

First look

Gravel-influenced road bike with practical frame fittings and a 1x drivetrain



“No gearing setup will suit everyone but I like the 1x Apex drivetrain of the Kinesis. It's similar to what I use on my road bike”

Tech spec KINESIS R1

can match the specification to your riding preferences. I chose: 170mm cranks, an 11-36 cassette, a layback seatpost, a 38cm handlebar and an 80mm stem. As a result, it fitted me as well as my own bike. I also selected 32mm Vittoria Zaffiro Pro tyres (+£59.99), which have a folding rather than a wire bead and are wider than the default.

The tyres of both bikes plump up larger than the advertised 32mm as they're fitted to fairly wide rims. The wheelsets are both tubeless ready although the tyres are not. You can upgrade to tubeless at point of purchase with the Dolan, but those Vittoria Corsa N.EXT TLR tubeless tyres (+£89.99) weren't showing as available at the time of the test.

Like the majority of bikes with disc brakes these have thru-axles. This helps stop the rotors chattering on the pads and also prevents accidental wheel ejection. The Dolan's Mavic hubs have cartridge bearings, which are easier to live with; just replace when worn. There are only 24 spokes apiece in the Dolan's wheels. Even at my weight that strikes me as low, given that this bike might



Top: Hydraulic discs with 160mm rotors front and rear
Bottom: Fittings for proper mudguards and a rear rack provide year-round practicality



carry panniers. Since they're straight-pull spokes, you can at least replace any broken ones quicker, with the disc rotor and cassette in situ. The Kinesis has 28 (J-bend) spokes front and rear, which I'm happier with.

The Dolan uses the new 12-speed version of Shimano 105. While I consider the extra sprocket over 11-speed irrelevant, 12-speed 105 does introduce a useful 11-36 cassette option. With this fitted, the bottom gear is about 10% lower than the Kinesis (26in versus 29in). Shifting is as good as you'd

expect from 105. I've never been a fan of 50-34 compact doubles, however; I usually wanted a chainring about halfway between these sizes.

Kinesis has gone full-on gravel with the R1's drivetrain, fitting 1x SRAM Apex. You can have essentially the same bike with 2x10 Shimano Tiagra – the identically priced R2 – but I like 1x setups. While I'd prefer a slightly smaller chainring than the 44 fitted, the range of the 11-42 cassette itself is good.

There's not a lot to choose between the Dolan's 105 hydraulic discs and

Price: £1,680.

Sizes: S, M (tested), L, XL.

Weight: 9.87kg/21.7lb.

Frame & fork:

Double-budded 6061 aluminium frame, 68mm threaded BB, 142x12mm axle and fittings for rear rack, mudguard and two bottles. Full UD carbon fork with tapered steerer, 100x12mm axle and mudguard fittings.

Wheels: 32-622

Continental Grand Sport Race tyres, 622x19 Jalco TRX 415 tubeless-ready aluminium rims, 28x3 spokes, Novatec Center Lock alloy hubs.

Transmission: no pedals, 172.5mm SRAM Apex 1

chainset, 44t X-Sync chainring, SRAM BB GXP bottom bracket, SRAM PC1110 chain, SRAM PG-1130 11-42t cassette. SRAM Apex 1 HRD shifter and SRAM Apex 1 long-cage derailleur. 11 ratios, 29-109in

Brakes: SRAM Apex 1 HRD levers, Apex 1 HYD callipers, 160mm rotors.
Steering & seating: 440x31.8mm Kinesis 6061 aluminium handlebar, 90mmx6° Kinesis 6061 aluminium stem, FSA sealed-bearing No. 42 integrated headset. Selle Italia X3 saddle, 27.2x350mm Kinesis 6061 aluminium seatpost.

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