

"Trek 728 - Hurray! True Classic Touring Bikes are Made in Wisconsin" in Bicycling, January/February 1982

FRAME: Double-butted chrome-moly tubing. Brazed-on bosses for water bottle and rear rack, shifter bosses, top tube cable stops, double eyelets on fork.

Wheelbase 39¼ inches
 Top tube 22½ inches
 Chainstays 16¼ inches
 Head tube angle 73½ inches
 Seat tube angle 72 degrees
 Bottom bracket height 10½ inches
 Fork rake 2 inches
 Trail 2½ inches

WHEELS

Rims Ukal 700C wide box section
 Hubs Sunshine low-flange quick-release
 Spoking 36 spokes, 14/15 gauge double-butted, cross-four
 Tires Schwinn Super Record 700 x 28C, 90 psi (Schraeder valves)

DRIVETRAIN

Derailleurs SunTour Cyclone front, Cyclone GT rear, with down-tube friction-style levers
 Chain HKK
 Crankset SR Super Apex SAX-STG triple
 Crankarm length 170 mm
 Freewheel SunTour New Winner

COMPONENTS

Pedals KKT Pro Vic II quill with Mira medium toe clips and KKT straps
 Seatpost SR Laprade one-bolt microadjust, 26.8 mm diameter, 180 mm length
 Saddle Ariake Road King nylon with thin foam padding and vinyl cover; saddlebag eyelets
 Handlebars SR Road Champion mae bend engraved, 42 cm wide; 8.5 cm stem; black cloth tape
 Brakes Dia-Compe G sidepulls with hooded levers

GEARING IN GEAR INCHES

	34	46	52
13	71	96	108
16	57	78	88
19	48	65	74
23	40	54	61
28	33	44	50

Trek 728

Hurray! True Classic Touring Bikes Are Made in Wisconsin

Almost every time we review a touring bike, the review is peppered with phrases like "racing bike in fat-tire disguise," or "a frame this upright isn't designed for load-carrying on bumpy roads."

Almost.

The Trek 728 is here. It's a \$715 exception that proves the rule. The 728 is truly designed for touring, and it's one of the flashiest bikes you'll find in its price range. Frame, components, and knicknacks are all first-class.

The frame dimensions are a touring cyclist's delight: a full 42-inch wheelbase, 18-inch chainstays, and 72-degree angles. (By the way, the frame is

a mere four pounds, 11 ounces, proving that a big touring frame can be quite svelte.)

The brazed-on knicknacks include fuel bottle cage mounts underneath the down tube, a threaded hole in the chainstay bridge and another threaded hole on the underside of the brake bridge for easy rear fender installation, double eyelets front and rear for fender and rack mounting, and elegant rack bosses brazed onto the seatstays. Trek's own brand of investment cast bottom bracket, Nikko lugs, and a Hoden Eungra investment cast fork crown are other nice touches. It's hard to think of what Trek might have missed.

Despite the long wheelbase and the touring emphasis, the Trek 728 is certainly not sluggish. It's surprisingly springy and lively. Yet, there are real benefits to the long wheelbase. On your first ride around the block, you note that it's easier to control and better behaved on bumpy roads. The bike's load-carrying ability is superior to that of shorter bikes.

Stiffness is good, and it also demands some discussion. There's no way a bike with these dimensions can be as stiff as a full-on racing bike. However, Trek minimizes the difference with round/oval/round chainstays and larger diameter continental oval fork blades. The result is a bike that most of us can stand on and thrash pretty hard. Only a competitive rider who has been training specifically to have a powerful jump could even notice the difference. And if that racer is touring, even touring hard and fast, he or she won't be thrashing the bike hard enough to see that difference.

Other manufacturers have migrated toward very short wheelbases on their touring bikes because, they tell us, the shorter bike feels livelier when the customer test rides it. Therefore, the thought continues, the customer will usually buy the shorter bike.

That train of thought deserves to be derailed. First of all, the 728 is living proof that a touring bike need not feel sluggish. Second, the shorter bikes aren't engineered for touring. They aren't engineered for comfort over long days in the saddle, for easy handling and control over bumpy and smooth roads alike, or for carrying loads.

It's nice to know there's still an occasional exception.

Components on the Trek are tantalizing. The most avant-garde touring derailleurs available—the steel Huret Eco Duopar rear and Duopar front—are paired with SunTour BarCon shift levers. It's worth noting that Trek was willing to go to the extra trouble of buying one company's levers and another company's derailleurs to get the

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The new Sugino AT triple crankset combines "aerodynamic" styling with some real functional advantages. It's beefy and stiff, it's well made, the granny chainring interchanges with Avocet chainrings (down to 24 teeth), and the outer chainrings interchange with the reasonably-well-available Sugino Mighty Tour. Since the middle chainring can be as small as 34 teeth, all sorts of strange gearing combinations are possible.

Stock gearing is 28/45/50, 13-14-17-20-24-28, which adds up to half-step-plus-granny-plus-overdrive—a bit different from the bike pictured because we received an early prototype crankset that came with different size chainrings.

Suzue sealed-bearing hubs are not as familiar as some other brands, but they do come with a ten-year guarantee from the manufacturer. We took one apart to examine its construction. The hub uses stock sealed bearings pressed onto serrations on the axle. Locknuts position the bearings in the right place.

This hub design has two disadvantages: a ham-handed mechanic can overtighten the locknuts and damage the bearings, and replacement axles aren't readily available. The advantages are that a good mechanic

can use the locknuts to take out wear-induced slop that appears in the bearings after miles of use, and the partially-threaded axle is slightly stronger than a conventional, fully-threaded axle.

The Dia-Compe 450B/210 centerpull brakes are attractive, give an unusually good feeling of progressive stopping control, and accept only Dia-Compe's own replacement brake shoes and pads. A consolation prize for the added effort in seeking out these shoes and pads is that the pads have excellent friction characteristics.

Contrary to rumor, this brake's caliper pivots don't have ball bearings. They use a brass bushing, which has fewer ways of failing and works equally well. Structurally speaking, that would be a silly place for a ball bearing anyway.

As we stated elsewhere in this collection of road tests, we prefer 27-inch wheels to the 700C wheels used on this bike because the tires are more readily available. But these tires are good, wide (32C) touring tires, and the Rigida 16-22 rims are strong and wide.

Hub spacing and wheel dishing on this bike are weak points—and they're the fault of the Huret Duopar's mounting bolt, which demands extra clearance inside the dropout for a locknut. Providing this clearance

increases the dishing, weakening the lateral bracing strength of the wheel.

We'd recommend replacing this mounting bolt with the metric-thread shorter French bolt and a drop of Loctite. The French bolt is threaded 10 mm x 1 mm, versus 10 mm x 26 tpi for the Italian/English/Japanese bolt standard, so it fits snugly. With Loctite, it won't need a locknut to stay secured in proper position. Once you make this change, you can rearrange the hub spacing and reduce the wheel dish.

We've been trying, so far without success, to convince manufacturers to install Duopars this way in the factory. But the real solution is for Huret to start making Duopar mounting bolts with a shoulder to hold the bolt in proper position, without need for a locknut. Every other mounting bolt made, including other Huret mounting bolts, has this shoulder.

For those of you who don't have \$700 for a touring bike, there will be a little brother to the Trek 728 selling for \$455. The wheelbase will be ¼-inch shorter—still longer than almost all competing "touring" bikes—on a frame with a Reynolds 531 main triangle and fewer dressy knickknacks. Components will be less costly, but at least one of the 728's outstanding components, the Sugino AT crankset, will be on the cheaper bike.

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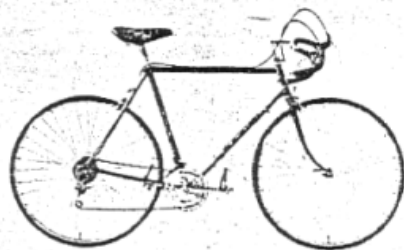
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Of course, no one is perfect. Our Trek arrived with sand and grit in the bottom bracket, clouding an otherwise immaculate framebuilding job. We cleaned it out, and all was well thereafter.

Trek will build about 2,000 of each of these two models in 1982. That will come as good news to everyone who is searching for an honest touring bike. ☉



TREK 728

Manufactured by: Trek Bicycle Corporation
801 W. Madison St.
Waterloo, WI 53594

SUGGESTED RETAIL PRICE: \$715

SIZES AVAILABLE: 19, 21, 22½, 24, 25½ inches.

Bike tested, 22½ inches

WEIGHT: 24 pounds, 12½ ounces. Bare frame without fork, 4 pounds, 11 ounces. Fork only, 1 pound, 8½ ounces.

FRAME: Reynolds 531 double-butted tubing throughout with Nikko lugs and investment cast bottom bracket and fork crown. Tange Levin headset. Shimano dropouts. Brazed-on water bottle and fuel bottle mounts, rear rack mounts, top tube cable guides, bottom bracket cable tunnels, and chainstay cable stop.

Wheelbase 42 inches
Top tube 22¾ inches
Chainstays 18 inches
Head tube angle 72 degrees
Seat tube angle 72 degrees
Bottom bracket height 10¼ inches
Fork rake 2¾ inches
Trail 2½ inches

WHEELS

Rims Rigida 16-22 700C wide box-section
Hubs Suzue small-flange sealed-bearing quick-release
Spoking 36 spokes, 14-gauge, cross-three
Tires Specialized Bicycle Imports 700 x 28C touring, 95 psi (Schraeder valves)

DRIVETRAIN

Derailleurs Huret Duopar front, Eco Duopar (steel) rear, with SunTour ratchet-style Bar-Con shift levers
Chain Sedisport nickel
Crankset Sugino AT triple
Crankarm Length 170 mm
Freewheel SunTour New Winner Ultra-6

COMPONENTS

Pedals SR SP 11 platform with Avocet medium toe clips and straps
Seatpost SR Laprade one-bolt microadjust, 27.2 mm diameter, 220 mm length
Saddle Avocet Touring I nylon with foam padding and leather cover; saddlebag eyelets
Handlebars Cinelli Giro d'Italia maes bend engraved, 40 cm wide; Cinelli 11 cm stem, black cloth tape
Brakes Gran Compe 450B/210 centerpull with Gran Compe levers. Gran Compe 500 or SunTour Superbe sidepulls may be on later models

GEARING IN GEAR INCHES

	28	45	50
13	58	93	104
14	54	87	96
17	44	71	80
20	38	61	67
24	31	51	56
28	27	43	48



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