

TREK 520

The soul of Trek's highly touted transcontinental tourer, the 720, lives on in the 520. In some ways this model is even better than its predecessor.

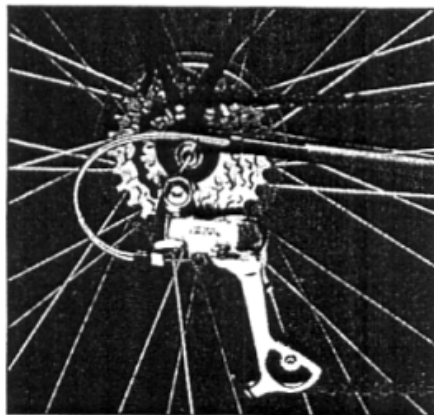
Trek discontinued the 720 in '86, responding to a flat touring market and increased demand for racing, triathlon, and sport touring bikes. Just prior to this it created the 520, a bike that "climbs and corners like a European road-racing machine" (*BICYCLING*, April '85) but had a wide-range triple crankset. Meanwhile, the Granola Gang held last rites for the demise of 2-wheeled station wagons such as the 720 and Specialized Expedition.

So here we are, 3 years later, reviewing another Trek 520, one that will no doubt spur searches through musty closets for dog-eared Bikecentennial maps and tubes of patch glue not yet crystalized. The bed-and-breakfast set still has its low-geared sport model in the current triple-equipped Trek 400T. But, meanwhile, the revamped \$649 520, with its now gentle geometry and extended wheelbase, stands ready for self-sufficient adventure on the open road.

With 17.8-inch chainstays, there's am-

ple heel clearance for transcontinental-size rear panniers. Such long stays, plus an extended 41.6-inch wheelbase and a slack 72-degree head angle, allow the bike to virtually float over rough pavement.

No less than 3 countries are represented in the Wisconsin-made frame, which features Trek's patented, investment-cast dropouts and seat lug. A Tange 900 Japanese fork is matched to seat- and



Indexed shifting is one way the Trek 520 is better than the venerable Trek 720.

chainstays of American True Temper chrome-moly. British Reynolds 531 Competition-gauge tubing comprises the main triangle (a choice made primarily for the market value of the familiar Reynolds decal, says Trek's Harry Spehar).

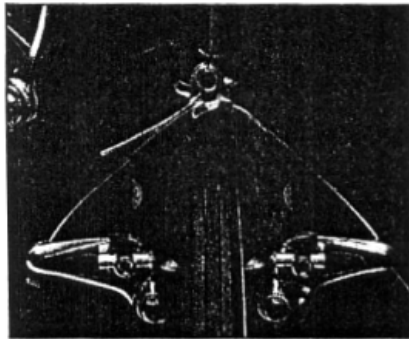
The Trek is adequately rigid for loaded touring and is more comfortable than the Cannondale ST1000. With 50 pounds divided 60/40% between the front and rear panniers, the bike was controllable but not as steady as the 'Dale. Downhill slalom-ing brought out a little frame whip in the rear triangle, but nothing we couldn't handle.

Since the 520 came with a Blackburn 4-point-mount rear rack but no front rack (the fork is drilled for custom low-mount racks), I also tried the bike sans front panniers but with 25 pounds of soybeans in back. It handled the load with aplomb, although the front end felt light. When I switched all the beans to the front, bingo—no frame whip and the bike handled as it did unloaded.

In deference to tourists who prefer a slightly more upright position, our 22.5-inch test bike came with a short 8-cm stem. Stem length and handlebar width

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TREK



Powerful brakes and fender clearance with wide tires are touring necessities.

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vary with frame size. The 19.5-inch model also comes with shorter 165-mm crankarms, while all others get 170s, according to Spehar. The 25.5-inch size could use 175s.

One of the 520's selling points is its excellent wheels, comprising Matrix rims, hubs, and tires—all distributed by Trek's Component Group. The Titan T rims, American-made of 6061-T6 aluminum, are solution heat-treated for strength and hard-anodized a deep gray. These 550-gram workhorses are similar to the popular Wolber model 58 touring rims in that they use conventional single-wall construction rather than the modular double-wall construction of most lightweight sport clinchers. The rims are laced with stainless steel 14-gauge spokes to Matrix (Sanshin) sealed hubs and shod with Matrix (IRC) 27x1 1/4-inch tires rated at 95 psi. The frame is built to accept even wider rubber in case the pavement runs out before you reach your destination.

How is the 520 better than the old 720? Its Shimano Deore derailleurs and Light-Action down-tube levers with rear SIS make the 720's Simplex front and Huret Duopar rear changers—good components in their day—seem crude by comparison. Tourists who like the convenience of bar-end shift levers lose out, though, because Shimano doesn't (yet) offer an indexed version. SunTour does, however, and Spehar said he'd consider spec'ing his bike with a clicking bar-end lever for '89.

Shimano's new Deore cantilever brakes are also smoother, more efficient stoppers than the old-style Shimano cantilevers on the 720. The Avocet Gelflex touring saddle with Spenco padding, while not as elegant as the 720's Brooks leather seat, is immediately comfortable.

See specs on page 200.

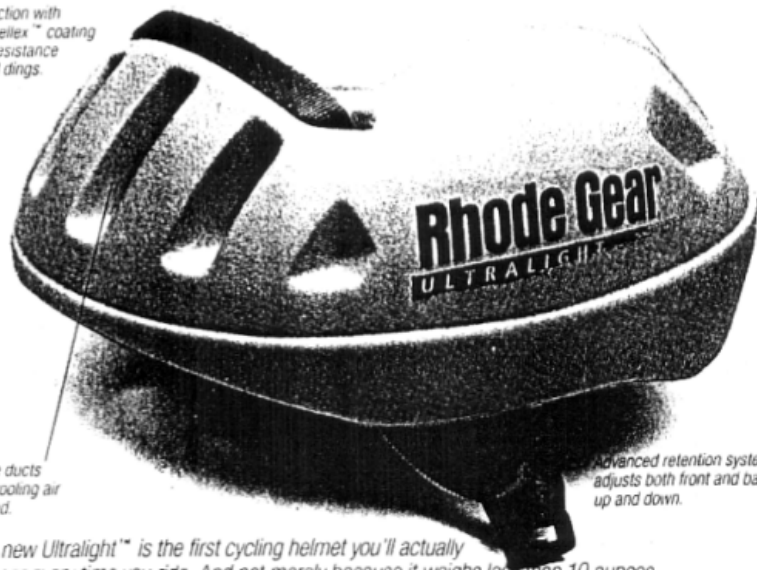
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Cannondale ST1000

Distributed by:

Cannondale Corp.
9 Brookside Place
Georgetown, CT 06829

Country of Origin:

United States

Suggested Retail Price:

\$1,050

Sizes Available: 19, 21, 23 (tested), 25 and 27-in., center-to-top

Weight: Frame, 4.30 lbs.; fork, 1.75 lbs.; complete bike with racks, 27.85 lbs.

Frame: Large-diameter, heat-treated 6061 T6 aluminum, TIG welded, chrome-moly fork

Wheelbase _____ 41.6 in.; 105.7 cm

Seat tube _____ 22.6 in.; 57.4 cm

Top tube _____ 22.25 in.; 56.5 cm

Head angle _____ 72 degrees

Seat angle _____ 73.5 degrees

Chainstays _____ 18 in.; 45.7 cm

Bottom bracket height _____ 10.5 in.; 26.6 cm

Fork rake _____ 2.13 in.; 5.41 cm

Trail _____ 2.11 in.; 5.36 cm

Wheels:

Hubs _____ Sanshin alloy sealed, medium-flange, quick-release, 126-mm rear axle

Spokes _____ 36, 14-gauge stainless, 3-cross front and rear

Rims _____ Wolber Super Champion Model 59, 27-in.

Tires _____ Michelin Hi-Lite Road, 27x1 1/8-in., 100 psi

Drivetrain:

Derailleurs _____ Shimano Deore with SIS rear, Light Action SIS down-tube levers

Chain _____ Shimano Uniglide, black

Crankset _____ Shimano Deore, 28/44/50T Biopace chainrings, 170-mm crankarms, Deore bottom bracket

Freewheel _____ Shimano 600 6-speed

Components:

Pedals _____ SunTour Superbe road with straps and nylon clips

Headset _____ Stronglight Delta alloy, sealed roller bearing

Seatpost _____ American Classic

Saddle _____ Brooks Team Pro, black

Bar/stem _____ Nitto Randonneur 42-cm bar; Nitto Technomic 10-cm stem

Brakes _____ Dia-Compe 982 cantilevers, BRS aero levers

Gearing in Gear Inches	Gear Inches		
	28	44	50
13	x	91	104
15	50	79	90
18	42	66	75
21	36	56	64
25	30	48	54
30	25	39	x

Trek 520

Distributed by:

Trek Bicycle Corp.
801 W. Madison St.
Waterloo, WI 53594

Country of Origin:

United States

Suggested Retail Price:

\$649

Sizes Available: 19.5, 21, 22.5 (tested), 24 and 25.5-in., center-to-center

Weight: Frame, 4.55 lbs.; fork, 1.70 lbs.; complete bike, 26.25 lbs. with rear rack

Frame: Reynolds 531C main tubes, True Temper chrome-moly stays, Tange 900 fork blades, investment-cast seat lug and dropouts

Wheelbase _____ 41.6 in.; 105.6 cm

Seat tube _____ 22.8 in.; 58 cm

Top tube _____ 22.25 in.; 56.5 cm

Head angle _____ 72 degrees

Seat angle _____ 72.5 degrees

Chainstays _____ 17.8 in.; 45.2 cm

Bottom bracket height _____ 10.9 in.; 27.7 cm

Fork rake _____ 2.1 in.; 5.24 cm

Trail _____ 2.14 in.; 5.43 cm

Wheels:

Hubs _____ Matrix low-flange, quick-release, sealed mechanism, 126-mm rear axle

Spokes _____ 36, 14-gauge stainless, 3-cross front and rear

Rims _____ Matrix Titan T clincher, 550-gram, heat-treated, anodized, 27-in.

Tires _____ Matrix CD2 clincher, 27x1 1/4 in., 95 psi

Drivetrain:

Derailleurs _____ Shimano Deore SIS, Light Action down-tube levers

Chain _____ Shimano Uniglide, black

Crankset _____ Shimano Biopace, 28/44/50T, 170-mm crankarms, Shimano bottom bracket

Freewheel _____ Shimano Z silver, 6-speed

Components:

Pedals _____ SR SP-100 with straps and nylon toe clips

Headset _____ Hatta steel, sealed

Seatpost _____ Delta alloy 1-bolt

Saddle _____ Avocet Gelflex M-20

Bar/stem _____ alloy bar, 42 cm; alloy stem, 8-cm

Brakes _____ Shimano Deore MT-60 cantilevers, Light Action aero levers

Gearing in Gear Inches	Gear Inches		
	28	44	50
14	x	85	96
16	47	74	84
18	42	66	75
21	36	56	64
24	31	56	56
28	27	42	x



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