



# Faster, leaner, lighter

## Wilier Filante SLR

£9270 ▶ Flyweight Italian superbike

**T**he name of this new bike from Italian bike maker Wilier Triestina translates into English as 'streamlined' and it's exactly that. Taking the aero-optimised Cento 10 PRO as inspiration, Wilier has slimmed things down and used the lightweight carbon lessons learned from its ground-breaking Zero models, while doing something interesting with the tube shapes. On most aero road machines, the frame tubing is constructed around kammtail designs. A kammtail tube is a truncated airfoil; think of the cross-section of an aircraft wing with the tail of the teardrop cut off, creating a D shape. This D shape 'cheats' the air into behaving like the tail is still there so it acts in a controlled manner and doesn't create a disruptive wake.

Wilier has gone a step further by taking away any sharp edges, smoothing and rounding the tubes' corners. This smoothing process has the benefit of meaning less heavy resin is needed to form the tubes. On standard kammtail designs resin is pushed into sharp corners, adding weight. The Filante's streamlined approach to frame design means a claimed weight of just 870g while the fork comes in at a mere 360g. Add in the dedicated one-piece bar/stem at 365g and carbon post at 165g and you've got one seriously



The badge of the 114-year-old Italian brand Wilier Triestina



Shimano Dura-Ace brakes are superb, as is the Di2 drivetrain

lightweight chassis and a bike that tips the scales at a minimal 7.04kg in a size XL.

Our XL (58cm) test bike is a slammed design with a stack height of 571mm. In comparison, a Specialized Tarmac in a 58cm has a 581mm stack, and that's a racy machine. Wilier wants a low front end but the reach isn't super-long at 395mm (the Tarmac in the same size is 6mm longer). The parallel 73-degree angles are classically racy and the 1002mm wheelbase keeps things tight while the 57mm trail promises rapid handling.

The Filante certainly cuts a fast swathe through every ride, which is something we've come to expect from Wilier. The dart-like character of the steering is matched by stunning acceleration from what's a super-light machine.

The chassis is incredibly stiff through the drivetrain for such a light bike. Every stomping pedal stroke is met by a pulsing forward feel. When sprinting out of the saddle and cranking on the bars it stays in unison - from fork tips to dropouts - with no side-to-side flex detected at all. On climbs it produces a similarly highly responsive ride, and the solid feel encourages you to get out of the saddle and go for it, attacking short, steep ramps with bold enthusiasm.

On longer ascents, the comfort afforded by the exceptional saddle and nicely-shaped tops

The dart-like character of the Filante's steering is matched by its stunning acceleration



 A true superbike, with a price to match!

 Smoothed edges on the kammtail tube design



No vibrations with this one-piece bar/stem



### HIGHS

Fantastic ride quality; handling; good looks

### LOWS

£9000 for a bike!

### BUY IF...

You can afford it and want a bike with enviable looks and a ride to match

of the one-piece bar/stem allows you to settle in and concentrate on keeping your cadence consistent as the elevation metres tick over. Downhill, the solidity of the chassis translates into steady handling. You can feel how the Filante is going to react at speed – cranked over in the corners (where the Vittoria rubber works its magic too), the swiftness of the handling allows you to correct mid-corner, or snappily avoid obstacles.

The 1587g-per-pair SLR42KC wheels have a modern-shaped rim that's 42mm deep and 28mm wide externally. With a 21mm internal measure this shapes the superb Vittoria Corsa Speed 28c tyres up to 30mm wide. They roll extremely well, offering a layer of cushioning, and, when combined with the Filante's excellent contact points (Selle Italia Boost saddle and Wilier one-piece bar/stem), road vibrations are nulled.

This generous tyre size would usually swamp any available space on a racy bike, but the fact that it doesn't reveals another interesting piece of design on the Filante. The broad-legged fork and slender crown provide potentially masses of tyre clearance. At the rear it's a similar situation. The dropped seatstays run wide of the back wheel as they splay out from the seat tube horizontally, before making a 90-degree turn and heading

### SPECIFICATIONS

**Weight** 7.04kg (XL)

**Frame** Carbon  
**Fork** Carbon  
**Gears** Shimano Dura-Ace Di2 (50/34, 11-30)

**Brakes** Shimano Dura-Ace hydraulic disc  
**Wheels** Wilier Triestina SLR42 tubeless disc

**Finishing kit** Filante integrated bar/stem, Vittoria Corsa Speed Graphene 2.0 28mm tubeless-ready tyres, Filante custom carbon seatpost, Mavic Speed Release thru-axle, Selle Italia Boost carbon saddle

down towards the dropouts, creating plenty of space. We'd gamble on being able to fit tyres up to around 32mm wide with plenty of wiggle room.

The Filante's spec is about as good as it gets. There are three models above this one: another Dura-Ace Di2 bike with upgraded ULT38 KT wheels, and two models with Campagnolo Super Record EPS. Here the Dura-Ace Di2 with a 50/34, 11-30 combination is a great choice of gearing for all-round riding. Racing purists may prefer a 52/36 chainring combo but we'd go for this more endurance-biased setup every time. The Dura-Ace brakes are first-class, ditto the tyres, wheels and carbon-railed saddle.

The new Filante is an absolute performance match to the big-name launches of 2021: we are looking at you, Giant TCR, Specialized Tarmac SL7, Trek Émonda SLR and BMC Teammachine. If you have the deepest of pockets, then the Filante is one of the best-looking bikes of the year and one of the finest rides to go with it.

## THE VERDICT

Lithe, lightweight, lively and lovely

