

P3C set-up for the 2019 season

My 51 P3C was getting a bit scruffy, it was time for a re-finishing



I took my inspiration from the Zwift concept bike, minus the florescent tyres. I'd hacked off the front mech hanger some time ago. As part of the re-finish I had the remains of that cleaned up, had the rear chain stay cable stop removed, and had the holes for the gear cables on the down tube filled in.

I have two sets of forks for this frame. The set in the picture above have the cut down steerer. I'm riding with the saddle 20mm higher than at the start of the 2018 season. That's following a bike fit with Vankru down in Sussex. I'm most comfortable riding with 105mm of drop. I didn't have enough risers (initially) to achieve this.

When I rode with 130mm of drop at the Thruxton Circuit Championships (October 2018) I wasn't comfortable, couldn't really see "up the road", and my hip angle wasn't right. I had to back off after two laps. Truth be told, I didn't do enough pre-event testing in the real world with that position. If I had tested more, I would have found out that it didn't work and changed it. Lesson learnt.

I now have some additional risers, and a "bridge" manufactured by FibreLyte, so that I can get the drop to 105mm, and use the short steerer forks, to get the position I need. Much cleaner and neater than using forks with a longer steerer to mount the stem higher.

Float Aero

..... getting aero “in a Nutshell”



I'm also experimenting with the extensions. I'm entered for the ToC Chrono and I may qualify for the UCI World event in my age group. I'll need to be "UCI compliant" for that so I've sorted out some conventional S-bends, as in the picture above. Zipp 110mm extensions below give a more aero position.



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This is the current configuration with the cut-down forks and the additional risers and bridge. The bridge (and the topmost riser) engage with the spigots on the extension mounts. This is essential to make the set up stable when using extra risers.



The eTap cables run under the pads with the blip box mounted in front of the right-hand pad behind the SRM PC8 computer. I'm currently using the ENVE 7.8 front wheel. I find this significantly more stable than the pre-Firecrest 808 and just as fast. I'm using Conti 5000 TL tubeless on the ENVE and the Super 9.



This is the bike with the longer steerer forks for testing before I had the extra risers. The front-end elevation is made up of the 15-degree angle from the ENVE mounts and an additional 17-degree angle on the extensions. I had the extensions made with the bend in a position that would mean that my forearms are parallel with the extensions from just above the mounts, with little or no gap between my arms and the extensions.

The elbow rests are “Revolver” with side and rear edge support. These work well with the elevated hands position, but not so well with the S-bends or the Zipp 110 extensions. I’ve reverted to the Drag2Zero elbow rests for those set ups (as seen in the pictures above).

This position above is definitely not UCI compliant (!), but it did test well at the Boardman wind tunnel. Even with the S-bends I am right on the limit for reach to be within the UCI limits.

This “hands up” position is likely to be the fastest / most aero of the three and is legal to use in CTT events. I need to do some comparison testing with the three front end options to be sure, probably Open Field testing at Hillingdon Circuit. Given that each change is mechanical (and would take about 10 minutes each time) it wouldn’t be an optimum use of tunnel time to re-test at the Boardman Performance Centre.

My Hillingdon test protocol will be something like:

Zipp 110mm

S-bends

32 degree elevated position

S-bends

32 degree elevated position

Zipp 110mm

... and if I have the time and energy, I'll test with the saddle 20mm lower and with 20mm of risers removed. In theory that should reduce the frontal area and keep the drag coefficient very nearly the same as the body position and shape will be the same.

Ideally, I need to return to Vankru for another fit session with their muscle activation sensing shorts (I jest not) to find out how low I can go before affecting my glute contribution. My gut feeling is that my current position enables me to put down a 30 to 45 second power burst at 135% FTP around every two minutes without suffering too much afterwards. I get this data from my 2:20 lap times at Hillingdon. When I tried that pacing strategy with a lower position my quads would be on fire after a couple of laps. I think another Vankru session will be a better investment for me than another tunnel session as I have both the time and the venue to do the aero testing Open Field.

Ends