

ROAD BIKE ACTION MAGAZINE

RBA REVIEW: COLNAGO CLX 2.0



Colnago's CLX 2.0 is targeted at the dedicated sport-racer who wants a more affordable buy-in to Colnago's legendary geometry, performance and feel. A beautiful carbon fiber frame, plenty of sizes, four color combinations and three optional builds mean that cash-strapped cyclists who have always wanted a Colnago can ride one instead of dream about it.



THE PARTS

Colnago's CLX 2.0 is designed in Italy and made in Asia, but you won't find any indication of this on the bike. The 2.0's beautiful frame's arch

ing top tube and seat stays moderate its more traditional sloping top tube profile. The front section, with its flush-mounted FSA headset, is made in one piece while the rear stays are bonded into place in the Colnago tradition. Colnago touches abound: leaf-shaped chainstays and internally ribbed top tubes and down tubes add a measure of stiffness; the aero seat tube is fitted with a carbon aero seatpost; and up front, the Colnago carbon "wing" fork rotates in flush-mounted headset bearings. Conspicuously untraditional is the presence of Shimano's 7900 Dura-Ace ensemble—right down to the wheels. Japanese parts on an Italian frame were previously taboo, but ProTour teams seeking component sponsorship deals have since overturned this notion. The CLX 2.0's \$5500 price tag, impeccable frame construction and no-compromise components are compelling reasons to step up to a Colnago.

THE RIDE

Get going aboard the CLX 2.0 and the first thing you'll notice is that the Colnago rolls easily. With traditional road geometry, and close to 73-degree parallel head and seat angles, the CLX balances between the steady pedaling feel of an old school, steel-framed road racing machine and the stiff, make-it-happen feel of a modern carbon fiber chassis. In performance terms, this means that the CLX accelerates quickly, maneuvers with graceful dexterity, and once up to speed, can maintain a high-watt climb or time trial effort without the need to readjust your position on the saddle to accommodate each new power mode. The CLX's laterally rigid frame manages to soften the blows of potholes and pavement seams to the degree that the rider still can feel the road through the tires. And tires they are—Vittoria Open Corsa EVO CX tires have a sensitive grip around turns and roll very fast. What the Colnago lacks is a lightweight feel. At 16 pounds, the CLX 2.0 is not heavy by any means and it sprints well, but to use the modern cliché, it does not "squirt" forward with the slightest push on the pedals. Perhaps an 1100-gram carbon wheelset would fix this, or maybe Colnago built the CLX to be more rigid so that it could actually handle the power of a truly conditioned athlete without flexing like bamboo.

PRICE: \$5551 WEIGHT: 16.2lbs