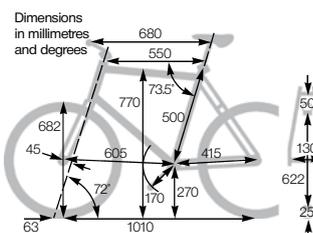




Bottle cages, pedals & Garmin are reviewer's own

Tech Spec



PINNACLE DOLOMITE 3

PRICE: £625 SIZES: S, M, L, XL

WEIGHT: 9.28kg (no pedals)

FRAME & FORK: 6061-T6 butted aluminium frame. Tapered, full-carbon fork. Fittings for 2 bottles, mudguards, rear rack.

WHEELS: 25-622 Kenda Kriterium tyres, Alex Race-24 rims, 32x3 2.0mm ss pg spokes, Joytech hubs.

TRANSMISSION: Shimano Sora 50-34 170mm chainset, Sora bottom bracket, KMC 9-speed chain, Shimano CS-HG50 12-27 cassette. Shimano Sora shifters & derailleurs. 18-speed, 34-112in.

BRAKING: Tektro R317 sidepulls

STEERING & SEATING: 420x31.8mm shallow-drop bar, 100mmx6° stem, FSA Orbit C-40 headset. Pinnacle saddle and aluminium 350x27.2mm seatpost

WEBSITE: evanscycles.com

AFFORDABLE ALL-ROUND ROAD BIKE

PINNACLE DOLOMITE 3

A practical road bike need not be heavy or expensive, as this £625 Pinnacle proves. Review by *Dan Joyce*

PINNACLE IS THE own-brand of Evans Cycles. Their Dolomite road bike range runs from models 1 (£450) to 6 (£950), with women's versions available. All the Dolomites come with 57mm-reach brakes, so they'll take 25mm tyres as well as mudguards.

Extra clearance costs and weighs practically nothing but transforms a summer racer into a road bike you can comfortably use year round in the UK. For regular use – commuting, club rides, audax, training – it's a better option than cramming specialist guards under close-clearance brakes.

Like most road bikes at this price, the Dolomite 3 has a butted aluminium frame and a carbon fork. Unusually, the fork's tapered steerer is also carbon, which saves weight. I wasn't worried that it might fail. The head tube is fairly tall, so even with the handlebar at an easy-to-reach height, there's

only a short length of unsupported steerer.

The frame has eyelets for a pannier rack as well as mudguards, although the set at the rear dropouts will have to share. Brake and gear cables run through the frame. While this looks neater, it makes cable replacement fiddlier and draws attention to the Sora 'washing lines' on the handlebar.

GEARING PROS AND CONS

This was the first time I'd used Sora levers with the behind-the-brake-lever paddle that's trickled down from Tiagra etc rather than the old thumb button on the brake hood. I much preferred them. You can change gear from the drops as well as the tops, and since the drops are compact I often had my hands there. The downside to the Sora groupset on this bike is a 27-tooth bottom sprocket. A Sora rear derailleurs will now handle up to a 32. When I was grinding up 17%-25% hills, I'd have appreciated that.

For an inexpensive bike that will likely be used for bashing out miles, the wheels are okay, with 32 plain gauge spokes, tensioned satisfactorily. I'd change the tyres for Schwalbe Duranos; these Kenda Kriteriums didn't feel as supple.

The medium size Dolomite 3 fitted me (178cm tall) well. It's a pleasant bike to ride, being lighter, more upright, and better spec'd than most £600ish alternatives. And it's more versatile. It's the sort of road bike I'd spend my own money on. In fact, I did. ●



● 57mm brakes mean plenty of room for mudguards above 25mm tyres. Without guards, 28mm tyres would fit

Also available



1) CANNONDALE SYNAPSE ALLOY CLARIS £599.99

Mudguard-ready endurance road bike with carbon fork and 16-speed Shimano Claris. cannondale.com



2) WHYTE SUSSEX £799

Commuter/winter trainer/general purpose road bike with Shimano Sora gears and Pro Max CX cable discs. Aluminium frame and fork, with guard and rack fittings. whyte.bike