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QUINTANA ROO SR SERIES
DATA DOWNLOAD



The SRseries

The Quintana Roo SR Aero Road Bike Series represents a hallmark in the company's storied history. Borne in performance, backed by thorough testing and proven with results at triathlon races world over, Quintana Roo has been synonymous with top-level triathlon bike performance. From our aerodynamic technologies to practical features that speak to optimizing the athlete's experience on course and off, QR has produced some of the most innovative bikes the sport has ever seen.

With that experience in mind, we developed the SRseries range—the SRsix and SRfive—aero road bikes. Designed from the ground up, we aimed to not

only make a fast road bike meritorious of our name, we also wanted it to answer the practical needs of today's cyclist, and deliver it at a price that many of our competitors can't touch. "To gain the advances we achieved in the SR road range, you'd first have to spend \$2000 or more on a set of really fast wheels," says Quintana Roo engineer Brad DeVaney. "With the gain in watts through the frameset's aerodynamics, we're proud to be able to deliver complete a bike that has the performance of today's top aero road bikes, with a level of value that the road market hasn't seen."

PRACTICAL ADVANCES

Ride Quality

Aerodynamics are the centerpiece advance on the SRseries, but we didn't want to sacrifice the ride Quintana Roo has become known for. That meant finding a smart performance balance between our aerodynamics goals and overall ride quality requirements. To that end, we created aero tubeset shapes that excel in both low-yaw and high-yaw wind conditions, but are also engineered to present exceptional torsional stiffness at the bottom bracket and head tube. Along with a precision carbon layup schedule that tailors the tubeset's compliance capabilities, the downtube's boattail trailing edge shape was designed to deliver a degree of vertical compliance as well. Allowing the frame to absorb a greater degree of high-frequency vibrations, the result is a level of comfort that is often missing in aero road bikes, but becomes a feature of the SRseries frame that's appreciated well into a long ride on rough roads. And with disc brakes as the standard on the SRseries, late stopping performance and overall stopping power is brought to the forefront, enhancing the bike's technical handling performance. The SRfive and SRsix are high performers through and through.

Tire Clearance

With today's rims and tires going wider for better aerodynamics and lower rolling resistance, we wanted to build a bike tailored to those new values. So we created a frame that's capable of receiving up to 700 x 32mm tires. With the SRseries, you can run wide, comfortable and aero wheels and tires, yielding the lowest rolling resistance.

Fit Capability

It goes without saying: the fastest bike is meaningless if it doesn't fit you perfectly. Our system allows you to select from a range of cockpit bar widths and stem length combinations. No other brand offer this level of customization. We also offer zero offset and 20mm offset post options.

Electronic or Mechanical-Ready

We certainly don't want to commit you to a frame that is specific only to a specific genre of groupsets. So we opted to present a frame capable of running either electronic or mechanical shifting. Whenever you need to upgrade or downgrade your components, your SRseries bike will be ready for it.

Trickle-Up Technology

While some companies debut product as a halo and "trickle down" the technology over time, we went the other direction. We wanted anyone who wanted to get on a fast, aero bike to be able to afford one. So with the SRseries, we indeed do have top-shelf builds, but also introduce a Shimano 105-specified build that starts at \$3,095, bringing top-tier speed to the masses.

PERFORMANCE

Drivetrain and Frame Stiffness

Performance is the name of the game in an aero road bike, but aerodynamics aren't the only aspect to a performance ride. We wanted a bike that would track well with minimal rider input, while cornering and carving turns with sharp precision. To that end, drivetrain stiffness and balance was paramount.

Rather than choosing an inexpensive press-fit bottom bracket for the SRseries that often causes incessant creaking that means more visits to the bike shop for service, we opted to specify the T47 bottom bracket. Using the frame dimensions of a PressFit 30 bottom bracket (a 68mm wide bottom bracket capable of 24-30mm spindle diameters), the T47 shell is threaded. So not only do you still get to utilize

the interface of large, oversized PF30 and EVO 386 designs and their big, stiff spindles, you also get the benefit of a reliable—and quiet—threaded interface, capable of our multiple power meter upgrades.

To keep the SRseries' lines clean, it has full disc brake integration. Disc brakes not only deliver greater control and improved stopping power in all weather conditions, you also have the benefit of flat mount calipers and 142 x 12mm thru axles that help magnify front and rear-end stiffness.



PERFORMANCE

Aerodynamics

Given our history in creating fast triathlon bikes, our hours in the wind tunnel and CFD analysis, we built the SRseries from the ground-up with aero performance as the centerpiece. That established, we refused to sacrifice ride quality and performance balance—factors including handling in winds and climbing stiffness—for aerodynamics.

The result was we produced an aero road bike that was over 40 watts faster than a modern, non-aero road bike. And we did so at a starting price of \$3,095... a far cry from starting prices nearly three times that from many of our chief competitors.

The SRseries tubesets are a study in efficiency. Meeting UCI standards, they are deep enough to be effective against the wind, shallow enough to save weight, and shaped to optimize stiffness where

needed. The downtube has a 1.91:1 length to width ratio, with a truncated trailing edge that shrouds the downtube water bottle to added aerodynamic effect, allowing wind to flow off the frame and onto the bottle with minimal air flow separation and turbulence generation. The tubeset's truncation not only adds torsional stiffness, it also creates an effect that allows wind to stay attached beyond the trailing edge of the blunted tubeset terminus, effectively lengthening the tubeset's aspect ratio to 6.6:1 at yaw.

In order to strike a balance between aerodynamics and stiffness, the seattube (featuring a slight cutout for rear tire clearance) and seatpost each have a 1.81:1 ratio, while the seatstays have a 2.24:1 ratio. The SRseries also features a boxed oval compact top tube, engineered for sharp, responsive front end stiffness.



PERFORMANCE

SRseries Baseline Aero Testing

To set a simple baseline aerodynamics test of the SR Series, we tested not against competitor brands, but against a modern, multi-shaped bike. We matched a size medium SRseries bike against a compact road bike at A2 Wind Tunnel in Charlotte, N.C. Each bike was tested with HED Vanquish RC6 Performance wheels, each with Continental GP 5000 700 x 25mm clinchers inflated to 95psi.

Testing saw the SRseries bike yielded drag numbers over 20 watts better than the baseline road bike at zero degrees yaw, with the delta between the two

bikes growing beyond 40 watts better as the bike went out to a 20-degree and -20 degree yaw sweep.

Also of note is that the SRseries' downtube truncation, which allows for shrouding of the leading edge of the downtube-located water bottle, did achieve that aero effect quite effectively. At zero degrees yaw, there was nearly no difference in drag between a SRseries without bottles versus with. In short: the aero features yield an almost unnoticeable drag value difference with two water bottles on board vs no bottles at all.

Traditional Road Bike vs SRseries



SRseries | 2 Bottles vs No Bottles



BASELINE AERO RESULTS



Our baseline test illustrated that the SRseries bikes represent a high level of value not only against other bike brands, but also against other bike upgrades. Using the SRfive and its 40 watts of advantage over a standard road bike as an example, the watts-for-value supersedes even those of many component upgrades—aero wheels and ceramic drivetrain upgrades included.

A set of average mid-depth carbon clincher wheelset will save about 20 watts, yet can cost upwards of \$4,000 to gain that aero advantage.

It's also a more valuable speed upgrade than even the best ceramic drivetrain upgrades. A full ceramic hub and bottom bracket bearing upgrade, oversized rear derailleur wheel jockey upgrade and treated race chain saves a claimed 16 watts.

Yet for even less than half the benefit in speed, it would all cost nearly \$1,900—and in many cases, more than that.

We're proud to have aero road bikes that tick all the boxes—and do so at an incredible value. Simply put, you could pay more—but you don't have to. The SRseries brings speed to the masses.

THE SRSERIES

Color Customization

Why have one or two bike color choices, when you can have a nearly unlimited choice? Since we own our own paint program, we offer up a rainbow of more than 40 paint and graphic combination options on every build of the SRseries. Choose the color that fits your style.

Weight

Frameset weight was not forgotten in the development of the SRseries. A stock stealth SRsix frame (size medium) weighs in at just 995 grams (1,420 grams frame and fork), while the SRfive and its standard layup result in a frame that's 1,175 grams (1,660 grams for frame and fork). Of note: weights include all factory spec items, including bottle bolts, derailleur hangers and inserts.

So when the road tilts up, the SRseries frameset will outclimb bikes from several of our biggest aero road bike competitors, including the Trek Madone SL6 Disc (1,533 grams) and Specialized Venge Pro (1,625 grams in 54cm). The SRseries is truly quick on the flats, but ready for a day in the mountains.

Value

With Trickle-Up Technology being our centerpiece, we are able to bring true aero road advantage to the masses. Not only do we offer a SRseries with a fantastic Shimano 105 build —something our chief competitors including Canyon, Specialized, Cervelo, Cannondale, Trek, Scott and Giant don't offer—we also offer better value in our other builds.

With the SRseries, we bring you a fully-integrated disc brake aero road machine with all the top-tier performance—but at an incredible price.

Your Build. Your Way.

Like every Quintana Roo, with just a few tools and in no time, your SRseries can be out of the box, built and out on the roads. You can order your SRseries online and have it shipped direct to your home including our Home.Delivery.Right technician delivery service. In less than an hour, your SRseries can be out of the box (or van) and you can be enjoying it out on the roads.

