

PROJECT ZIPPIFIED**SPECIFICATION**

Frame/Fork: Specialized Tarmac SL
[Gerolsteiner]

TIRES: Zipp Tangente

CALIPERS: Campagnolo Record

BRAKE/SHIFTERS: Campagnolo Chorus

DERAILLEURS [F/R]: Record/Chorus

CRANKSET: Zipp VumaQuad [50/34]

CHAIN: Campagnolo Record

CASSETTE: Campagnolo [10-speed]

SEATPOST: Bontrager X Lite

SADDLE: fi'zi:k Arione

STEM: Zipp 145 Carbon

HANDLEBAR: Zipp SLC2 Carbon

BAR TAPE: Zipp

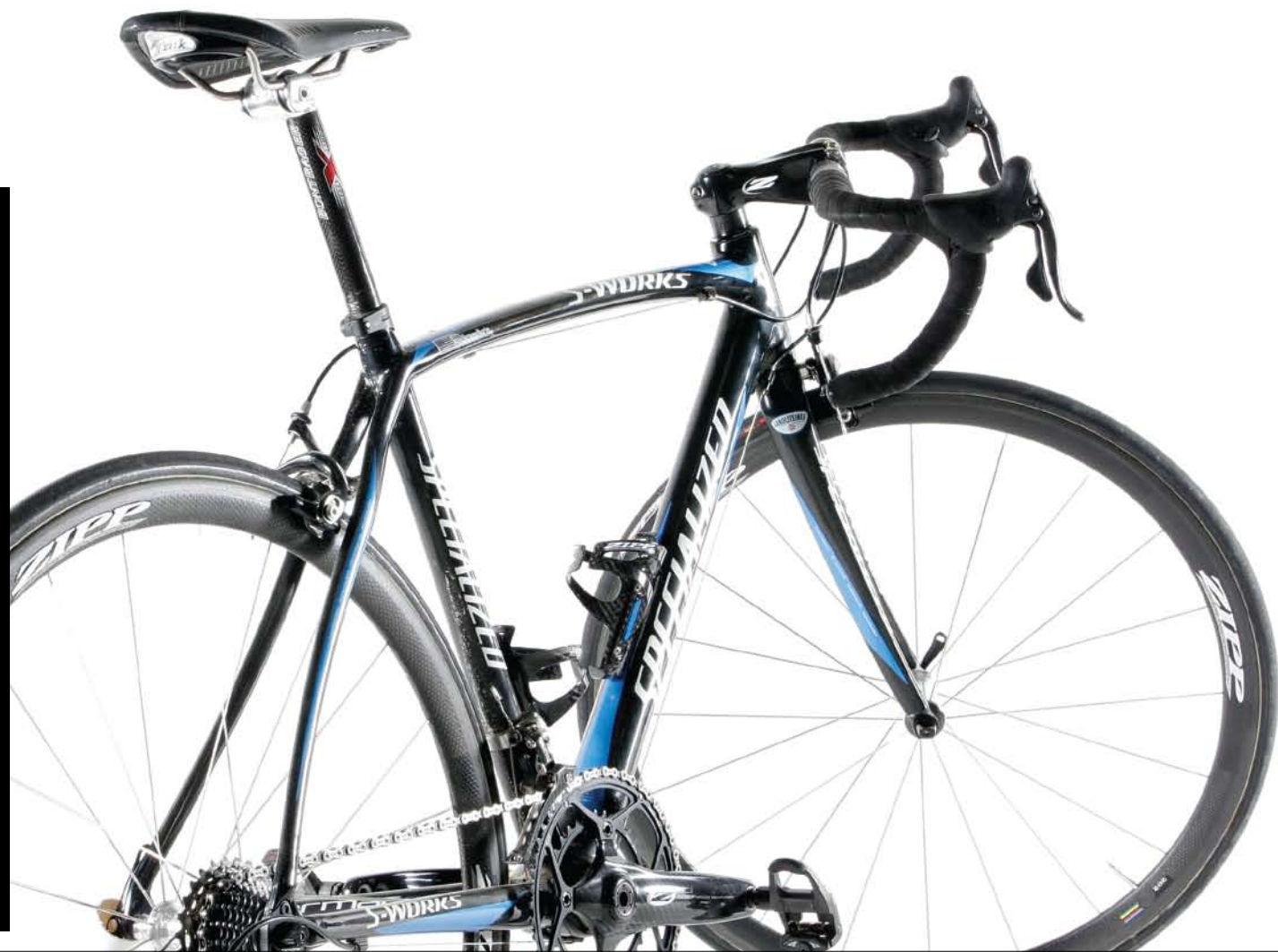
BRAKE PADS: Zipp

WHEELSET: Zipp 202

PEDALS: Look KEO Carbon

WEIGHT [w/pedals and cages]: 14.3lbs.

CONTACT: zipp.com



A couple years ago I traded my Specialized Roubaix Pro for a Tarmac SL. The two bikes couldn't be more different with the Roubaix sporting the sloping geometry and longer wheelbase, while the Tarmac SL is about as aggressive as a frame can get.

Moving from the Roubaix, I swapped the parts from it to the mean blue Gerolsteiner bike. I hung spec. that was good for a daily driver like bullet-proof Campagnolo Eurus clinchers, aluminum bars, seatpost and stem and Campagnolo Chorus. For the past two years the bike remained in tact with a few adjustments here and there most notably in the tire area.

Today, nearly two years later, the bike maintains most of the same gear except at some point I was tired of the two-bolt seatpost and swapped it out for a Bontrager X-Lite post. Seems like an odd bit, but I prefer it to most everything else out there. The clamping mechanism is beefy and solid and adjustment is a snap—so it stays. The other constant element is the fi'zi:k Arione. It's a timeless design and has been on the rig since the beginning. Campagnolo Chorus remains and I challenge anyone to find a real significant performance difference between it and Record. Throw grime, mud, dirt and tarmac at it and it bounces back, and gets better with age.

IT HAS BEEN ZIPPIFIED!

Gone are the high-profile clinchers and in their place is a set of Zipp 202's. Perhaps the quickest wheel I have ridden, the 202's

are whisper quiet and as aero as any of its cousins in the Zipp line. Moving to this wheelset dropped the overall weight by about 600 grams! Mated to them are the Zipp Tangente tubulars. These are good tires for all types of conditions and if you have a trained professional glue them up it's money well-spent. Try stopping carbon rims with traditional pads and it will squeal and chirp, but still work. Add some nasty weather to the mix and you'll kick yourself for not installing the correct pads. Yeah, it's a pain especially if you swap from tubular to clincher, but the stopping power is like night and day. I installed the new Zipp brake pads that stop on a dime in all circumstances. I featured the VumaQuad cranks last issue and installed them on this bike. They are pricey, but they are weenie-light, sexy as hell and performance is outstanding, even for a "stocky" guy like me. I thought for sure I would feel some flex, but I got nothing but pure, sweet performance. The Zipp 145 stem is another gem of a component. It's a chunky thing, but looks great and offers a massive clamp on the front which psychologically gives me some safety assurance. I am a long-time flatbar guy, but I have switched to the traditional set now. I find the smaller diameter gives me more control and better comfort. The Zipp SLC2 bar is crazy-stiff, light and ergonomically spot-on.

ON THE ROAD

This bike was already a sweet machine, but with the new high-zoot upgrades it's a Cadillac. It rides like a dream no question, but it's still the aggressive Tarmac SL I love. The biggest bonus resulting from the upgrade is the weight drop. This was a 16.5 pound bike with the "old" parts on it, but now it sits around 14.3 pounds with cages and pedals. The weight savings came primarily with the crank and wheelset while the stem and handlebar shaved a few grams. Don't mistake the crazy weight drop with lack of stiffness. Quite the contrary. This bike is stiffer than previous, especially in the crank. I suspect this setup will perform admirably for a long time. *R*

