

# Roadtested

Pro kit in the real world

## WYNDYMILLA LIGHTNING SEED

■ Price > £5,250

■ Weight >7.81kg



WYNDYMILLA SEE THE Lightning Seed as the Rolls Royce of their range. It's a comfortable sportive bike with the speed and handling to chase a fast time but without the flat-out racing chops of their Massive Attack, chosen bike of Team UK Youth. Paint and spec can be customised on any bike in the range and there's a further option to have the frame made to measure and crafted as a one-off in the factory near Venice, Italy.

Putting aside whether I deserve a custom bike, there's a strong argument that few cyclists need one more than I do. At 98kg, I'm over the weight limit of many carbon frames. At 2m (6'7"), with long legs relative to my torso, it's obvious that the fit of every bike I've previously ridden has been compromised. Factor in an old neck injury that limits head tilt and it's easy to see that a bike designed for me is going to look different to most. This was clear at the fitting, when the jig quickly reached the ends of its adjustment rails.

The most radical departure is the huge 260mm headtube. It's unusual enough to have dictated the use of an Enve fork, one



of few made with a long enough steerer. While tall, the frame isn't especially long. The 55cm toptube and 100mm stem create the more relaxed riding position necessary to accommodate my damaged neck. The Ultegra Di2 groupset – an instant joy – had to be upgraded with Dura-Ace cranks to get the 180mm size needed for my leg length. One trade-off of these design choices is toe overlap, so U-turns require careful execution.

The wheels were custom built for my weight by Strada ([stradawheels.co.uk](http://stradawheels.co.uk)) using 32-hole, 23mm aluminium rims

laced to Chris King R45 hubs with Sapim CX-Ray bladed spokes. Just as the frame was designed after a lengthy assessment, so Strada questioned me on the phone before building these from scratch.

The success of the fit was immediately apparent. I no longer feel like a teenager forced to keep riding the bike he got for his 10th birthday. In performance terms the frame is close to pure racers but rides far more smoothly and cuts road buzz.

The wet summer hasn't put me off making the most of the first bike that fits me. I'm looking forward to longer and tougher rides in the months ahead.

Cam Winstanley

### PROS

Uncannily comfortable, finish, details

### CONS

Likely to offend purists, toe overlap

### VERDICT

Stretches the limits and proportions of bike building to give speed and comfort

[www.wyndymilla.com](http://www.wyndymilla.com)

### Designed by HENRY FURNISS



Designing a frame for a 6'7" man who is all leg and has broken his neck really pushes the boundaries – we couldn't wait. The 260mm (long) headtube was uncharted territory and with a 56cm top tube (short), we had to find a way to stop this thing riding like a unicycle. 180mm cranks, 420mm chain stays and marginal toe overlap later, we nailed something that we're extremely proud of – the 'Lightning Seed' GR, (Giraffe)!

Raced by:  
Team UK Youth