

EXCITED ABOUT IN 2012

THERE are not a huge amount of innovations in the road market that have got me as excited as the thought of disc brakes on road bikes. If they are as well-executed as I hope, we can expect tiny calipers and rotors with minimal, if any, weight penalty. Wet-weather braking will be a given, and the possible weight reduction and ease of manufacture for carbon clincher wheels are two more reasons to get the old HR up. And that's before we start thinking about combining them with electronic shifting. Fingers crossed it's as good as the dream! NW

LeMond Turbo

WE like a bit of out-of-the-box thinking here, and this LeMond turbo trainer begged the question: why has no one done it before? They say the best ideas are the simplest and the LeMond principle is fantastic, eliminating many of the common turbo trainer issues as a rear wheel is not required at all. No tyre wear, a very stable design and the ride feel was exceptionally smooth to boot. All good, but our only gripe was its lack of ability to measure power without using power cranks. We were reassured a PowerTap version was on the horizon, but it must have meant a distant one, as there's no sign yet. That said, the first signs of power pedals could help its cause. SB

www.saddleback.co.uk



Zipp VukaSprint

FASTER for free — who wouldn't want that? OK, five watts isn't a massive amount and probably won't win or lose you a race but if that equates to a one per cent saving it's still got to be worth having. For those of us who seek out every aero advantage possible then the VukaSprint has got to be on the wish list. MH

www.zipp.com

£275
RRP of VukaSprint

Madfiber wheels

FIRST spotted on a number of bikes at Interbike in 2010, Madfiber's wheels were easily the standout product at the start of this year. We got our hands on the first pair in the UK, but only long enough for a fettle, to be told the story and get them shot in the studio. We were promised a test pair very soon — as yet to materialise.

The wheels are handmade, to match actual customer orders in batches — up to three pairs a day come out of the US manufacturing facility — and customer demand has been ridiculous by all accounts. With only 750 pairs to cover the worldwide demand it's not actually that surprising

that we have yet to see another pair.

Despite the fact it can't make them fast enough, Madfiber isn't concentrating on upping production, oh no; at this year's Interbike it launched a clincher version. Rather than a carbon rim base structure sitting between the tensioned carbon sidewall and spokes as in the tubular version, the bead seats and box section are made of aluminium to better dissipate braking heat and solve the complicated carbon clincher sidewall strength issue.

There is no doubt the thinking is clever for both versions and the products look superb, weigh next to nothing and are stiff and robust in theory. NW

www.c3products.com

