

Product Review

Vittoria Corsa EVO CX

By TRP Staff

I have two cans of Vittoria Pit Stop sitting on my desk as I begin to type this review. There are cans of the stuff in my work-bag, my son's backpack and my mother's seat-bag. It doesn't seal every puncture, and there are other products that perform a similar function, but since this is (nominally) a review of a pair of Vittoria tubulars, I'll stick with mentioning the Pit Stop. Why? Because the development of a quick and reliable puncture-sealant goes a long way towards once again making tubular tires a viable every-day riding option.

Yeah, I know: for all but a few readers I've just devolved into crazy talk. Tubular tires (and the wheels that go with them) have come to be considered as an esoteric, racing-only product. This attitude is really a shame. Tubular wheels are typically stronger than clincher wheels and in general tubular tires ride better than any clincher, including tubeless clinchers. In particular, the tubular version of these Corsa EVOs ride better than the Vittoria Open Clincher EVOs (which ride pretty well, it must be said) that I reviewed a couple of years ago. Look: assuming that you actually fit on your bike, the tires you ride make more of a difference in overall ride quality than just about anything else. So, the general point of this article is this: consider switching to



tubular tires for all of your riding.

But what about the hassles involved with riding tubular? You know, gluing and fixing flats? Don't those hassles make riding clinchers much less inconvenient than riding tubulars? Well . . . not necessarily. Let's start with gluing. Granted, it is a time-consuming process, but it's not difficult. And . . . these days "gluing" is really only necessary for carbon-rimmed wheels. With aluminum rims, TUFO extreme tape works well and transforms installation of a tubular tire into an easier (and quicker) process than installation of a clincher.

So . . . what about flatting? Changing a flat tubular tire for a glued-spare has always been easier than changing a clincher.

The downside, though, has always been dealing with an insecurely-glued tire for the rest of the ride. But . . . with sealant in the tires, most punctures seal before they become a problem; without it, the sealant/inflator repairs the tire and gets you back riding, typically, in seconds. In the worst-case scenario, the super-prepared rider would stash a box of TUFO tape in a jersey pocket and would be able to finish a ride on a reasonably securely glued

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