

# Pro cycling

INSIDE THE WORLD'S TOUGHEST SPORT

## BANNED!

Cycling's biggest villains and craziest rules

**RICCARDO RICCÒ**  
**BERNHARD KOHL**  
**DAVID MILLAR**

*Returned, retired, repentant*

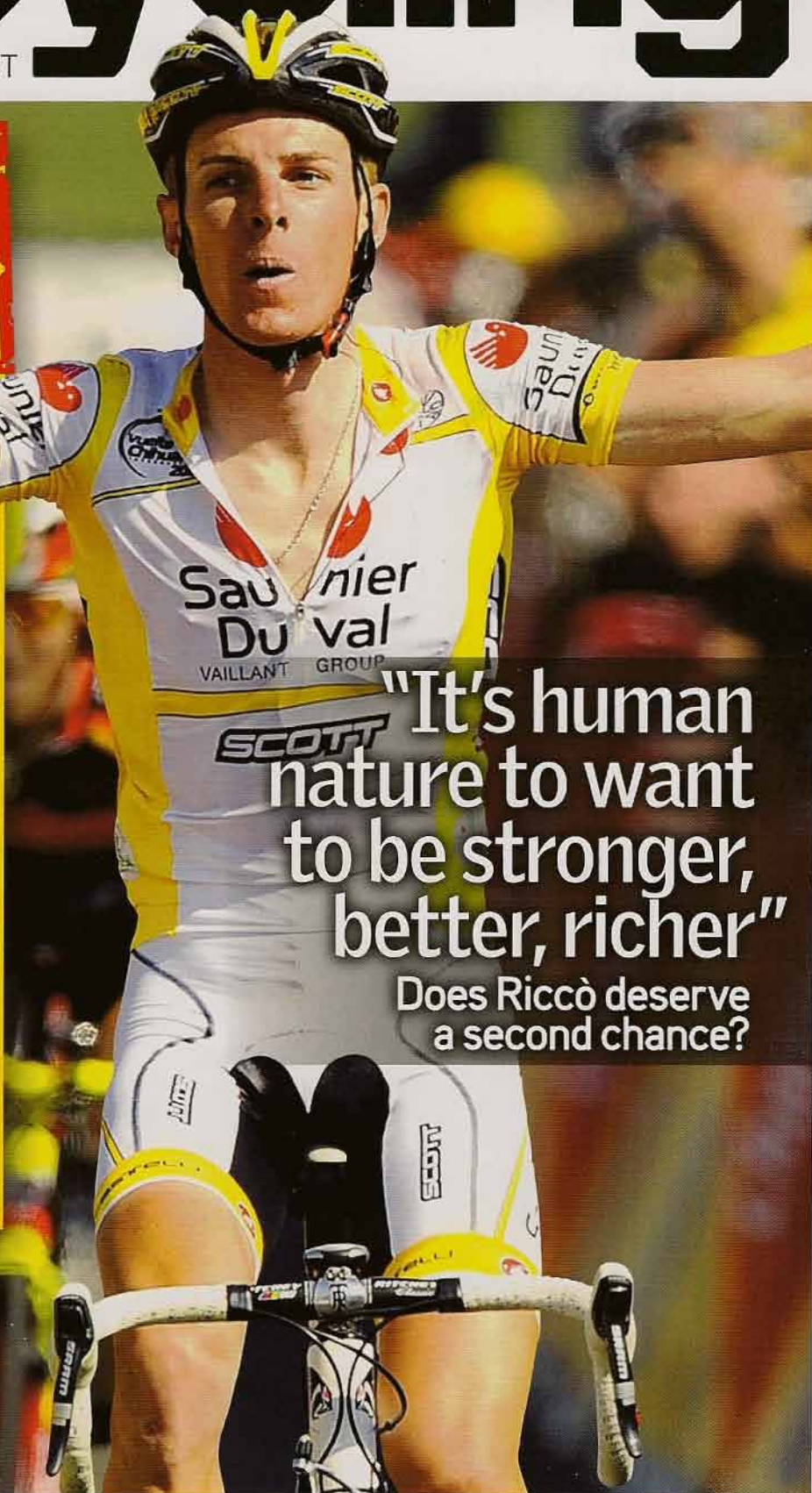
**THE BIKES TOO FAST FOR THE RULES** ❌

**THE RIDERS WHO COULDN'T LOSE** ❌

**THE CLIMB TOO STEEP FOR THE PELOTON** ❌

**PLUS**

Is the UCI killing innovation?



**"It's human nature to want to be stronger, better, richer"**

Does Riccò deserve a second chance?

**PRO CYCLING**

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**ALSO BRADLEY WIGGINS** signs for Team Sky >> **LEVI LEIPHEIMER** on his California training grounds  
**ROBBIE MCEWEN** Ready to race Down Under >> **RADIO SHACK** Lance Armstrong's Trek 6.9 tested

## The Program

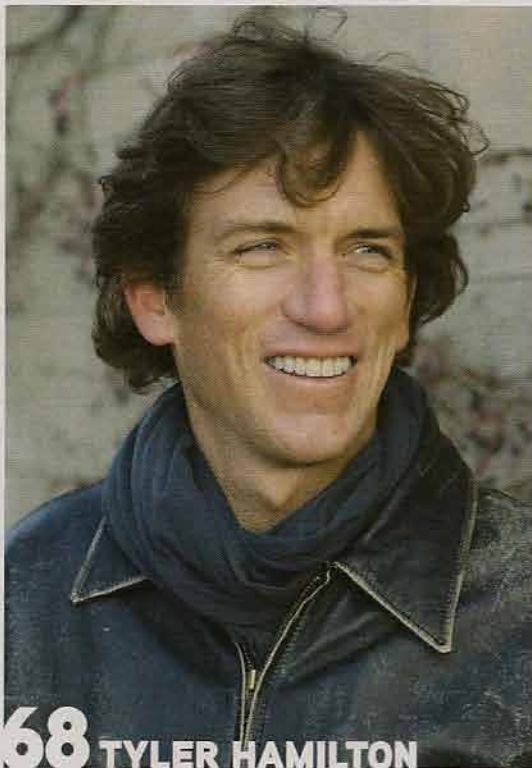


Robbie McEwen talks of his Tour Down Under hopes and we look at the Chinese food at the Tour of Hainan. See p120

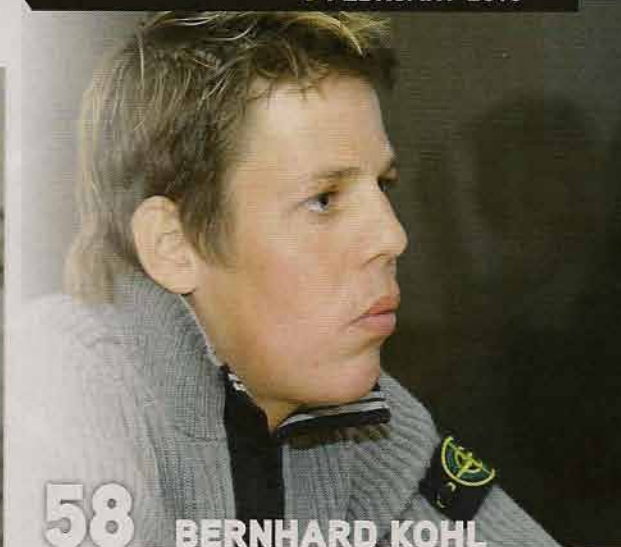
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## THE SPIN



## 20 THE SPIN

The latest news put through the ProCycling spin cycle

### RIVALS ATTEMPT TO NEEDLE CONTADOR

Defending Tour champ is under attack, always

It's the 10th time in 10 years that the Tour de France has been won by a Spaniard. In 2006, Alberto Contador won the Tour de France, and in 2007, he won the Tour de France again. In 2008, he won the Tour de France again. In 2009, he won the Tour de France again. In 2010, he won the Tour de France again. In 2011, he won the Tour de France again. In 2012, he won the Tour de France again. In 2013, he won the Tour de France again. In 2014, he won the Tour de France again. In 2015, he won the Tour de France again. In 2016, he won the Tour de France again. In 2017, he won the Tour de France again. In 2018, he won the Tour de France again. In 2019, he won the Tour de France again. In 2020, he won the Tour de France again. In 2021, he won the Tour de France again. In 2022, he won the Tour de France again. In 2023, he won the Tour de France again. In 2024, he won the Tour de France again. In 2025, he won the Tour de France again. In 2026, he won the Tour de France again. In 2027, he won the Tour de France again. In 2028, he won the Tour de France again. In 2029, he won the Tour de France again. In 2030, he won the Tour de France again.



### CAV DESERVES BBC AWARD HONOUR

A

Chris Froome has won the Tour de France for the second time. In 2010, he won the Tour de France. In 2011, he won the Tour de France. In 2012, he won the Tour de France. In 2013, he won the Tour de France. In 2014, he won the Tour de France. In 2015, he won the Tour de France. In 2016, he won the Tour de France. In 2017, he won the Tour de France. In 2018, he won the Tour de France. In 2019, he won the Tour de France. In 2020, he won the Tour de France. In 2021, he won the Tour de France. In 2022, he won the Tour de France. In 2023, he won the Tour de France. In 2024, he won the Tour de France. In 2025, he won the Tour de France. In 2026, he won the Tour de France. In 2027, he won the Tour de France. In 2028, he won the Tour de France. In 2029, he won the Tour de France. In 2030, he won the Tour de France.



**Wish List 106** There's something for all wallets this month, from attractive off-bike clothes to Mavic's new K.O. wheel and tyre system.

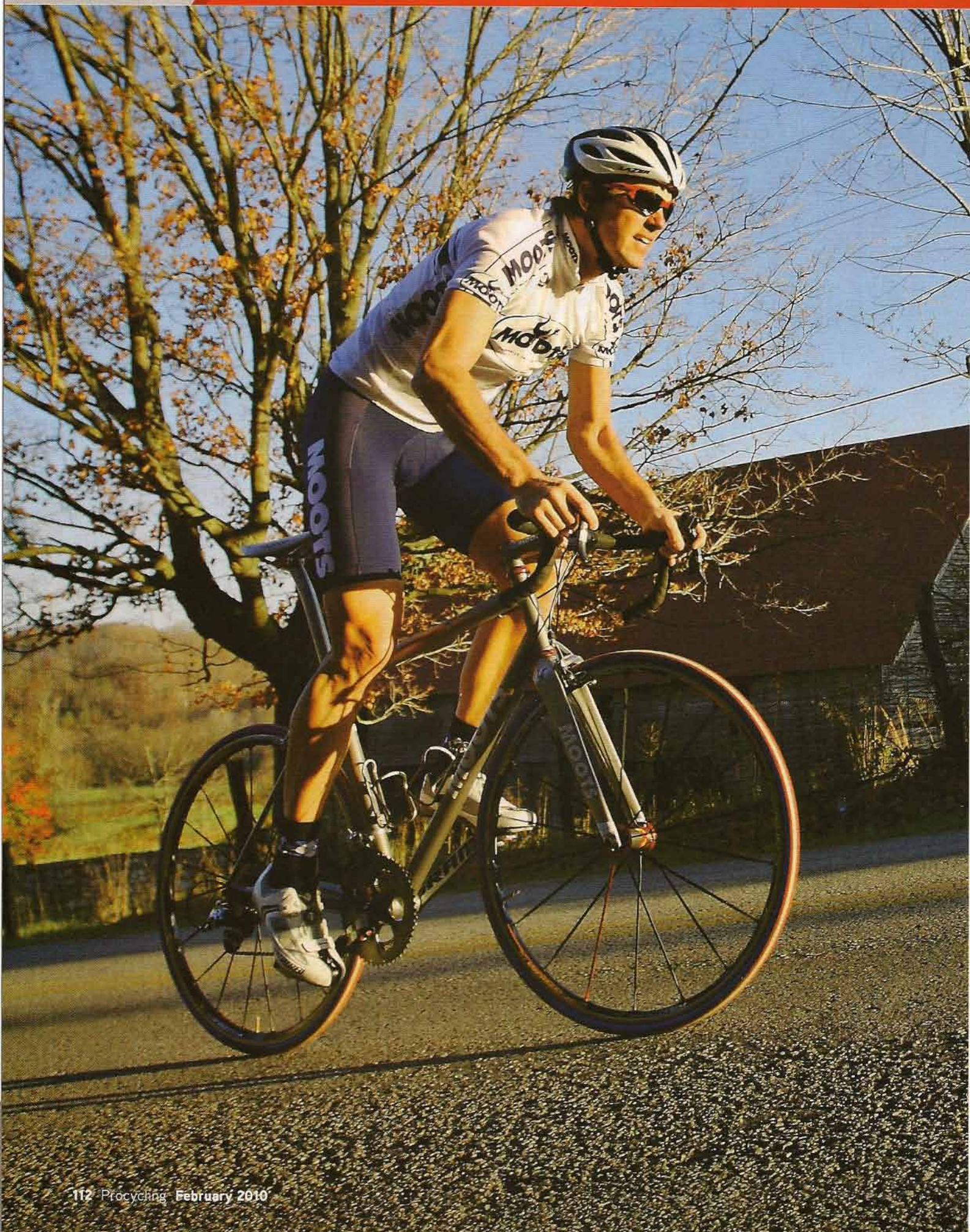


112 BIKE TEST



**MOOTS  
VAMOOOTS RSL**

Tested by  
**FRANKIE  
ANDREU**



# LONG LIVE TITANIUM

Frankie Andreu discovers that the new all-titanium Vamoots RSL is at least the match of its carbon fibre peers Photos Dan Campbell

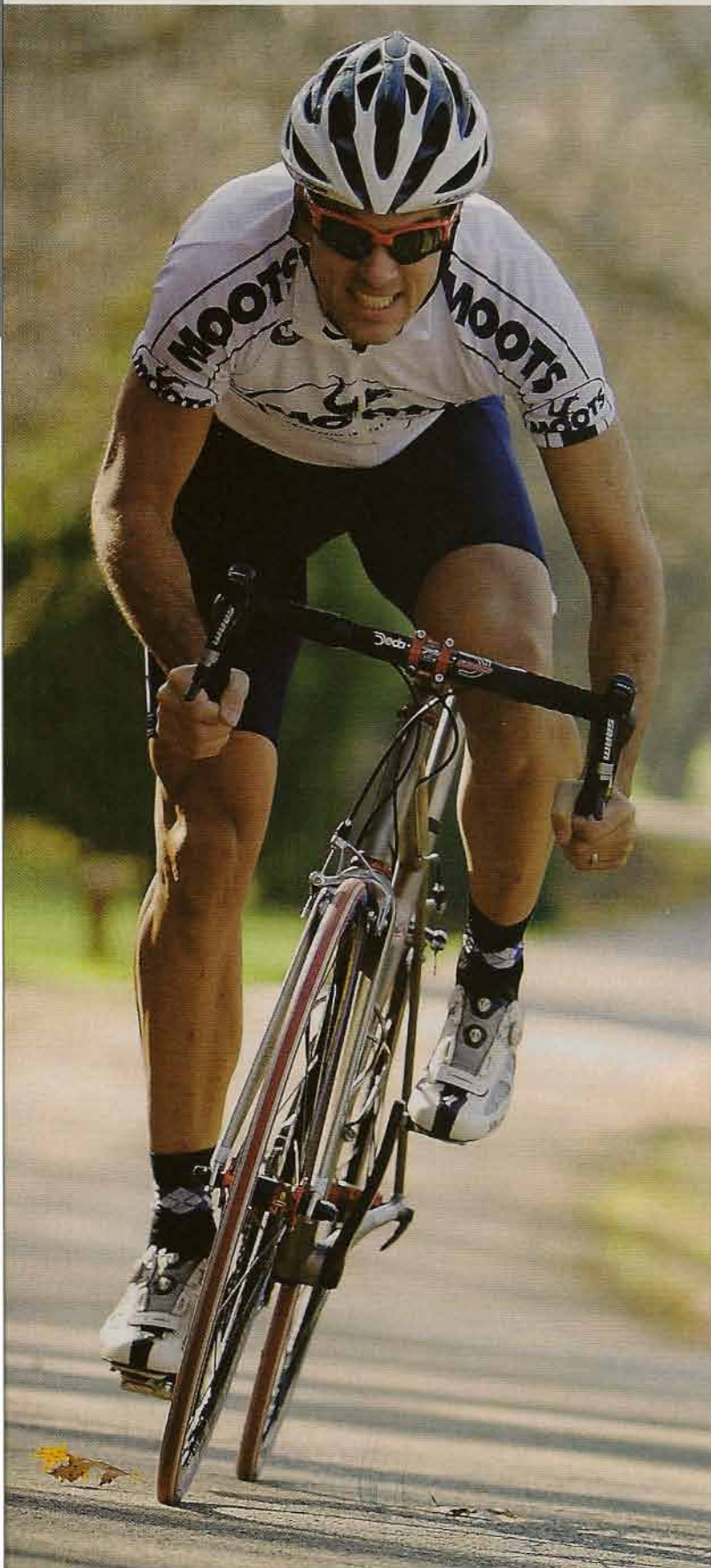
**O**ne of my favourite times to ride is during autumn. The leaves are changing colour and most of the season's racing is over. Simply put, it's a chance to just enjoy riding a bike.

Of course, it gets even better if you're unwrapping a brand new machine, particularly one like the Vamoots RSL. Instead of featuring the usual carbon fibre everything, the RSL is a breath of fresh air. It's simple, sleek and made of titanium. The material was the latest and greatest 10 years ago but has mostly fallen out of favour since the introduction of carbon fibre. However, Moots have

never wavered with their belief in the metal and the Vamoots RSL is made with the serious racer in mind. In fact, RSL stands for racing super light.

For our test, we headed to Nashville, Tennessee to catch the autumn colours. Since we were close to the Natchez trail and had mountains just to the south of us, we had plenty of terrain to pick from to see if Moots's new creation really is "the lightest and stiffest high performance titanium road bike available to the racer today".

AT FIRST GLANCE, you might look past the RSL because of its understated >



design. The simple lines and compact frame geometry make it look like a blast from the past when compared to the sweeping curves and jagged lines that are commonplace today but to dismiss it would be a mistake.

On paper, the RSL is stiffer and weighs 15 per cent less than Moots's similar Vamoot's CR model. Out of the box, the Vamoot's RSL weighed only 6.82kg, which is comparable to any lightweight racing machine available. Our test bike was equipped with the SRAM Red

which are made from 6/4 titanium. The seatstays and chainstays go into a new CNC-drilled dropout that's 32 per cent lighter than Moots's standard variant. This tubing combination retains the bike's dampening characteristics while saving weight and improving the Vamoot's's rigidity.

THE SMOOTH RIDE was pleasing and the bike responded to climbing well, accelerating quickly and proving laterally stiff. The combination of the

**"The bottom bracket is wider than in previous models and the result is an explosive reaction to attacking on climbs, which held true out of the saddle too"**

groupset and Mavic's Ksyrium SL wheels (1,485g). These aren't even Mavic's lightest models, so it would be easy to make the bike lighter still.

Although the look is understated, you'll notice the RSL's differences when you throw your leg over the saddle. The RSL seemed to make every road feel like freshly paved tarmac. It cruised and glided over the bumps, dissipating any vibrations that wanted to make their way through to the bars or saddle. The majority of the bike is made from double-buttet 3/2.5 Reynolds titanium tubing, except for the narrow Micro Diameter seatstays,

lighter and stiffer seatstays, along with the oversized BB30 bottom bracket, allowed the bike to shoot up the climbs. The new bottom bracket design alone is 38 per cent stiffer than Moots's CR model and it's only available on the RSL.

Out of the saddle, the power transfer felt direct with barely any lateral movement. The bottom bracket is noticeably wider than in Moots's previous models and the result is an explosive reaction to attacking on climbs. That held true out of the saddle too – the bike still reacted with a strong forward motion that would suit any type of climber. The surface area of >



The Vamoots RSL is a comfortable, fast ride



**SPECIFICATION**

**FRAME:** Vamoots RSL double-butted 3/2.5 titanium with 6/4 titanium seatstays  
**GROUPSET:** SRAM Red  
**CRANKSET:** SRAM Red press fit BB30  
**CHAINRINGS:** 53/39  
**CASSETTE:** 12-25  
**WHEELS:** Mavic Ksyrium SL  
**TYRES:** Fast Tires USA  
**STEM:** Moots RSL titanium oversize 31.8  
**HEADSET:** Chris King 1 1/8-inch  
**HANDLEBAR:** Deda Newton  
**SEATPOST:** Moots Cinch 30.9  
**SADDLE:** Fizik Arione CX  
**FORK:** Moots/Alpha Q GS40 Carbon  
**WEIGHT:** 6.82kg  
**PRICE:** \$5,200 (frame, fork, seat and cinch post), £tbc  
**CONTACT:** 970 879 1676 (US) Mosquito Bikes 0207 226 8765 (UK)  
**WEB:** www.moots.com



The titanium frame helps iron out vibration



The CNC dropouts save weight



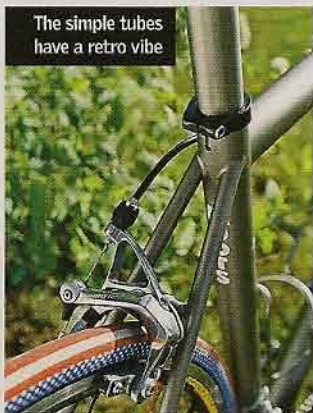
Subtle layback on the Cinch seatpost



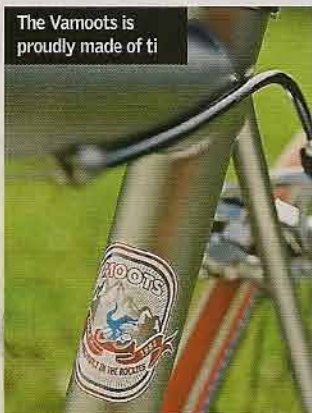
Wider is stiffer in a bottom bracket



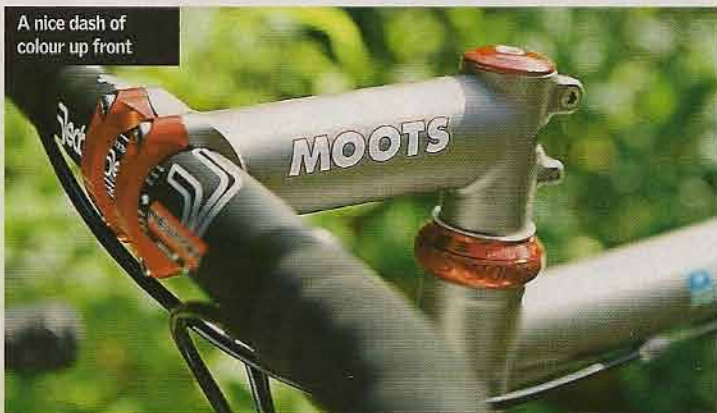
The Alpha Q fork is stiff and responsive



The simple tubes have a retro vibe



The Vamoots is proudly made of ti



A nice dash of colour up front

the tubes has been increased in proportion to their thickness, resulting in a stiffer, lighter frame that's an absolute dream to climb on.

The titanium tubes, which are larger than on any of

**"I barely needed to touch the brakes to enter and exit corners. This bike would be at home in any criterium and the tighter the turns, the better"**

Moots's other models, gave a good feeling of stability and control. The bike was nimble and quick to jump into the turns I hurtled towards when descending rapidly. The RSL also flew around the corners and this is where I had the most fun with this handcrafted titanium beauty.

The bike I rode was a 58cm model, which I measured as

53cm from the centre of the bottom bracket to the top of the seat collar. This compact design has a sloping top tube that's 57.5cm long, so the cockpit area fitted me well. I had a good amount of seatpost

exposed to reach my correct seat height but if you have longer legs than your torso, you should double-check the size of frame you need.

The beauty of such a compact frame is its responsiveness. Whipping round corners, the front end handled brilliantly. The Moots also comes with a matching, painted Moots/Alpha Q GS40 fork that was very stiff

and made carving the turns safe, fast and enjoyable.

I liked the Ksyrium SL wheels for their all-round dependability and rigidity. They didn't flex in fast, hard turns and I barely needed to touch the brakes going into corners. This bike would be at home in any criterium and the tighter the turns, the better. The RSL reacted immediately to a push on the handlebars, which gave the feeling of being totally connected to the entire bike and in complete control. Pulling on the bars when accelerating out of turns, the 121g Moots RSL titanium stem, with windowed steerer clamp and split binder bolts, was rock solid.

Without any feeling of toptube flex, the RSL also accelerated quickly. This allowed me to make some

## MOOTS

RAISED IN COLORADO

Moots stands behind its slogan of 'Handbuilt in the Rockies' by making their bikes entirely in the US. Established in 1981 by Kent Eriksen, Moots started their cycling dynasty in the mountain bike market. Since then, they've become one of the premier custom builders of graceful, aesthetically pleasing, top-of-the-line titanium bicycles.

With over 25 years of experience behind them, Moots now have a full line of ti machines that include 'cross bikes, cruisers, mountain bikes and road bikes. In addition, the company make many titanium accessories.

With the introduction of their flagship road bike, the Vamoots RSL tested here, Moots is also creating a new head badge logo specifically for their road market. Moots's continued research and dedication to creating high performance bikes mean that their machines are in demand all over the world.



Quick out-of-the-saddle shifts with the SRAM Red Double Tap shifters when sprinting.

A nice addition to the RSL line is the colour options for some of the parts. My bike was fitted with a red stem faceplate,

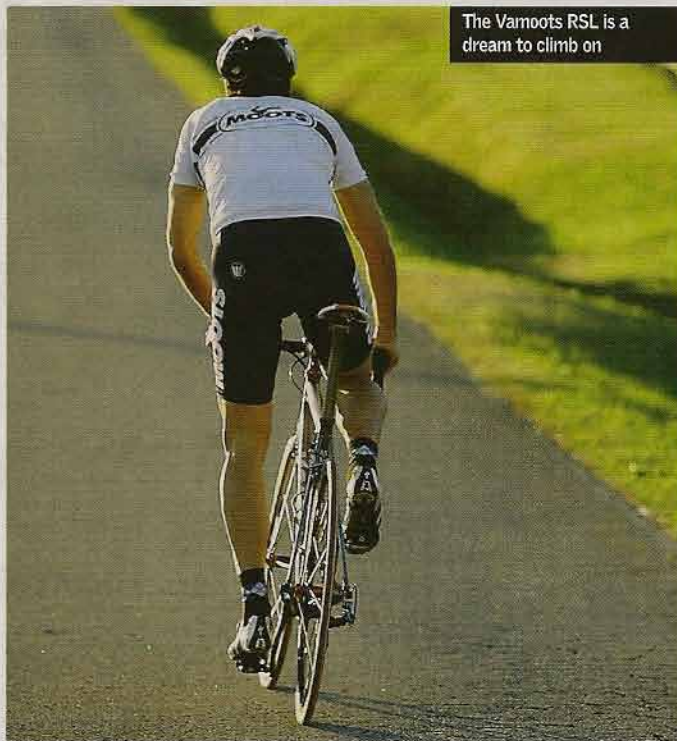
**“The Vamoots RSL is built for speed, longevity and comfort. Moots’s reputation is built on high-quality frames and they haven’t compromised their standards”**

headset cap, cinch post clamp and Moots decals with a red outline. The seatpost clamp is also available in red. The decals look as though you could peel them off easily too, so if you want to stay incognito, it should be easy to do so.

The Vamoots RSL is built for speed, longevity and comfort. Moots’s reputation is built on

high-quality frames backed up by a lifetime warranty and they haven’t compromised their standards in the process of shaving weight for the RSL. It’s handmade and you feel the love that went into building it in

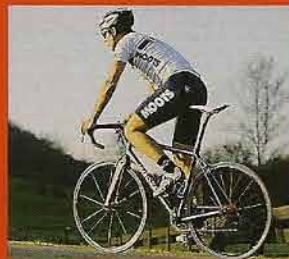
little details such as the hand scratched serial number beneath the bottom bracket. I also liked having a little flash of colour, with the red parts bringing attention to a bike that shouldn’t be overlooked. Moots put a lot of thought into the Vamoots RSL, proving it’s the material and the builder that make a great bike. 



The Vamoots RSL is a dream to climb on





Frankie enjoys a few moments of respite with his noble steed



## CONCLUSION

The Moots Vamoots RSL is an entirely new frame design, which is certainly a step in the right direction, having shaved weight and added stiffness compared to previous models. The result is an excellent platform for power transfer, which is noticeable from the moment you step on the pedals. Although the bike doesn’t look very aggressive, Moots have met every performance standard. The RSL is comfortable and flies around corners. It’s fantastic.

 Lightweight, great handling, handmade

 Decals are flimsy, could use lighter wheels