

LOOK 595

The only other LOOK bike we profiled was the 585 bike way back in the June 2006 issue. For \$6550 you got a sweet rig that was certainly the envy of any club rider you rode with. A couple years on and here's the 595. While they are similar in appearance, they are worlds apart when it comes to technology. The 595 is their first frame to use carbon nanotubes, where the resin is enriched with carbon nanotubes, resulting in increased adhesion between the layers, according to LOOK. Every square millimeter on this frame has been agonized over between engineers, designers, product people, and with input from professional riders it's likely people have lost sleep over the design of this bike. The most striking aspect of the frame is the seatmast. Not that it's anything new, but more what is used for a seat post. Rather than some small "nugget" piece, LOOK has created the E-Post. At first glance, it's a bit intimidating in appearance and you will notice elastomers in varying size on the shaft. They are there for good reason as they act as vibration dampeners. The elastomers come in different color blocks allowing you to fine tune your ride. Each section of the tubeset on the 595 has a specific shape both internally and externally, while the lugs are also designed with certain parameters. Another crazy detail is that the rear dropouts are compressed at the same time that the seat and chain stays are molded resulting in a one-piece rear triangle. More complex compression is at work in the bottom bracket area with what LOOK calls "Compressed Carbon Technology." This high compression produces a light and extremely stiff bottom bracket shell. Rounding out the frameset is the one-piece "monobloc" full carbon 350g fork. It follows the same method as the rear dropouts with the compression of the fork dropouts, fork blades, crown and steerer occurring at the same time. Fancy.

HOW DOES IT FEEL?

The 595 is an intimidating looking bike with its bold appearance, incredible company history and forboding laundry list of technological advancements. The aforementioned E-Post is where I start with setup of the

bike. I get the shakes initially because it appears to be a daunting task: cut a weird shaped, expensive carbon post to size. Great! Thankfully, the bike came with a guide that provided some relief. As with all masts, measure twice, and cut once, have a sharp blade, wrap the post with some tape to avoid splintering and go to town. It's a bit tricky getting the correct measurement for your saddle height: so don't be alarmed if you have to cut down again. Onward. The frame geometry on the 595 is pretty straightforward with not much of a slope, no tricky angles and a top tube that is true to size.

Specification on the 595 is top level with SRAM Red all the way 'round, fast and light Easton EC90SL wheels, the always solid fi'zik carbon Arione, and grippy Michelin Lithion tires. The LOOK HSD stem is monster in size, but provides serious stiffness and stability to the front end, and when combined with the single-block EDH carbon bar the 595 becomes even more rigid. Take all this technology, mash them together and the overall ride qualities of the 595 are flawless. I was expecting this bike, with its lugs and small diameter tubes to have the shakes, but it was quite the contrary. The front end, as I mentioned, is stiff and responsive, as is the bottom bracket area. Putting considerable force on the pedals was met with instant acceleration and overall the bike felt safe. The area that I think this bike shines most is when climbing. Couple the stiffness of the front, bottom bracket and the E-Post and my normally lackluster climbing skills became far more efficient.

LAST CALL

The complexity of the technology put into this bike is mind-boggling. With tricks like the compression of the dropouts; the E-Post; and the massive stem, the 595 seems to be on its own plain. The end result is a pro-level bike that we can all appreciate and just flat-out has an exceptional ride. I can't see any drawbacks to this bike overall, though the flat-top bars are not my favorite. Other than that, the complete package is a formidable machine that is on par with any high-end bike out there. [R]

ANGLES

Measurements in centimeters [TT= top tube; SA= seat angle; HA= head angle]

SIZE	XS	S	M	L	XL	XXL
TT	52	53	54.5	56	57.5	59
SA	74.5°	74.5°	73.75°	73.75°	73°	73°
HA	71.5°	72°	73°	73°	73°	73°



THE LOW DOWN

PRICE/WEIGHT: \$3999 frame, fork, headset, E-Post/
15.2lbs. (w/cages)
SIZES: XS, S, M (profiled), L, XL
COLOR: Pro Team/Red
CONTACT: lookcycle.com

CHASSIS

FRAME/FORK: Ultra high modulus carbon fiber

WHEELS

WHEELSET: Easton EC90SL
TIRES: Michelin Lithion

COCKPIT

LEVERS/SHIFTERS: SRAM Red
BRAKES: SRAM red
HANDLEBAR/STEM: LOOK EDH/LOOK HSD
HEADSET: LOOK
SADDLE: fi'zik Arione Carbon
SEATPOST: LOOK E-Post

DRIVETRAIN

BOTTOM BRACKET: SRAM
CASSETTE: SRAM Red
CHAIN: SRAM 1090R
CRANKS: SRAM Red
DERAILLEURS F/R: SRAM Red