

KINESIS

CX1

 **£425** frame only, **£1,550** as built

A truly well-rounded performer

SPEC

FRAME

6061 double butted Aluminium,

GROUPSET

SRAM Rival 1x11-speed

BRAKES

TRP Spyre disc

CHAINSET

SRAM Rival

CASSETTE

SRAM Rival 11-36t 11-speed

BARS

Ritchey WCS Alloy Evo Curve

STEM

Kinesis

SADDLE

Kinesis Elite

SEATPOST

Ritchey WCS

WHEELS

Kinesis CX Disc

TYRES

Challenge Griffio 33c

CONTACT

kinesisbikes.co.uk



ABOUT THE BIKE

Kinesis is a stalwart of the UK 'cross scene, with its banners a regular sight at leagues around the country. With an emphasis on practicality, the brand's CX1 frame is designed to provide versatility, and an easy entry-point into the sport. Supplied as a frame only, it'll appeal to riders with well-stacked bits boxes and is seamlessly adaptable between disc and cantilever brakes. Supposedly equally at home racing, hacking around the woods, or commuting to work, we put it through its paces...

THE RIDE

First impressions Lighter than you'd expect, the front end of the CX1 is also pretty low. It's a combo that suggests a bike that'll be keen to get stuck in. A few pedal strokes confirm this impression, with the low mass of the wheels and the supple tyres doing nothing to hold back the Kinesis' progress. Bashing through the first bumps, the frame is surprisingly forgiving given its aluminium, although this isn't a quality matched by the more rigid aluminium fork. With mechanical rather than hydraulic brakes slowing up is adequate, rather than dime sharp.

On the course Made to excel at all the odd aspects of cyclocross racing, the Kinesis is most at home in just those conditions. For instance, when running uphill, cyclocross riders will carry the bike on their shoulder. To aid in this, the Kinesis features a flat underside to its top tube, with the gear cable running along the top where it won't cause any bruises. Light enough to hoick up and over the barriers, its geometry is racy, too, ideally proportioned for making intense hour-long efforts. It's still happy tackling mixed-condition rides, and will even take a rack and guards, but the bias is definitely towards racing. Perhaps our one concern was the budget didn't stretch to more powerful hydraulic brakes. As much as the bike is built to handle competition, so the design and kit choice is intended to make keeping your bike race-ready easy. If you want to hand down your road bike's wheels, 

they'll likely fit. If you want to swap brakes, it's possible. All the fittings are the most common, and also cheapest. This is useful, as winter conditions can grind a cyclocross bike quickly.

Handling The Kinesis' great strength is how well-rounded a performer it is. The frame looks simple, but it's light and rides well. The groupset and brakes don't do anything but get on with the job, plus it's a morale boost to see some Ritchey WCS logos on the finishing kit. The wheels, an area many suppliers try and slip in a pup, are also well above average. Light and fast to get going, they're matched by almost equally good tyres. The whole bike seems to have been built purely to be the best riding the brand can assemble for the budget, with no attempt to sneak in weird kit choices or go for flashy items at the expense of practicality. The aluminium fork is a little less forgiving than a carbon alternative. This isn't too noticeable over the course of an hour but will get more pronounced the longer you ride. With a standard 9mm quick-release front and back, any lack of stiffness versus a bolt-through system is never bothersome. It's not mega stiff, and so doesn't possess the ability to carve through



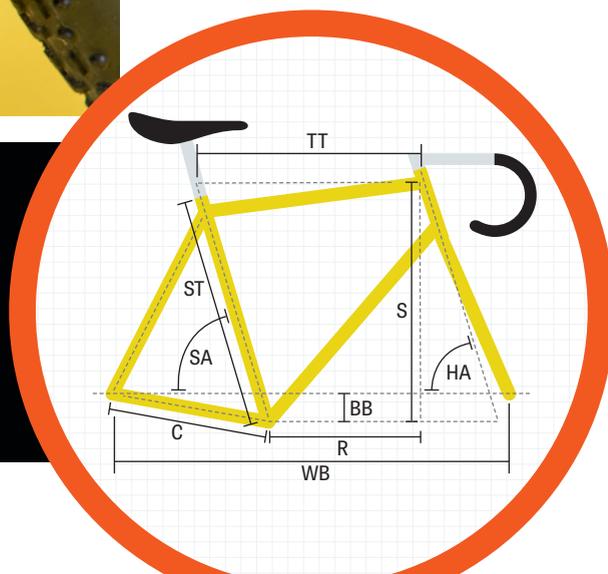
rough technical terrain that some beefier rivals do. Then again, on the sort of conditions you'll actually find at the average cross race it's up to the task.

THE SPEC

The frame The CX1's smartest trick is its ability to swap between cantilever and disc brake set-ups. Visions of messy bosses and redundant pegs were soon dispelled by the Kinesis' unique, adaptable brake mounts. On our disc set up, all that marred the frame's seat stays where the cantis might have sat, were two little Allen key bolts no more obtrusive than those that attach a bottle cage. Elsewhere, practicality is the name of the game. With one eye on commuting or touring there are mounts for mudguards and racks. Cables run externally for easy fitting and servicing. The seatpost is the most common 27.2 diameter, and the bottom bracket is a standard threaded unit for simplicity and durability. The wheels also slot in with standard 9mm quick releases, leaving the widest selection compatible

GEOMETRY

Size tested	54	Reach (R)	384mm
Weight	9.2kg	Chainstays (C)	430mm
Top tube (TT)	551mm	Head angle (HA)	71°
Seat tube (ST)	490mm	Seat angle (SA)	73°
Stack (S)	543mm	Wheelbase (WB)	1,091mm
		BB drop (BB)	60mm



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RATING

FRAME

Robust but surprisingly comfortable for aluminium

COMPONENTS

Solid, well-thought-out and more than capable

WHEELS

Quietly superb. Can be set up tubeless, too

THE RIDE

Unfussy, robust and eager. Acceleration is impressive

OVERALL

74
10

with the bike. Of course, these options also happen to be the cheapest, however, they're all employed for the best of reasons. While most frames tend to sell with a carbon fork, in the interests of budget ours arrived with an aluminium one instead. Consequently, there's a slight weight penalty, along with a somewhat harsher ride.

Groupset Sram's mechanical 1x11 Rival groupset is well tested and cuts down the faff and weight of employing a front derailleur. In the muddy world of cyclocross racing, having fewer parts to attract mud and clean after rides is very welcome, too. Paired with a wide cassette, it gives enough gears for most situations, without leaving the jumps between each too large. With a clutch mechanism stopping the chain flapping about, it's also quiet and

secure. Stopping the bike, the TRP Spyre cable disc brakes are about as powerful as you can expect from a non-hydraulic calliper. Neat looking thanks to their flat-mount fitting, they're also easy to adjust and maintain.

Finishing kit Both the bars and seatpost on our build come from Ritchey's excellent WCS line. The bars are very shallow and feature a gentle sweep. This makes them easy to keep hold of for the entire duration of a race, should you need to cover the brakes or just get your head down and power along. From the same stable, the seatpost is light, sturdy, and easy to adjust. The saddle comes from Kinesis itself. Racy yet decently padded, it's comfy when being bounced around on. It also features a slick plastic covering which is easy to slide on and

off when dismounting. After riding in the mud it also cleans up more easily than a fabric alternative.

Wheels An army marches on its stomach, but a bike rolls on its wheels. If they're not good there's only so much you can do to mitigate the situation. Happily, the Kinesis allocates almost as much budget to its hoops as to the frame. Made in-house, their wide and strong rims are pinned and welded for durability, while the bearings and freehub body are also top quality. Although able to be set-up tubeless, unfortunately, the tyres supplied aren't. Still, they make up for this by being excellent in their own right. With folding beads, supple casings and a great tread for mixed and loose terrain, the Challenge Griffo tyres are likely to get you an approving nod at most races. 