

WILIER Cento10Air

- Price € 8850 / \$ 9379 / £ 7580
- Weight 7.0 kg - 15.4 lb



1.7
TOUR

INDIVIDUALISTIC & TECHNICALLY GREAT

The model name Cento10Air pays tribute to the 110th anniversary of the Wilier company, owned by the Gastaldello family since 1969. In its appearance, the frame clearly stands out from many competitors. Like Pinarello and Basso, Wilier utilizes Kamm-tail profiles for aerodynamic optimization. The tear-off edges on the tubing are clearly pronounced, which underlines the frame's distinctive, angular appearance. A further detail contributing to the good aerodynamics result are the widely-spaced, narrow fork blades. In addition, the bike is fitted with a handlebar stem unit with fully integrated Di2 cables - a detail that is increasingly becoming a defining feature in aero road bikes. The good aerodynamics result (213.3 watts at 45 km/h / 28 mph) is nevertheless somewhat unexpected. The new Dura-Ace C40 wheelset from Shimano with aluminum braking surfaces suitable for everyday use follows the trend to aero-optimized wide rim profiles, but with a profile height of only 40 mm, it is more of an all-rounder than an aerodynamic specialist. How good the Cento10Air can be aerodynamically is shown by the comparison measurement with Zipp's fast 404 wheels mounted. At 207.3 watts, it catapulted itself into the top group of the fastest bikes measured so far

by TOUR. The bike had convincing results not only in the wind tunnel, but also in TOUR's test lab - with the small exception that the Ritchey aerodynamic seatpost only displayed a moderate amount of suspension comfort. However, this disadvantage is less important on a bike so clearly designed as a competitive machine. Although the Cento10Air is clearly a successful concept, it should be pointed out that it is not a bike for every type of rider. The short head tube puts the rider into a racing-style seating position, and the elegant handlebar stem unit makes it difficult to adjust the bike to individual seating positions. At least the spacers, which fit the look of the frame and stem, are slotted at the rear, so that, within certain limits, the handlebars can be adjusted in height without having to take apart half of the bike. However, as with the Pinarello Dogma F10, it is advisable to undergo a professional fitting session at the bike dealer. The biggest downside is the hefty price, though it remains within the range of what other brands want for comparable luxury racers. The most affordable model variant is fitted with SRAM's Force group and Mavic's Cosmic Elite wheelset and is available starting at € 4800 / \$ 5087 / £ 4111.

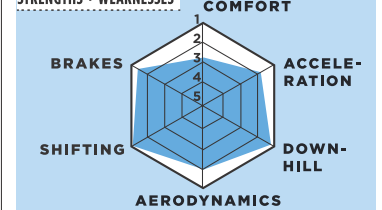
Info www.wilier.it
Sold in stores

Weight frame/fork/headset 1125/324/75 g
Frame sizes* XS, S, M, L, XL, XXL
Seat-/top-/head tube 500/541/138 mm
Stack/reach/STR 539/382 mm/1.41

COMPONENTS

Crank Shimano Dura-Ace (50/34t, Pressfit)
Brakes Shimano Dura-Ace (Direct-mount)
Shifting Shimano Dura-Ace **Wheels/tires** Shimano Dura-Ace C40/Continental Grand Prix 4000S2 23C
Weights (front/rear: 1071/1438 g)

STRENGTHS + WEAKNESSES



Steering: sluggish (1 dot), neutral (3 dots), nimble (5 dots) - The Wilier Cento10Air is positioned at 3 dots (neutral).

Position: upright (1 dot), stretched out (5 dots) - The Wilier Cento10Air is positioned at 5 dots (stretched out).

+ Very good frame aerodynamically, stable, super equipment

- Relatively hard riding impression, Handlebar stem unit makes position adjustment difficult