

# Reviews

# Gear up

COMPONENTS, KIT, AND MEDIA SELECTED  
AND REVIEWED BY BIKE JOURNALISTS AND CYCLING UK STAFF

## Put to the test

Is there a product that you think needs reviewing?

Write to: *Cycle*, PO Box 313, Scarborough, YO12 6WZ

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### Pros & cons

- + Smooth travel
- + No bouncing
- Inevitably adds weight

## RedShift

# Shockstop Suspension Seatpost

35mm of suspension travel under your saddle

£229.00, [redshiftsports.com](http://redshiftsports.com), [ison-distribution.com](http://ison-distribution.com)

Suspension seatposts never really went away after their 1990s' heyday. But they dropped out of the mainstream, due to a performance that was often less than stellar.

Of the three most obvious means of allowing saddle displacement to absorb bump shocks, simple flexibility is the lightest but offers limited movement. A telescoping post, which potentially offers as much travel as anyone might need, tends to suffer from 'stiction' and constrains the saddle to move

forwards as it drops. This leaves the deformable parallelogram, which can be orientated to let the saddle move pretty much as desired and with plenty of travel. Parallelogram posts have generally employed an elastomer; Redshift's Shockstop uses one or two coil springs, depending on rider weight.

While heavier than an elastomer, a coil spring has a couple of advantages: it provides a linear compression rate and more travel for the same size linkage. The Redshift post uses

both to impressive effect. Travel is a stated 35mm, through an arc moving backwards and downwards. This feels natural and, perhaps surprisingly, there's no real sensation of loss of saddle height when pedalling.

The clear and concise instructions suggest positioning the saddle 5mm further forward and 6mm higher than with a rigid post to account for the initial sag when sitting. Along with the suggested spring force setting, made by turning a threaded plug in the bottom of the post to compress the internal spring, this proved accurate to the point where no further adjustment was needed.

The weight chart runs from 50-110kg, with riders over 90kg advised to use both springs, the smaller sitting inside the main spring when fitted. The system feels well-damped and there's no noteworthy 'bounce' at any cadence. The saddle bottomed out a couple of times over bigger bumps; more spring compression might be useful off-road.

Steel springs aren't light, and the 350mm-long post weighs 360g with the main spring fitted. Diameter is 27.2mm; it can be used in larger seat tubes with a suitable shim. The dual-bolt cradle is micro-adjustable and fairly easy to use. In a neat piece of detailing, the mechanism is shielded from spray by a magnet-retained plate on the back of the upper linkage block. ●

**Richard Hallett**

## Other options

### ◀ CANE CREEK THUBBUSTER ST G4 £169.99

Elastomer-suspended parallelogram-type post with 50mm travel, 150kg rider max weight, and three sizes (inc 27.2mm). [extrauk.co.uk](http://extrauk.co.uk)



### KINEKT 2.1 ▶ ALUMINIUM SEATPOST £239.99

Weighty at 525g, and the complex parallelogram design has exposed springs. Approx 35mm travel. Various diameters available. [velobands.co.uk](http://velobands.co.uk)



## Verdict

*Exceptional and unobtrusive ride comfort with restrained styling and superb finishing. The Redshift post is a pleasing and effective, if weighty, addition to any cycle.*



## Cycle's test promise

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**Pros & cons**  
 + Supple ride  
 + Grippy  
 - Costly



**Pirelli**

# P Zero Race TLR tyre

Fast and grippy road bike tyre from the motorsports brand

£59.99, [velo.pirelli.com/en](http://velo.pirelli.com/en)

The latest additions to Pirelli's burgeoning road bike tyre range are the tubeless-ready P Zero Race TLR and TLR SL. The latter is around 30g lighter for the same size thanks to a slightly thinner tread cap and the omission of an anti-puncture carcass belt. At 270g for the 26-622 model, the heavier Race TLR reviewed here is more of an all-rounder.

The P Zero Race TLR is offered in four 700C widths: 24-622, 26-622, 28-622 and 30-622. While the two wider tyres may be used, subject to pressure limitations, with the latest generation of hookless rims for tubeless tyres, the 24mm and 26mm versions must not. The Race TLR features Pirelli's 120 TPI Techwall+ Road carcass and Smart EVO tread

compound, which is said by the manufacturer to offer more grip on wet and dry asphalt than its previous compounds.

Installation on a pair of Hunt 4 Season Aero wheels was quick and easy, both tyres snapping into place with a satisfying pop. They held their pressure well even before the addition of sealant. With a minimalist tread pattern similar to that used on the firm's P Zero Velo model, the Race TLR 26-622 inflated to 25.3mm on the Hunt rims. This is on the narrow side; 25-622 Continental GP5000 TL tyres measured 26.3mm on the same rims.

All else being equal, a smaller tyre is a lighter tyre, but also one with a smaller air chamber. Nevertheless, the tyres offered a pleasant, comfortable ride at

75/90psi front/rear pressures. (Tubeless tyres are designed to be run at lower pressures than their tubed brethren without risking a pinch flat.)

The Race TLRs were impressive in other respects, rolling fast, offering plenty of grip and stability on the cold, wet roads of the test period, and remaining cut- and puncture-free. Indeed, as an all-round, lightweight tubeless road tyre, there's nothing obvious to criticise. This is a tyre well suited to anything from credit card touring and fast training to sportive riding and entry-level racing. Competition is fierce and getting more so in the lightweight road tubeless market sector; Pirelli's newest offering compares well with any of its peers. ●

**Richard Hallett**

## Verdict

*Fast, comfortable, grippy in the wet and, on the available evidence, resistant to cuts and punctures, the Race TLR fulfils its demanding brief with aplomb.*

Other options

**CONTINENTAL GP5000 TL £69.95**

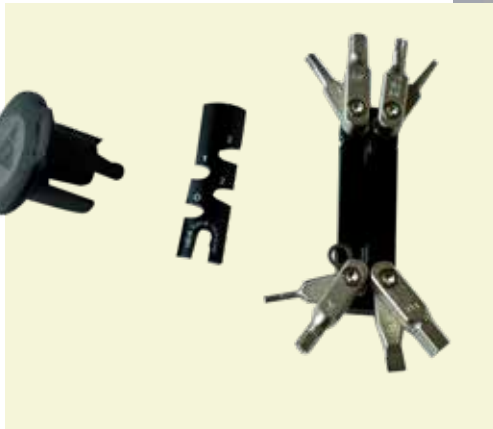
Fast and durable tubeless tyre that can be tricky to fit on some tubeless rims e.g. Mavic. [conti-tyres.co.uk](http://conti-tyres.co.uk)



**SCHWALBE PRO ONE TLE £68.49**

Highly-regarded tubeless road clincher available in a wide range of fittings. [schwalbe.com](http://schwalbe.com)





## Granite Design Stash RCX Multitool

£49.95, [granite-design.com](http://granite-design.com),  
[windwave.co.uk](http://windwave.co.uk)

Decent multitool that hides  
in a bike's steerer tube

Aside from being satisfyingly gadgety, a multitool that's hidden inside your bike is unobtrusive and impossible to forget. But it still has to work properly and not rattle or jam when stowed. Granite Design's Stash RCX meets all these requirements.

It fits in a threadless steerer inside a compartment shaped like an upside-down top hat. This compartment functions like a stem top cap: the Allen bolt in the base screws into a fork bung underneath just like a top cap's bolt screws into any other fork bung or star nut. The difference is that the bung fits much lower down inside the steerer.

The original Granite Design Stash (still available) employs a 'bottom cap' underneath the crown of a fork with an opening there. The newer Stash RCX is more versatile as it also fits forks

with no such opening, such as many carbon fibre forks. As long as the steerer's inner diameter is 23.5-27mm and there's at least 100mm steerer depth, the RCX tool compartment should fit.

So I was disappointed when it wouldn't fit my mountain bike's Travers Prong fork. The fault wasn't Granite Design's; the fork had plastic stuck inside, left over from when it was made, and this obstructed the tool compartment. I fitted the Stash RCX to my Genesis Vagabond instead.

The multitool has eight fold-out functions: 2, 2.5, 3, 4, 5, 6mm Allen keys; T25 Torx; and a flathead screwdriver. While it's necessarily small, the flat shape of the tool body means that it doesn't hurt your hand when you torque bolts tightly. There's also a spoke key, which attaches magnetically to the multitool when stored. There are Park Tool spoke gauges 0,

1, 2, and 3 – corresponding to nipple sizes of 3.23, 3.30, 3.45, and 3.96mm – plus a valve core remover. They're fiddlier to use than the main multitool but are nevertheless functional.

It's easy to get the RCX in and out of its compartment, yet I can't see it coming out by accident unless the bike is flipped upside down in a crash. Multitool and spoke key combined weigh 60g, the tool compartment and bung another 51g. ●

**Dan Joyce**

### Verdict

*I like it. It's a stealth multitool that is easy to install and works better than its size suggests. Granite Design also makes tools that fit in the bar ends: a tyre plug kit and a chain breaker.*

### Pros & cons

- + Easy to install
- + Works well for its size
- Needs oiling

### Other options



#### SPECIALIZED SWAT CONCEAL CARRY MTB TOOL £100

Clamps inside the steerer from fork crown to top, like the original Granite Stash. Has 3, 4, 5, 6 and 8mm Allen keys, T25 Torx, and a chain tool. Expensive.

[specialized.com](http://specialized.com)



#### ONE UP EDC V2 TOOL £54

2, 2.5, 3, 4, 5, 6, 8mm Allen, T25 Torx, flat-head screwdriver, plus a chain breaker, tyre lever, spoke keys, and more. But you must tap a thread into an aluminium steerer to fit it.

[uk.oneupcomponents.com](http://uk.oneupcomponents.com)