

# Reynolds Aero wheels

There is no better example of the thin line between love and hate than when riding your bike in the wind. Whether you're fighting it or getting a helping hand from it, wind is a given.

Which is why Reynolds's new Aero carbon wheel range focus so much on it — the idea being to reduce aerodynamic drag and, a bit like a wind turbine, harvest it. In other words, Reynolds claims to have found the Holy Grail of wheel design.

How? Well, firstly by flying in the face of current wheel shape convention with its new V-shaped rim profile, DET (Dispersive Effect Termination). It claims to minimise airflow turbulence close to the rim, smooth it out and reattach it in your favour, therefore reducing drag and creating uplift. It's a big claim and is certainly different to other manufacturers' approach to reducing drag by actively encouraging turbulence.

Creating this rim shape in carbon is easier said than done and has meant

“Reynolds claims to have found the Holy Grail”



Rim shaped from carbon

Reynolds going back to the lab to develop a new carbon/resin lay-up and expensive moulds in order to achieve the durability, strength and stiffness that was needed. It's also made the rims wider than most, which at 26.2mm at the widest point is pretty plump. This removes the 'balloon effect' caused by wide tyres on narrow rims, and as converts to running wider tyres it's hard to argue with that.

The full carbon Aero58 and Aero72 (whose names reflect their rim depth) are, rather surprisingly, only available as clinchers, at least for now. Fitted with custom straight pull DT Swiss hubs and 16/20 aero spokes, and a freehub body to suit your preference. The Aero58 is the lightest option at a claimed 1,580g for the set, whereas the Aero72 carries



V-shaped rim profile on the Aero58

## Aero 90

The Aero90 is, predictably, the deepest in the range and at 90mm will create most interest from the time triallists amongst us. Still carrying the same set-up as the 58 and 72, the 90 is the heaviest option at 1,875g and will cost £100 more. Scoring 'most forward thrust' over its nearest rivals in Reynolds's own wind tunnel tests, it could, on a 'float day', be well worth the investment.

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an extra 100g between wheels, but with both priced at £2,099.99 Reynolds is making it clear that it's not only the aerodynamics it's competing on against rival brands.

