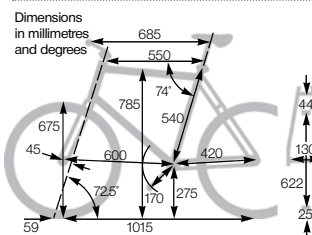




Tech Spec



TIFOSI SPORTIVO VELOCE

PRICE: £999.99

SIZES: S, M, L, XL **WEIGHT:** 9.4kg

FRAME & FORK: Double-budded 7005 aluminium frame, carbon-fibre seat stays. Carbon-fibre fork with aluminium steerer. Fittings for 2 bottles, mudguards

WHEELS: 25-622 Vittoria Zaffiro tyres, Miche Reflex wheelset with bladed s/s spokes 28 front, 32 rear

TRANSMISSION: no pedals, 170mm 50-34T Miche chainset, KMC X-10 chain, Miche Primato 12-27 cassette. Campagnolo Veloce 10-speed levers and front & rear mechs. 20 ratios, 34-111in

BRAKING: Miche Performance long-reach dual-pivot calipers

STEERING/SEATING: 420x31.8mm Deda RHM01 drop bar, 110mm Cinelli DNA stem, Tifosi integrated 1 1/8in headset. Selle Italia X1 saddle, 27.2x350mm Tifosi seatpost

EQUIPMENT: Flinger mudguards

chickencycles.co.uk

Also available



1) GENESIS EQUILIBRIUM 10 £999.99

Chromoly steel frame and carbon fork will take rear rack as well as guards. Tiagra gearing. genesisbikes.co.uk



2) THORN AUDAX MK3 FROM £1239

Various specs based on Thorn's heat-treated chromoly steel Audax Mk3 frameset. thorncycles.co.uk

£1000 AUDAX/TRAINING BIKE

TIFOSI SPORTIVO VELOCE

A road bike with Italian components that'll cope with British weather. Review by *Richard Hallett*

THE SUB-£1K audax/training bike market is sparsely-populated, which is odd considering that such machines can meet the needs of so many non-racing cyclists. With its sturdy, durable frame, plentiful clearance for mudguards and responsive steering geometry, Tifosi's Sportivo amply fulfils the training part of the brief, and it may also appeal to the faster audax rider.

It looks the part, with a handsome colour scheme set off by black-finished components and a performance-orientated wheelset. Miche's Reflex RX5 wheels feature a 'progressive flat spoke profile' – they're bladed at their outer ends – and a 25mm-deep rim with mildly aero profile. At 1,985g per pair, they are on the heavy side but look likely to give extended service.

Much the same might be said of the frame, which is built using double-budded

7005 aluminium alloy top and down tubes. They are, however, ovalised vertically in a manner reminiscent of the 1990s, which makes the whole frame very stiff over bumps despite the presence of supposedly comfort-improving carbon-fibre seat stays. The curved chainstays look fancy but are, again, vertically ovalised. This detracts from bottom bracket stiffness, with some chain rub on the front mech evident under hard pedalling.

CAMPAGNOLO GEARING

The ride is by no means harsh but might be described as wooden, and is surely not helped by the fitment of Vittoria Zaffiro tyres labelled 25C but in fact measuring 22mm.

The component selection draws on several Italian brands. Featuring external bottom bracket bearings and forged cranks, it feels robust. I'd prefer 172.5mm cranks over 170mm on a machine of this size.

Braking performance is adequate, the long-reach Miche caliper arms showing some flex when squeezed hard. No quibbles with the choice of gearing components, however: Campagnolo's 10-speed Veloce shift is crisp, precise and tactile. The dual control levers are beautifully shaped for comfort and the derailleur mechs performed flawlessly, albeit over a gear range perhaps too high for most audax riders' comfort

Overall, while the Sportivo lacks the supple ride desirable for all-day comfort, as a training bike it has a lot to offer. ●



● Carbon seatstays make relatively little difference to the ride, which could be improved by tyres measuring 25mm