMBERS & SPRINTERS
2	120MM	AGGRESSIVE RACE FIT
3	130MM	AGGRESSIVE RACE FIT
4	140MM	TIME TRIAL STYLE FORWARD BIAS
5	150MM	EXTREME PRO FIT

HI-RIZE COCKPIT SYSTEM

SIZE CODE	EQUIVALENT STEM LENGTH	RECOMMENDED USE CASE
1H	110MM	BALANCED FIT - CLIMBERS & SPRINTERS
2H	120MM	AGGRESSIVE RACE FIT
3H	130MM	AGGRESSIVE RACE FIT

They paired this with an increased bottom-bracket drop to stabilize the rider's raised center of gravity created by shorter cranks and larger tires.

GEOMETRY

SIZE	STACK[MM]	REACH[MM]	STA[°]	HTA[°]	BB DROP [MM]	TRAIL [MM]	FORK OFFSET [MM]	CHAINSTAY [MM]	WHEELBASE [MM]
47	503	390	76.5	72.5	77	57.4	48	405	972
52	523	396	76.0	73.3	77	57.5	43	405	972
54	542	404	76.0	73.3	75	57.5	43	405	980

56	565	412	76.0	73.3	75	57.5	43	405	1002
58	587	421	75.5	73.3	75	57.5	43	408	1020

NOTES:
_STA RANGE VIA SEATPOST ADJUSTABILITY: 73.5°–77°.
_EFFECTIVE FIT MATCHES OSTRO VAM DESPITE STEEPER NOMINAL STA.
_IDENTICAL STEERING GEOMETRY ACROSS SIZES; TOE OVERLAP ELIMINATED IN SMALL FRAMES.

Every size uses identical steering geometry. It's a pretty uncommon move and one that should eliminate the handling compromises often found in smaller frames. If that wasn't enough, riders can adjust their seat tube angle, ranging from 73.5° to 77°. Letting riders adopt an aggressive forward position without sacrificing stability.



However, with all the updated fit and geometry tweaks, Factor says "the ONE preserves the core coordinates of the OSTRO VAM." Basically, meaning, if you ride an OSTRO VAM, you should feel right at home on the new ONE.



Factor ONE Tech Overview

- **Frame:** 900g (size 54)
- **Fork:** 540g bayonet design with ducted chin fairing
- **Cockpit:** 210g integrated system (size 3)
- **Seatpost:** 230g, with zero and 30mm setback options
- **Tire Clearance:** 34mm measured (optimized around 28mm)
- **Shifting:** Electronic only
- **Crank Optimization:** 165–170mm
- **Cockpit Options:** Standard and Hi-Rize systems with size-specific reach equivalents
- **Paint Options:** Onyx Black, Nimbus Grey, Blush, Silverstone



Factor ONE Pricing and Builds:

- **Ultegra Di2** – $10,899 USD / €10,499 / $16,799 AUD / $14,499 CAD
- **Dura-Ace Di2** – $12,599 USD / €12,099 / $19,399 AUD / $16,799 CAD
- **SRAM Force AXS w/ power meter** – $11,099 USD / €10,699 / $17,099 AUD / $12,899 CAD
- **SRAM Red AXS w/ power meter** – $12,899 USD / €12,399 / $19,899 AUD / $17,199 CAD
- **Campagnolo Super Record Wireless 13s** – $13,199 USD / €12,699 / $20,299 AUD / $17,599 CAD
- **ONE Premium Package (Frameset):** $6,899 USD / €6,599 / $10,599 AUD / $9,199 CAD
- **ONE Premium Package w/ Black Inc 62 Wheels:** $9,499 USD / €9,099 / $14,599 AUD / $12,599 CAD

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Jordan Villella

Racing Tech Editor

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Flomoe 1 day ago

The front brake hose……..good lord.

7 | Reply

FritzP 22 hours ago

Reply to Flomoe

It might actually not be so bad, especially if there is a guide tube, because it won't go through the headset bearing nor be exposed to abrasion from the headset/steerer assembly.

0 | Reply

Grillis 18 hours ago

Reply to FritzP

I think they're pointing out that the hose comes out halfway down the fork leg before reaching the caliper.

4 | Reply

Space Raccoon 9 hours ago

Reply to Grillis

Any further down and it might create a super sharp bend or just be a pain to route – I'd rather this to a setup that looked prettier but sucked to maintain.

0 | Reply

Doc Sarvis 1 day ago

Finally! a fork to match my 40″ waist.

7 | Reply

Dave 22 hours ago

Cannot wait to see all he chuckleheads on the Factor Facebook page asking random people which size will fit them. Here is a novel idea. Go get a proper fitting at a pro shop.

2 | Reply

Eggs Benedict 19 hours ago

Disposable fast fashion.

1 | Reply

Oli 17 hours ago

Bit disappointing really. Looks cool and aero besides the horrible front brake hose, but geo wise it's a nothing burger. WB and FC aren't really much longer than

normal, head angle very steep, seat angle less than it could have been. And zero interest in anything associated with Adams and Gitelis.

+ -1 — Reply



Rob0 15 hours ago

I'll wait for the Specialized version that'll be marginally faster at -0 degrees of yaw and have a hidden front brake line but some other glaring oversight.

+ 0 — Reply

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