

TIME VXR PROTEAM

How often do you see a Time bike on the road? I hardly do, but when I see one I always stare at it. Something about this bike oozes cool. We see it in the pro peloton with the Bouygues Telecom team using it and we know about the pedals they make, but the times are few and far between for getting a closer look at one on the road. Naturally I was psyched when I got my paws on one. The design isn't swoopy nor are there any crazy curves or outlandish tubes, but instead straight-forward lug work, a wishbone seat stay and beefiness in the necessary areas. Behind the full carbon lugs is an intricate design. Step aside from all the fancy terms and monikers and you will see the complexity of what is called Resin Transfer Molding (RTM). RTM combines the use of tubular woven braids (layers) of carbon with pressure injection of the resin into the mold. This allows the designers to have total freedom of shape with quality and consistency in production. Each zone of a part can be designed to deliver specific mechanical characteristics, with no restrictions or compromises. The epoxy resin, tubular woven braids and integrated inserts all bond together in a closed, pressure-injection mold to make the finished piece totally homogeneous. The use of unidirectional braiding allows for flex and of course softens the road a bit. The directional braiding prevents any cracking. The full carbon fork utilizes a multi diameter steerer, patented by Time.

HOW DOES IT FEEL?

One look at this bike and my impression was that this is a full race, totally Euro machine. To say it's pimped is an understatement. Aesthetically, who can argue with the chic white paint combined with the Time logo and red, blue and black accents? Take a closer look

and you notice that there is variation in tube diameters in certain spots: the down tube gets smaller near the bottom bracket, the seat tube bulges a bit in the middle, and the top tube tapers as it nears the junction to the seat post. Every bit of the complete package matches the other from the black and red Michelin's, to the red Fulcrum wheels, all the way up to the trick Time saddle. As much as it is flashy, it's simple too— a tight package. There is nothing I would change on this bike. The clean lines of the frame combined with the handsome approach of the Campagnolo Record group makes this bike stand out from any group. The "exotic" mystery of the Time machine magnifies it even more. When you roll on a brand that you hardly see, it definitely draws your attention! It's equally impressive too to have such a tight, matching rig where every detail fits with the next. I hardly noticed the slight slope on the top tube and to me the positioning is traditional. The top tube is a normal length relative to the size, with the "Small" that I rode having a 54cm top tube.

Right off, I could feel that the Time was going to be fast— literally. I love lugged bikes because they seem to give a true road feel. You could feel this bike rumble along on the pavement, every bit as stiff as any bike sans lugs. Though the desire for most seems to be to steer away from lugs and go monocoque, Time has stuck with their tradition and the "flavor" it gives on the road is nice. Getting up to speed is quick with the power transfer and the Fulcrum wheels. Quiet and attractive, they spin along effortlessly. Mix it up with a pothole or two and you'll just hear a thud. The same holds true for the frame. All bumps and bruises are easily swallowed and "noise" is transferred through the body of the frame

ANGLES

Measurements in centimeters [TT= top tube; SA= seat angle; HA= head angle]


SIZE	XXS	XS	S	M	L	XL	XXL
TT	51.5	53	54	56	57	58	58
SA	74.7°	74°	73°	73°	73°	73°	73°
HA	71.5°	72°	72°	73.5°	73.5°	73.5°	73.5°

quickly, exiting through the connection points (your arms, ass and feet) without issue.

The Campagnolo Record gruppo never causes any problems. It's light, clean, sexy and gets better with age. Every shift is hit— there's no wondering or looking down to see where you are at. While the saddle is one of the best looking seats out there, it also performed perfectly. Though the rails are carbon, I never felt nervous with it wrenched down—a solid design indeed!

All disciplines are solid on the Pro Team. It's a sneaky-light bike. Often I look at lugged bikes and assume they must carry more weight, but at 14.7 pounds, it rivals anything out there. With that, it climbs easily. While weight is key, the complexity of the tube design and overall construction allow this bike to have excellent power transfer. Descending is where it shines though. It's a tight rig that never wavers when tossing it around on wide sweepers, or in the tight nooks of a steep 180 degree turn. For me, I felt I made up a ton of time on the descents given that my climbing skills are less than desirable.

LAST CALL

Let's be clear, this is a high-end machine and you will pay for it. However, it is timeless and progressive at the same time. The lugs give the classic look and ride, while the engineering and complexity we don't see allows the Time to stay on top of today's trends. Overall, the Time is an awesome machine that excels in all areas. 

THE LOW DOWN

Price: \$4000 (frame, fork & stem)
Weight: 14.8 lbs. (S profiled)
Sizes: XXS, XS, S, M, L, XL, XXL
Color(s): White with red
Information: time-sport.com

Chassis

Frame: High modulus carbon fiber w/carbon lugs
Fork: High modulus carbon fiber w/carbon fiber steerer

Wheelset

Wheels: Fulcrum Racing Zero
Tires: Michelin PRO Race

Cockpit

Brake levers/shifters: Campagnolo Record
Brakes: Campagnolo Record
Handlebar: FSA
Stem: Time carbon
Headset: Time Quick Set
Saddle: Time w/carbon rails
Seatpost: Time carbon

Drivetrain

Crankset: Campagnolo Record
Bottom Bracket: Campagnolo Record
Cassette: Campagnolo Record
Chain: Campagnolo Record
Derailleurs (F/R): Campagnolo Record

