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Welcome to First Look Friday – your weekly dose of the latest and greatest bike swagen to land at BikeRadar HQ, delivered directly to your tech-hungry eyeballs. This week we have Mavic's not-so-new Open Pro UST rims, a neat way to clean up the handlebars from Cateye and K-Edge, and Garmin's Charge battery pack. If it doesn't satisfy your appetite for tech, make sure you check our nine bike mega gallery from the 2020 Hill Climb National Championships, news about Fizik's funky arch supporting road shoes and our comprehensive test of the best mountain bike lights on the market. Mavic Open Pro UST rims Mavic updated the legendary Open Pro route back in 2017. The Jack Luke/Immediate Media Rim is a very popular choice for wheel builders across the country. Jack Luke / Immediate Media The reels have a distinct wavy pattern between the spoke holes. Jack Luke / Instant Media Rim brake wheels – still one thing. Jack Luke/Immediate Media Mavic updated their long-running Open Pro rim back in 2017, but this is the first time we've actually got a pair. The favorite of wheel builders across the country for almost forever, the new ish rims are completely different from the essential box section alloy rim of old. The wheels have a 19mm internal width (4mm wider than the old rims) and are available in both a disc and rim brake variant. The disc-specific Open Pro does away with the brake groove and uses an asymmetric drilling pattern to better balance spoken voltage. An Exalith-equipped version was announced at the time of launch, but despite a lot of public appetite for that option, it never made it to the market. We have the rim brake version in a 28h variant, which weighs 474g on my scales. Although I would count myself as a passable wheel builder, I lace no more than a handful of wheelsets per year. Those who break the charcoal face of flanges are those with the really juicy insight into what is good and what is not. I spoke to friend of BikeRadar and well respected wheel builder Tommy Barse, of Cutlass Velo, who has built many wheels with Mavic Open Pro UST rims. With his wheel builds, he has found erd [the efficient rim diameter] measures evenly over several parts of the rim, and they are straight and round out of the box... Make the builder's job a simple task without surprises. He added that depth and width are modern enough to mount a lightweight set of custom-made wheels that have a smooth ride quality while maintaining lateral stability. Sounds like good stuff to me! These special rims are due to be spiked at the All-City New Sherriif hub I featured in First Look Friday a few weeks ago, hopefully making for a more practical wheel set for my go-fast fixie (a handy

fixed gear wheelset – what an oxymoron). €69, international pricing TBC Cateye GoPro adaptor + K-Edge Garmin XL Combo I'm glad my cockpit has been decluttered. Jack Luke/Instant Media If you don't want to run a light, all that's left is the little adapter. Jack Luke/Instant Media This combination of parts is the best way to neaten up the front end of your bike if you own a Cateye headlight and use a bike computer. Cateye's unmemorably named CA5445340 adapter replaces a light layer mount and opens up mounting options massively, allowing you to fit the light to any GoPro triple-prong mount. K-Edge's XL Combo out-front mount is a perfect match for this, allowing you to neatly sling the light under your computer. Not only does this declutter handlebars, but it's also super safe, keeping the light rock solid in rough terrain. The light is almost completely hidden once mounted. Jack Luke/Instant Media As happy as I can be with my cockpit hack, I can't say I've missed riding at night in weather like this. Jack Luke/Instant Media As the light is shielded by your computer, there is also less disturbing glare as rain or debris tracks fly past the front of the light. If you don't have a Cateye light, there are similar adapters for light from Exposure, Lezyne and others. The only downside is that the battery life indicator on my Volt 1700 light is now upside down. Similarly, if your light has a heavily shaped or StVO-compatible beam pattern, you risk reducing performance or dazzling oncoming drivers, so this won't be a catchall solution. Cateye CA5445340: £6.99, international pricing TBC K-Edge Garmin XL Combo Mount: £69.99/\$69.99/€80/AU\$ TBC Garmin Charge Power Pack Garmin's Charge Power Pack can double the battery life of a compatible PC. Jack Luke/Instant Media It connects via these connectors on the base of a compatible computer. Adam Gasson/Instant Media Speaking of things you can sling under your cycling computer, the Garmin Charge battery pack is a neatly integrated extra battery pack that can charge compatible computers via connectors integrated into the base of the device. The package can more than double the battery life of a compatible PC and has an additional USB output to power other devices. Like almost all Other Garmin devices, it charges via a micro-USB port. The pack weighs 132g and a four LED strip on the side of the device indicates the remaining battery life. It can be used to charge other devices as well. The Jack Luke/Immediate Media Price tag of £119.99 is steep for what is essentially a nicely designed standard power pack, but if you're looking for the cleanest solution possible, this is highly recommended. As a parenthesis, if you want to increase the battery life of your computer without the spicy price tag, you could always buy a bog-standard battery pack and run a cable from a handlebar – or frame bag to your computer. I have used both solutions and fixed the pack is safer, both work fine. £119.99/\$129.99/€129.99/AU\$189 Light and Strong Exclusive for Mavic, this specific aluminum alloy offers a higher strength to weight ratio than conventional 6106 alloy. Stronger and smoother led Soudé Usiné Process. After bending, the rim joint is arc welded. The welded seam is then sizzled for a smooth finish. Usiné Brut Control The braking surfaces are exactly CNC machine. Couche Dure This process creates a micro surface hardness of the rim. 123Pagination not available while filters are applied. Add this rim to your bench Rim Data Manufacturer Mavic Model Open Pro Descriptor ISO Size ISO 622 (700c, 29er) ERD 605 mm ERD source Offset drilling Rim Bias 0 mm (centered) Outer width 19.6 mm Inner width Total height 18.4 mm Brake wall height 10.3 mm Tire type clincher joint type type double weight 435 g Weld URL Metadata Rim ID 241 Record Status Public Created Feb 16, 2010 10:47am ERD is an educated guess based on SSD + 3mm. Many people say that aluminum rims are quite boring comparing to carbon ones. I can't argue with that as actually the high profile of carbon rims give nice looks to almost every road bike, but with the latest Mavic Open Pro rims the situation gets a little different. Actually, I found new Open pro rims the most beautiful aluminum rims I've ever seen... The new Open Pro is the last generation of Mavic wheels. The version with aluminum braking surfaces is available after quite a while, however the exalithen is not yet there. There are some rumors that the anodized surface is not permanent enough so the rim design is still ongoing. Anyway, let me share my thoughts on the Open Pro rim with you. First of all the look is wonderful, it's really a game changer. On the daily ground I ride Ritchey Road Logic and there aren't too many aluminum rims that I would use for my personal build but this one I would welcome with my open hands. It looks brilliant. The shape, the finish, the black shiny color speaks to me. Secondly, the rim is light and rigid. 430g is very low compared to the internal width which is 19mm. I don't know how much marketing is in Mavic's folders but they mention that this rim s is made of Maxtal which is 30% more resistance than traditional 6106 alloy. Again, I don't know but during the build and spoke excitement relieve I could really feel that the rim didn't flex. My guess is that the specific shape of the rim (the type of waves around spoken holes) makes this rim stiffer, the same as in the automotive industry where steel is formed to achieve great rigidity. Rim has single eyelets, which is a bit old school compare to the modern rims but that does not break the total, good impression about these rims. Another thing is that there is no 20h option, only 24, 28 or 32h Mention this, let's talk slightly negative side of those rims. First of all, they are symmetrical. As we all know, having 11s offset rim cartridges really help achieve greater voltage on the NDR side which is better for overall wheel life. To make things even more challenging Mavic recommends max voltage of 110kgf only. Now, if you combine these two dimensions together you really need to think about what kind of hubs and spokes you should use in build. If you take a very wide distributed flange hub like Miche Primato, the NDR will be below 50kgf = NO GO. If you take a hub that is very narrowly distributed like Tune, the wheel won't be stiff enough (unless you're going to use 32 spokes and pretty thick spokes). In other words this rim is not for every build and rather for experienced builders. It can be nice, provide a lot of fun but must be well thought out and built with quality & calibrated tools. In my build I used 24/28h D-light spokes as the rider is not too heavy. I also decided to go with the Bitex RAF/RAR12 because they are pretty well balanced in terms of geometry. A good center point between very wide and super narrow flanges. The front was impaled radially and rear 2x crosses on both sides. Brass 14mm nipples used as wheels will be used in all conditions. According to my best practice I never trust any manufacturer and I measure all by myself, this means rims and hubs. Mavic says ERD is 589... well it's not, it's 591. Don't fall into the trap and either use my reference here or, better measure yourself. The actual construction was a bit long, I must say. I paid a special attention to much as much spoken excitement as there are some reports in the network that with tires installed these rims expand a bit and thus there is a drop in the defendant's excitement. Knowing that the key to preventing potential problems is that the voltage spokes very similar to calibrated tools and make multiple stress relieving steps until the voltage remains unchanged. In my build I used my new voltage meter which was calibrated with my voltage calibration jig. I went up to 115kgf on DR to maximize the voltage on NDR as much as possible. Another little secret is to figure out the spokes so that they support the flanges of the hub. There are several techniques to achieve it, I just call it the spoken massage. It is quite a time-consuming process but in return there is no need to correct the tension after the first few runs. I also did couple of extra steps to ensure that the wheel will remain strong. First the spoke nipples were treated with spoke prep and for the NDR side I used Sapim's threadlocker. Another thing I did is the spoken bonding and soldering. It is very useful especially when NDR is not so much tense. With bound spokes, the load is distributed more equally and the spokes work in pairs overall, it is beneficial for the wheel. I also protected the soldering myself with black paint that prevents future future The entire set without rim tape came with 1446g on the scale. Pretty good results considering 52 D-light spokes and brass nipples. Despite the extra hours spent on these wheels I find they are very beautiful and interesting build. I seriously look forward to building similar set for my personal use. The price starts from 449 CHF so considering that, they are very attractive option for one looking for good and light wheel set. Wheels in this configuration are available in the Blackcat wheel store. Other configurations are of course possible, depending on the rides details and budget. T. blog-wheel building blog-wheel building

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