

VIB

VERY IMPORTANT BIKE

WILIER-TRIESTINA SUPERLEGGERA RAMATO

£2700 > All-steel Italian classic with a hint of the historical about it

+ AT FIRST GLANCE, you could be looking at a pro-level racing bike from any time from the middle of the last century through to the 1980s. This all means skinny steel tubes, a steel fork, a quill stem and Cinelli hardware.

But cast a deeper glance beyond the super-lustrous frame – with its polished-copper ‘Ramato’ finish – and you’ll come across a few more modern touches, such as a press-fit bottom bracket (ooh, the purists won’t like that), Campagnolo Ergopower shifters and more gears than a rider from the 1950s would have dreamt were possible. Twenty two. And **not a down-tube shifter in sight (1)**.

But it’s the ‘take a step back in time’ frame that’s the real star of the show. The 110-year-old company Wilier-Triestina has recreated the Ramato in honour of the original machines, which it manufactured from the 1940s to as late as the 1980s, an era when steel was well and truly king in the world of cycling. Fiorenzo Magni won the 1948 Giro d’Italia on a distinctive ‘copper-coloured jewel’ riding for the Wilier-Triestina team, as well as picking up victories in the Tour of Flanders in 1949 and 1950.

The 2016 incarnation of a now-collectable classic is made from Columbus’s SL Niobium steel. This is

mirror polished, chromed and laquered, a lengthy and time-consuming process that contributes to the £1700 frameset price. And forget tig-welding, the Italian-made Ramato has **old-school lugs and a steel fork with an embossed crown (2)**.

So, it’s a classic-looking bike from one of Italian cycling’s biggest – and longest – names. What sort of kit do you reckon it’ll get? *Si, Italiano* of course. The groupset is **Campagnolo’s 11-speed Athena (3)**, with a polished aluminium finish befitting a bike with a retro feel, rather than 21st-century carbon fibre. It has Italian wheels too, in the form of Ambrosio Excellence rims with the same company’s Zenith Hubs and ACI spokes from another long-established Italian company, Alpina Raggi. The tyres, stem and bar continue this Italian theme. The tyres are 25mm Open Corsas from Vittoria, while Cinelli’s venerable 1A quill stem is paired with the similarly retro-themed Giro d’Italia bar. The otherwise all-Italian hegemony is broken by the 27.2mm seatpost, which comes from the Taiwanese company Dia Compe.

The Superleggera Ramato is also available with other builds, starting at £2449 and topping out at £5099, with 11-speed Campagnolo Record and Shamal 1000 wheels.

SPECIFICATION

Weight 8.9kg (56cm)
Frame Columbus SL Niobium
Fork Columbus
Wheels Ambrosio
Gears Campagnolo Athena, 50/34, 11-29
Brakes Campagnolo Athena
Finishing kit Cinelli stem and bar, Dia Compe seatpost, Selle San Marco Turbo saddle, 25mm Vittoria Open Corsa tyres





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