



Bike test



DAN JOYCE

Dan is 177cm tall (5ft 9 1/2in) and weighs 63.5kg (10st). He rides with his local club's fast group, despite unfashionably high handlebars on all his bikes

Aluminium all-rounders

Fancy a road bike that isn't an overly expensive one-trick pony? **Dan Joyce** tests two from British brands: a Dolan RDX and a Kinesis R1

Road bikes that will take wider tyres, mudguards and a rack tend to be branded winter bikes or commuters. The implication is that proper road bikes are too thoroughbred and expensive for such tasks. Too expensive might be right; some cost £12,000! But it's odd to make a virtue out of a lack of versatility. What's not to like about a road bike that will tackle everything from commuting and club runs through to sportives, lightweight touring and even some gravel rides? The fact that you don't need a dentist's salary to buy one is a bonus.

The bikes on test, both from British brands, cost around £1,500. Both have nice aluminium frames, full carbon forks, tubeless-ready wheels, hydraulic disc brakes and decent drivetrains – Shimano 105 and SRAM Apex. They weigh just under 10kg, which isn't too heavy unless you're a whippet-thin racer,

and they both have a riding position that's 'endurance' rather than 'race'. For most purposes, that's better.

The Dolan RDX is offered in four different builds, each of which can be fine tuned further using the configuration options on Dolan's website. The R1 is Kinesis's gravel-influenced road bike. Unlike the Dolan – and its own R2 stablemate – it has a 1x drivetrain.

Frame & fork

The test bikes are different sizes because, at 177cm tall (5ft 9 1/2in), I'm invariably borderline between M (54cm) and L (56cm). I often pick L in road bikes because that results in a taller head tube, and thus less back strain, and more toe room. The longer reach can be fixed with a shorter stem – one of the options available with Dolan's bike configurator. The Kinesis comes as it comes. The medium looked like