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PHOTOS BY JAMES GARAGHTY

Disc Jockey Has A Spin

Blending a stiff, lightweight aero chassis with precise stopping power, BH's new G7 Disc is a superb all-rounder.

TO DISC OR NOT TO DISC

While the UCI doesn't seem too eager to integrate disc brakes into the ProTour, manufacturers are putting their engineering prowess behind the technology, with every major brand introducing at least one disc-equipped model into their line-up. BH have followed suit by unveiling the G7 Disc, calling it an evolution of their mechanical-brakeset-equipped G6 Pro aero road frame.

HANDLES BEAUTIFULLY

The G7 Disc's geometry and sloping frame design largely mirror those of the G6 Pro – which is a good thing, as the G7 inherits all of the G6's speed, stiffness and confidence. It's a pleasure to ride, and handles beautifully through the turns. The major frame changes come in the form of a revised rear end and front fork, which have both been tweaked to accommodate disc brakes.

Gear cables and brake housing are neatly routed through the frame, while provision is made for Di2 wiring if you're planning an upgrade.

GETTING A GRIP

Bicycling rode the Ultegra model, which pairs a mechanical 11-speed Shimano Ultegra transmission and compact 50/34T FSA crankset with a Shimano RS505 hydraulic flat-mount brakeset that stops on

140mm rotors.

Despite the RS505 STIs being rather large and long (compared to Shimano's R685 STIs), we found their bulky appearance to be deceptive. Although grip and reach differed slightly, comfort was on a par with non-hydraulic levers, while braking performance outshone the equivalent Shimano 105 mechanical brakeset.

Interestingly, when chatting to amateur riders during the review period, most said they feel STIs are too small for their hands, compromising their grip. Given the opportunity to handle the RS505 STIs, they agreed that the relative bulkiness was a good thing –

WHAT YOU NEED TO KNOW

→ The G7 Disc Ultegra weighs in at a very respectable 7.76kg for a large.

→ The G7 Disc is essentially an evolution of the G6 Pro, sporting a redesigned rear-end and fork to accommodate disc brakes.

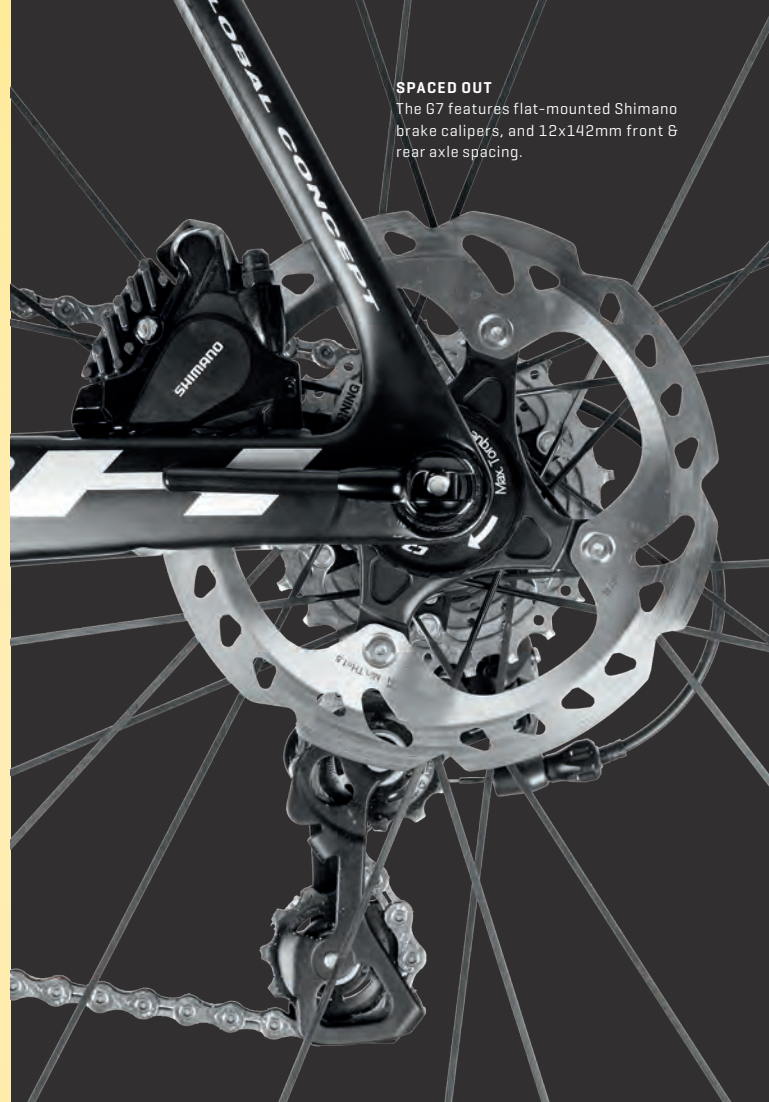
→ Its compact (sloping) geometry translates into stable, predicacble handling, especially when cornering sharply.

→ A Shimano Ultegra mechanical drivetrain is paired with a Shimano RS505 disc brakeset, offering smooth shifting and powerful braking.

→ A set of BH EVO disc wheels, with a rim depth of 50mm, adds speed where it counts most.

SPACED OUT

The G7 features flat-mounted Shimano brake calipers, and 12x142mm front & rear axle spacing.



SIZE COUNTS

The Shimano RS505 STIs are rather large, which we found not to be a bad thing.



FROM GUNS TO BIKES

Having started out as arms manufacturers in 1909, after the First World War BH's three founders – brothers Cosme, Domingo and Juan Beistegui Albistegui – decided to shift their focus to supplying Spain (and later the world) with a fast and efficient means of transport. Over a century later, the company is still owned and run by the Beistegui family, and their bikes are still as fast and efficient as they were originally intended to be.

confirming that the needs of amateurs are often different to those of professionals.

SILKY-SMOOTH AND SILENT

Riding the G6 Pro to gain a comparative perspective, we couldn't help but hear and feel the rear brake blocks rubbing against the rim when standing; a common (but agonising) downside to many rear brakes mounted beneath the chainstays. But when out of the saddle on the G7, the disc brakes were silkily silent – which could be a decisive difference if you can't

decide between the G6 and G7.

Out on the road, the BH Evo50 wheelset and Michelin tyres were a definite highlight. The 50mm carbon disc-specific rims added ample stiffness, while 25C rubber took the sting out of harsh, undulating road surfaces.

BH have done a superb job in layering the correct types and amounts of carbon in the right areas of the frame to maximise stiffness and compliance where it counts most – stiff at the oversized BB386EVO bottom bracket, for instance, and compliant in the

chainstays. As a result the G7 was incredibly smooth, holding its speed without us feeling we were constantly having to add watts to maintain or build momentum. Add into the mix the RS505 disc brakeset, and

the G7 Disc is certainly worth considering if you're looking for a new ride for summer.

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