

Bicycling

2012 NEW BIKE
PREVIEW

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NOVEMBER 2011
BICYCLING.COM

\$4.99US



WORLD'S LEADING BIKE MAGAZINE

WILIER TRIESTINA ZERO.7

I'm not one of those reviewers who can put the qualities of a truly great bike into words as inspiring as the ride itself. But after sampling thousands of models during my tenure as test director at BICYCLING, I know a great bike when I ride one.

Floating over a roller, the Wilier Zero.7 is at once so much and so little: a light-riding frame with the rigidity of an iron bar. Sure that a tailwind is pushing me, I check a roadside shrub, and I'm surprised to find that I'm facing a headwind. I grab a bigger gear on the next roller, sail over the top and shoot down the other side. Yes, this is a great bike.

It's a race bike, and it reacts like one—without the harshness found on some other models. Instead, it rides as if its motions have been cushioned, even while its reflexes remain razor-sharp. The Zero.7 is made from a material similar to that used in Wilier's Centol SL, another stunning bike. But the bikes are

GETTING BIGGER ALL THE TIME: BB386EVO

The Wilier Triestina Zero.7 and BH Ultralight both use BB386EVO, a new bottom-bracket standard that pushes BB shell dimensions to the limit of current drivetrain standards. The large shell allows frame designers to use bigger frame tubes, which can add rigidity and reduce weight. The BB386EVO cranks—essentially the same as BB30 cranks but with a longer axle—are currently offered only by FSA. Adapters make BB386EVO frames compatible with some cranks from SRAM, Shimano, Campy, and FSA, but BB30 cranks will not work.—M.P.

different in two key ways: The Zero.7 is lighter (750 grams for a medium frame, 170 grams less than a Centol SL), and the BB386EVO bottom bracket (see sidebar, above) makes for a highly efficient drivetrain.

The Zero.7 is stiff in the other ways you expect of a race bike: The front end is rigid enough for throwing down in a huge sprint or bombing down a mountain pass. I've ridden bikes with stouter front ends, but none that also demonstrates this bike's compliance on rough, cracked roads. Though it's appropriately rumbly for a race bike, the feedback you get from the road is almost pleasant.

With no lack of traditional Italian flair, the Zero.7 presents itself as a serious player in the superbike wars. It's so stiff and light, it floats. Any more, and it would fly.—Matt Phillips

Wilier Triestina Zero.7 PRICE \$11,999 as tested > WEIGHT 13.70 lb. (M) > SIZES XS, S, M (tested), L, XL, XXL > FRAME 60T carbon composite; BB386EVO bottom bracket > FORK Wilier full carbon; 1.25 to 1.125 in. tapered > COMPONENT HIGHLIGHTS Campagnolo Super Record ErgoPower levers, derailleurs, cassette (11-25), brakes, Bora Two wheels; FSA K-Force Light BB386EVO cranks (50/34), bar, stem; Ritchey Superlogic seatpost; Selle Italia SLR Kit Carbino saddle; Vittoria Corsa EVO CX tubular tires > INFO wilier-usa.com > BUY IT IF You're a sucker for a stiff drivetrain > FORGET IT IF You like subtle styling and graphics—it is an Italian bike, after all

CANNONDALE SUPERSIX EVO SRAM RED

Among the first things I noticed on Cannondale's SuperSix Evo were the slender frame tubes. The narrow pipes are a departure from the fatter-is-better philosophy many bike makers take these days, an approach Cannondale helped to usher in with its oversize aluminum bikes in the 1980s.

The narrow tubes help the Evo claim Cannondale's coveted weight crown—it's the lightest frame ever evaluated by independent German bicycle testing agency Zedler Fahrradtechnik: A 56cm frame tips the scale at 695 grams. But while past ultralight frames have sometimes been awkward, narrowly focused savants, this one has been to finishing school. It's well-rounded and a pleasure to ride.

The handling is crisp and agile, but without the flighty, nervous feeling you sometimes find in lightweights. At just over 13 pounds built with Cannondale's press-fit BB30 crankset, a SRAM Red drivetrain, and Mavic R-Sys SL wheels (the stock bike is heavier with Mavic Ksyrium Elites), our test Evo was born for climbs, at its best when we were seated and spinning. On a long, steady ascent it displayed admirable zip, although when I stood on a particularly grunty pitch of road, the slim tubes yielded a hint of wag at the rear triangle that's not present on stiffer (and heavier) bikes such as



MORE THAN JUST ANOTHER RED-AND-BLACK FRAME: THIS BIKE IS FAST.