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Pro Bikes, August 1, 2007

## Bradley Wiggins' Cofidis Time VXRS Ulteam World Team



James Huang/Cyclingnews.com

## A smooth ride (but a bumpy journey) for the World Pursuit Champion

By James Huang

While most riders in the Tour de France were heading for this year's [prologue](#) in London, Cofidis rider Bradley Wiggins was simply returning home. Wiggins had high expectations for this year's prologue as the course passed directly through well-familiar stomping grounds, and the short 7.9km length and flat parcours seemed ideally suited to the current World and Olympic World Champion.

Wiggins blazed past Buckingham Palace just three spots shy of his ultimate goal, but still among the top finishers in fourth position. Two weeks later in the significantly longer and hillier [Stage 13](#) time trial in Albi, he posted an early best time in the decidedly dicey conditions and looked to hold on for the win, but steadily improving conditions thwarted his morning efforts. While he confirmed his solid form, Wiggins ended up with another top-five placing instead of the win.

As with the sprinters, time trial specialists such as Wiggins still have to drag themselves up and over the mountains after the Tour's flat first week and French team sponsor Time complements his RXR TT rig with the decidedly more versatile VXRS Ulteam World Star. Time was one of the first companies to adopt the integrated seat post design and it continues to champion the concept with this latest iteration, which the company claims weighs just 1605g for the complete 'module', including the frame, fork, seatpost 'stub', headset, stem, and bottle cage.

Although on the cutting edge in terms of the integrated configuration, Time continues to utilize the more conventional-looking full-carbon tube-and-lug construction which it feels offers better control over ride quality than monocoque or so-called 'semi-monocoque' methods. Indeed, Time promises a comfortable ride with its 'Fluid Ride' technology, yet the tapered seat and down tubes and asymmetrical chain stays supposedly help to ensure efficient power transfer.

Wiggins' French frameset is almost completely rounded out with contributions from nearby Italy. Campagnolo provides its Record transmission and drivetrain, while sister company Fulcrum outfits the team with its line of carbon wheelsets. Like many riders in the ProTour, Wiggins prefers a traditionally-shaped saddle, this time in the form of a Selle Italia Flite TT Team Edition with its now-characteristic red-and-white cover.

Wiggins certainly managed to make it through the Alps and the Pyrenees within the time limits, but



Fulcrum uses twice as many driveside spokes



Time was one of the first framemakers



Campagnolo prefers to use a single-pivot rear brake

sadly enough was not able to make an attempt to improve on those previous time trial placings in the decisive [Stage 19 time trial](#): a [non-negative test for testosterone](#) by teammate Cristian Moreni resulted in the departure of the entire team at the request of the team's title sponsor.

As expected, the Cofidis rider was [notably angered](#) by the situation as his untimely departure from the TdF came about through no fault of his own. Wiggins won't make a return to next year's Tour preferring to concentrate on his preparation for the Beijing Olympics, but he remains optimistic about the overall state of cycling. While the recent doping scandals are certainly a stain on an otherwise-fantastic TdF this year, they are likely indicative of the system's increasing effectiveness and Wiggins is confident that the sport will recover and persevere.

## Photos

For a thumbnail gallery of these images, [click here](#)

Images by James Huang/Cyclingnews.com

- [Bradley Wiggins' Cofidis Time VXRS Ulteam World Star](#) resting peacefully in the early days of this year's Tour de France.
- [Time was one of the first framemakers](#) to adopt the integrated seat post design.
- [Naturally, the VXRS Ulteam World Star](#) uses a Time fork as well.
- [The VXRS Ulteam foregoes monocoque](#) (or even so-called 'semi-monocoque') construction in favor of full carbon tube-and-lug assembly.
- [A cleanly executed wishbone-style seat stay assembly](#) marks the rear end of the VXRS Ulteam.
- [The raised logo on the seat tube](#) is a nice touch.
- [Just in case you can't remember what titles](#) this bike has won, Time is thoughtful enough to put them directly on the frame.
- [A short seat post 'stub' and high-mounted conventional clamp](#) allow for some saddle height adjustment.
- [Time also supplies the carbon stem](#) used on Wiggins' machine.
- [No subtle logos here](#) ; big and bold is the way to go here.
- [The Safe+ fork uses a Kevlar-reinforced carbon fiber](#) steerer tube that flares in diameter at the fork crown for increased stiffness and strength.
- [Gleaming white](#) seems to color of choice for handlebar tape in the ProTour ranks these days.
- [Wiggins prefers anatomic drops.](#)
- [Campagnolo Record components](#) are a staple in the peloton.
- [Campagnolo handles the shifting duties](#) at the rear end.
- [Wiggins uses a stock Campagnolo Record Ultra-Torque](#) crankset.
- [A sturdy front derailleur mount is a detail](#) not to be overlooked; a flimsy perch can easily produce sloppy shifts and dropped chains.
- [Wiggins uses the tried-and-true](#) Time RXS Ulteam Ti Carbon pedals.
- [Campagnolo prefers to use a single-pivot rear brake](#) to reduce weight and supposedly improve modulation.
- [A deep-section Fulcrum RacingSpeed wheelset](#) was preferred for the flat stages of this year's TdF.
- [Fulcrum uses twice as many driveside spokes](#) as non-driveside to help equalize spoke tension.
- [Vittoria Corsa tubulars were frequently spotted](#) at this year's TdF.
- [Like many riders](#) , Wiggins prefers a more traditional saddle, in this case a Selle Italia Flite TT Team Edition.
- [Elite's Custom Macia bottle cages](#) keep bottles at the ready for Wiggins.



The VXRS Ulteam foregoes monocoque



A cleanly executed wishbone-style seat stay assembly



Time also supplies the carbon stem

## Full specification

**Frame:** Time VXRS Ulteam World Star with 'Racing Fibre Matrix' carbon tubes and carbon lugs  
**Fork:** Time Ulteam Safe+, multi-diameter Kevlar-reinforced steerer tube with carbon dropouts

### Critical measurements

**Rider's height:** 1.89m (6'2"); **Weight:** 76kg (168lb)  
**Seat tube length, c-c:** 530mm  
**Top tube length:** 570mm  
**Saddle height, from BB (c-t):** 828mm  
**Saddle nose tip to C of bars:** 612mm  
**C of front hub to top of bars:** 578mm

**Bottom bracket:** Campagnolo Record Ultra-Torque  
**Cranks:** Campagnolo Record Ultra-Torque, 175mm, 39/53T  
**Chain:** Campagnolo Record Ultra Narrow  
**Front derailleur:** Campagnolo Record QS  
**Rear derailleur:** Campagnolo Record  
**Brakes:** Campagnolo Record D-Skeleton  
**Brake levers:** Campagnolo Record QS Ergopower  
**Shift levers:** Campagnolo Record QS Ergopower  
**Rear sprockets:** Campagnolo Record UD steel/titanium, 11-23T

**Wheelset:** Fulcrum RacingSpeed  
**Tyres:** Vittoria Corsa Evo CX tubular, 21c

**Bars:** FSA Energy anatomic, 42cm (c-c)  
**Stem:** Time Monolink Ulteam Ti carbon, 130mm x -10°  
**Headset:** Time Quickset  
**Tape/grip:** Time cork

**Pedals:** Time RXS Ulteam Ti Carbon  
**Seat post:** Integrated  
**Saddle:** Selle Italia Flite TT Team Edition  
**Bottle cages:** Elite Custom Macia  
**Computer:** Sigma 1106

**Total bike weight:** 7.23kg (15.9lb)

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