



REYNOLDS SDV66T

With the serious lack of training this early season I'm always on the look out for the newest component to help me make up for that lack of fitness. Luckily for me an old buddy and ex-local hammerhead works at Reynolds and asked if I'd like to roll around on their newest set of hoops, the SDV66T. The SDV stands for Super Deep "V" section and the 66 refers to the height of the rim depth and the T is for the tubular. And yes, Reynolds makes a clincher version!

The SDV66T wheelset is the deepest carbon fiber wheels I've ever ridden, so being blown by a side wind was on the top of my list of worries. That and puncturing at the furthest point of my ride while using tubulars (yes I know you can replace the punctured tubular with a new tire, but I just don't trust it). Luckily neither of those fears came to fruition.

The shape of the SDV66T rim is manufactured using uni-directional carbon fiber. This method is considered the strongest when the carbon fibers are laid-out in a straight line. The design of the SDV66T is just not some pointed rim with the thought that it is probably aerodynamic. The SDV66T's symmetrical, air foil shape is recognized by the National Advisory Committee for Aeronautics (NACA) as having one of the lowest drag coefficients. While I did feel a bit

buffeted by the coastal winds, it was nothing out of the ordinary. As the miles glided underneath the wheels, my average speed was higher at the same usual effort and the short rollers that make up Pacific Coast Highway seemed a little easier to summit. As with most items I get to test I like to race them. Testing expensive wheels in a criterium generally makes a manufacturer a little nervous because I treat them the same way I treat my rental cars: poorly and with little regard for safety. Plus when I'm racing and testing products for ROAD I add the race fees to my monthly expense report! Out of the corner and sprinting, the wheels didn't squirm or feel soft. I'm a little on the heavy side for a cyclist [6'2", 177 pounds] and not a big-gear pounder, so perhaps this isn't the truest test of stiffness. The wheels rolled smoothly and due to their aerodynamic properties I was able to coast a little longer on the slight upward drag to the last corner of the circuit. And as Coach Saifer will tell you, saving energy during a race is important to having a successful finish. The only slight negative comment I have is when coasting, the rear hub buzzes slightly louder than other wheels I've used.

DETAILS

PRICE: \$2000 (tires not included)
RIM DEPTH: 66mm
SPOKE PATTERN (F/R): 16/20
WEIGHT (SET): 1365g
HUBS: Reynolds DT
SPOKES (F/R): (Radial) DT Aerolite/
 (Radial, 2x Drive) DT Aerolite
BRAKE PADS: Reynolds Carbon-Specific Design
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