

## Pinarello winter bike set-up .....

Key requirements on a winter bike, for me, are visibility and data collection. Not exactly and aero front-end ....



I was using this “bike” on the turbo in 2018. I put road bars on it with road shifters so that I could change the extensions easily with the cabled 105 mechs.

Living in West London, as I do, means that I sometimes ride on busy suburban roads, so being seen is very important. I wear a hi-vis vest, of course, and in addition I have two front and two rear lights. I only use the Tri-bars on closed circuits or in Richmond Park. I take them off for longer country road rides.

The light on the left in the picture is an Exposure Dynamo powered light. The dynamo is a Revo hub dynamo used in the build of the front wheel. There is a power port on the back of the light that powers a rear light. There is a nominal “hold up” time of about three minutes on the rear light, although it still “glows” after the bike has been static for about an hour. The front light drops back to a single LED after a minute or so, when the bike is static.

The light to the right is a Fly12 light / video camera combination. I run this light in a low intensity flashing mode. As a motorist I find high intensity flashing front lights on commuter bikes counterproductive, so I don’t inflict one of those on other road users from my machine.

# Float Aero

..... getting aero "in a Nutshell"

I'm using a set of old wired SRM cranks on this bike, so the SRM computer is a PC5. The PC5 doesn't have GPS, so I run my Garmin 800 for that. I was hoping to find a simple way of combining the data but the two computers have a slightly different sampling rate which makes it a real pain. Although the brake and mech cables are relatively neat, the wired SRM cable, the dynamo related cables, and the lanyard from the Fly12 make the front end look a complete mess.

At the back end I'm running one of the early Fly6 rear lights with integrated video. I run this light in a flashing mode. Below that is the Exposure rear light, which resembles an Exposure Tracer, the cable for this runs along the top tube and connects to the power port on the front light.



I'm using SPD pedals, mainly because I've exhausted my supply of SpeedPlays on other bikes. A spin off is that SPD are much more "café friendly". The down tube bottle cage carries fuel, the seat post bottle cage contains my maintenance kit, tyre levers, multi-tool, QuickLink, mini-pump. Tubes and CO2 paraphernalia, I carry in my jersey pockets. There is a minimal splash guard on the back of the saddle. I don't ride in groups (or on rainy days) so there is no requirement to be sociable and have mudguards.

... and the bike weighs far too much ....

Ends