

2016 WHYTE REVIEWS

DESIGNED IN THE UK 



G-160 *Dirt 100*

605 *Enduro Mountainbike Magazine*

T-129 RS *mbuk* ★★★★★

901 *Test Winner mbr* 10/10

T-130 S YARI *Dirt 100 mbr* 10/10

802 *Hardtail of the year mbr* 10/10

T-130 C Works *mbuk* ★★★★★

DORSET *Best Value Bike 2015 Bikes Ect* 9.1/10

T-130 *Design and Innovation Award* 2016



WHYTE
PERFORMANCE BY DESIGN

WHYTE

Dorset £999

Brit-designed bike proves to be a dark horse

The first silly mistake you might make with the Whyte Dorset is to dismiss it on paper. For starters, it has the lowest-grade drivetrain in our test. Then there's its weight – at 10.41kg – it's easily the portliest of the three featured here. But take a closer look. This is a bike that has been crafted with love, with a real attention to detail. Touches like the British flag tucked into the seat clamp area have a real whiff of class, while the green anodised stem faceplate, seatpost clamp and skewers all make you nod and smile. The skewers are also a bolt-on type that are attached using a five-sided removable key – a distinct nod towards the bike's potential use as a super-smooth daily commuter.

While its looks might be subtle, the bike itself is a bit of a tough guy. Built and tested in Britain, the Whyte Dorset is designed to be ridden in every kind of UK weather. Mudguard mounts are joined by rear-rack mounts for anyone looking to carry a load, while tyre clearances are generous both front and rear. Even with 28mm tyres fitted there's plenty of room for mudguards, or alternatively, if you fancy bigger wheels, tyres up to 35mm in diameter.

Because of the extra height in the fork, the riding position feels higher and more upright, offering what our clearly smitten tester described as 'fantastic ride quality'. He also insisted his bike was the most comfortable of the three ridden, pointing enthusiastically at the 'great saddle', 'slightly larger volume tyres', and 'comfortable bars and bar tape'.

The Dorset's components impressed and although its drivetrain is only 10-speed, using mostly Shimano Tiagra, our tester insisted you'd be hard pushed to notice any difference. Like the Defy 1, this bike also rocks disc brakes, but in this case, TRP's Hy/Rd, which offer the convenience of cable operation with hydraulic callipers providing not just the extra power, but masses of modulation and feel, too.

With its solidity and indestructible wheels, this is one bike you can confidently take on any pothole-ridden road. As it's a bit beefier it's slower going uphill, but coming back down again it's a blast. We can sum this one up in two words – enormous fun!

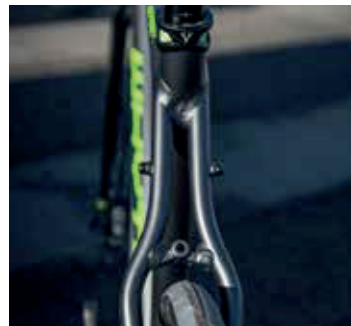


If it's comfort you're after, this is one bike that delivers in spades



GOOD

- **Ride quality** Superb comfort and a streamroller feel on poorly surfaced roads
- **Brakes** Great modulation and power at your fingertips
- **Downhill** Confident and fun when descending



PRICE: £999
WEIGHT: 10.41kg (size 54)
FRAME: Hydroformed aluminium frame, straight blade carbon fork
GROUPSET: Shimano Tiagra 10-speed
BRAKES: TRP Hy/Rd, 160mm rotors
CHAINSET: FSA Omega compact, 50/34t
CASSETTE: Shimano Sora 10 speed, 11-32
BARS: Whyte
STEM: Whyte
SADDLE: Whyte
SEATPOST: Whyte
WHEELS: Whyte Road Disc rims and hubs
TYRES: Maxxis Rouler, 28c
CONTACT: whyte.bike/gb



NOT SO GOOD

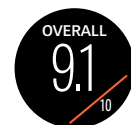
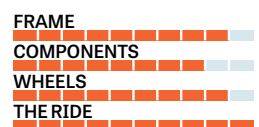
- **Weight** Heaviest of our trio, which hampers climbing
- **Drivetrain** 10-speed only, but performance isn't affected
- **High front end** This kind of geometry may not suit all riders



CONCLUSION

The Whyte Dorset offers a fantastic all-round package. It's a bike with real character and one that adds up to far more than the sum of its parts. Although it's clearly designed with commuters in mind, it's capable of so much more than just that. This is the definition of a versatile bike. 🚲

Rating





WHYTE DORSET

BEST-VALUE BIKE 2015

Whyte Dorset

WHEN THE WHYTE DORSET TURNED UP IN OUR OFFICE a month or two back, nobody predicted it would win the group test it was on, much less that it would get a place on the podium in our end-of-year gongs. It was heavier than the other bikes we tested against it, it was lower spec, and it seemed to be aimed more towards commuters than weekend warriors. And yet – once we got to know it – it stole our hearts. Its understated design ticks – such as a Union Jack badge tucked into the seat clamp area – hinted that its builders had put a lot of love into crafting this machine. Out on the road it proved a bit of a tough guy and an absolute blast to ride. At just under a grand, it's our pick for best-value bike. It makes us proud to be British. **£999, whyte.bike/gb**

The **BikesEtc AWARDS 2015**



Photography: Danny Bird

THE REVIEW | WHYTE 605 BUDGET 27.5 HARDTAIL
06.12.2015 by Trev Worsley



WHYTE 605

In a world where wheelsets regularly reach four figure price tags and top end bikes are more expensive than the average family car, it can be easy to overlook entry level price point bikes. But these are the bikes where most riders start their biking journey, and looking at some of the terrible bikes available it's amazing that any of us bike at all! Can the € 890 Whyte 605 27.5 Hardtail redress the balance?

Our reader survey revealed that 38% of readers will spend between € 2000 to € 3000 on their next bike, where there is a huge range of excellent bikes to choose from. But what if you have less than € 1000 to spend, the range of bikes doesn't look so appealing. Many brands seem to have lifted their frame geometry directly from the early 1990's, mixing super steep head angles with short, tall and clumsy frames that simply guarantee that you will not enjoy your first delicate steps into mountain biking. Brands focus on highlighting one component to draw in customer attention and give the sales staff something to promote, "it rides awfully, but it's got an XT rear mech – wow!".



Whyte have never accepted that first time riders should have to 'suffer through' on a bike with terrible geometry, and extend their concepts of good angles right down to their entry level 605 hardtail. The first thing that strikes you when you step onboard the Whyte 605 is a familiar and comfortable reach and standover. With a 627.9 mm top tube in the size Large and low standover height there is a feeling of spaciousness and control, and the trail friendly 68.5 degree head angle should be enough to stop the front from feeling like it will tuck at every opportunity.

One thing we were certainly not expecting on a budget hardtail was size specific 6061 tubing. Rather than using the same tube butting, Whyte customise their tube thickness for each size, it's far more expensive to produce bikes this way, but as the ride is so important it's an expense that Whyte are happy to take. Staying with the frame the unique S shaped stays improve mud clearance which is an important consideration for UK riders. The forged rear brake mounting on the dropout is bulky, but importantly helps to stabilize the stays and provide solid braking performance on the trail, which is a lesson many other brands should learn from.



Looking at the specification, it's clear that Whyte have focussed on reliability rather than pushing for any 'false promise' highlights. For the money the coil sprung Suntour XCR 100 mm fork is a very confident performer that offers comfort and a good degree of steering accuracy. The rebound is adjustable and features a lockout that allows you stiffen out the forks for maximum efficiency should you want to use the bike for commuting on the road. The 3 x 9 drivetrain is a mixture of Shimano Acera and Alivio, with 22-30-40 chainrings and a Shimano M3000 crank.



We were pleased to see Tektro Auriga hydraulic disk brakes as Hope Mini pads can be fitted for better performance. The wheelset features WTB SX-19 rims and WTB Nano 2.1 tyres that offer fast rolling performance on hardpack. We were especially delighted to see some very sensible touches like continuous cable routing which keeps the bike running sweet for longer, and the slot for the seatpost which is located on the front to stop all the crap from heading into the seatpost tube

Riding the Whyte 605.

Before we started this test we had to readjust our expectations a little, at just € 880 the complete Whyte 605 comes in cheaper than the price of many popular suspension forks so we could (and should) not expect electrifying performance in demanding terrain. However, in the trail centres and flowing trails where the bike is targeted, we discovered was a character filled gem of a bike that punches far above its price tag.



Climbing aboard the bike, the relaxed and easygoing geometry is instantly familiar and is a refreshing change from some of the clumsy competition. The long top tube, good standover and agile head angle add up to a stable and engaging ride on trail centre terrain, that is both efficient and enjoyable. While the stiff rear dropouts provide good cornering accuracy, the S shaped rear stays also offer a small degree of compliance, helping to soften out the most aggressive of impacts.

The Suntour XCR 100 mm fork holds its line well and the Tektro brakes haul down the speed well without juddering or fade. Of course if you push the bike into rough terrain it soon finds its limits, but for general trail bashing and trail centre fun, it's a great ride. It's hard to point criticism at such a great value bike, for sure the WTB Nano Tyres lack bite in all but smooth hardpack, and the 13.4 kg weight is a little lardy, but for £625 it's a total bargain. However one thing could certainly be improved and that is the 680 mm bar and 80 mm stem. The narrow grip reduces control and makes the bike feel cramped, in contrast to the confident feeling frame. We switched in a cheap 750 mm bar and 50 mm stem and the ride of the bike was instantly transformed, offering bags more control and precision.



Bottom line

The Whyte 605 is an exceptional bike for the beginner rider looking for a fun and comfortable bike on which to learn, offering incredible value for money. It's premium geometry sits in contrast to a budget price tag, and the reliable build kit provides more smiles for less. With the addition of a wider bar and a shorter stem the Whyte 605 would take a new rider from humble beginnings far into intermediate territory.

For more information check out the Whyte Bikes homepage

Words and photos: Trev Worsley

WHYTE 901

BIKE TEST



£1,199

SPECIFICATION

Frame 6061-T6 aluminium

Fork RockShox Sektor Gold RL, 130mm travel

Wheels Whyte hubs, Whyte Trail rims, Maxxis Ardent/Ardent Race 27.5x2.25/2.2in tyres

Drivetrain

SRAM S1000 chainset, SRAM GX r-mech and f-mech, X5 shifters

Brakes Avid DB3, 180/160mm

Components Whyte

Sizes S, M, L, XL

Weight 12.6kg (27.7lb)

Contact whyte.bike

GEOMETRY

Size tested M

Head angle 66.9°

Seat angle 72.4°

BB height 302mm

Chainstay 424mm

Front centre 729mm

Wheelbase 1,153mm

Down tube 715mm

Top tube 638mm

Reach 447mm

This bike really needs no introduction. It's the trail hardtail against which all others are measured, and for 2016 British brand Whyte has tweaked the winning formula to make it even better.

Thankfully, it's not a wholesale change, and in keeping with other bikes in the Whyte range the frame length has simply crept up by 20mm on all four frame sizes. Which means this year's size medium is the same length as last year's large.

All of the other vital stats that make the 901 such a great bike remain unchanged. It's still slack and super-low, which is just how we like it. One small tweak that doesn't affect that handling, but is an improvement nonetheless, is that the seat tubes have been made shorter to better accommodate dropper posts with more drop.

One big advantage of having such a low-slung frame is that it's super-easy to move the bike around unimpeded, making it lithe and nimble through the techie stuff. It also means that we are running close to maximum seatpost extension on the size M for seated climbing. A set-up which offers the maximum amount of flex and comfort from the seatpost. This simply wouldn't have been possible if the size M frame didn't have ample length in the top tube. And with two frame sizes bigger than the one we tested, there's plenty of headroom for riders who are taller than 5ft 11in.

SUSPENSION

If you wanted to, you could quite easily fit a longer travel fork to the 901, but we think that would mess up the handling by creating big swings in the geometry as the fork compresses. Also, 130mm doesn't

over-stretch the Sektor's chassis, so it's still plenty stiff enough. We removed the air spring top cap, hoping to fit some Bottomless Tokens to lower the volume and allow us to add support without having to go too high on air pressure, but it didn't have the necessary thread. In the end we simply added 20psi over the recommended pressure printed on the back of the fork leg to help prop the front end up. It still retained good small bump sensitivity, so it wasn't actually a bad compromise. Also, running the rebound at the open end of the range allowed the fork to sit up higher in the travel.

COMPONENTS

The 901 doesn't come with a dropper post, but the quick release is so smooth that, with a little practice, it's possible to flick open the lever and drop your saddle on the hoof. Also, markings on the back of the post make it just as easy to get the saddle back up to your optimum high for pedalling. Whyte's in-house saddle has a nice flat profile, but more importantly, it's got ample padding, that's not overly soft, and this really aids comfort.

Because we were running the seatpost at full extension, we pushed the saddle all the way forward on the head of the seatpost, just so we weren't sat too far behind the BB on the climbs. With that in mind, it would probably be a good idea if the L and XL sizes came with inline posts.

PERFORMANCE

Every time we test the 901 we're blown away by how good it is. Everything about it feels right and it makes you want to ride flat-out from the get go. The latest version

is no different. It helps too that the 901 is very quiet, thanks to the clutch rear mech and rubberised chainstay protector.

We're also surprised that Whyte has had it all its own way for so long. After all, there's nothing magical or, more importantly, patentable, about what Whyte has done; the 901's geometry is printed here for all to see.

Given the stellar ride quality of the 901 we'd be very surprised if more manufacturers didn't follow Whyte's lead. But for now, the 901 very much remains the hardtail to beat. In fact, the only downside to the 901 having such good handling is that it can get you into trouble faster than you can get yourself out of it.

VERDICT

Every once in a while, a bike comes along that defines a category. The Whyte 901 is one such bike; it's the best trail hardtail bar none. What makes it so good? In a nutshell it's the geometry. With its long, low-slung top tube, the reach feels perfect with the short 50mm stem that comes fitted as standard. The slack steering angle complements the short stem, and combined with the low BB height, the 901 feels sure-footed and confident in every situation. It's basically got the same angles and attitude as the best 140mm suspension bikes at sag, which means it can be ridden every bit as hard.

10

**TEST
WINNER!**
mbr

HIGHS
Attacking
every trail

LOWS
Ankles and
lower back take
a beating



Internal cable
routing is bang
up to date



Simple but sexy:
curvy seatstays offer
decent tyre clearance



Smooth quick release
almost negates the
need for a dropper post

Conclusion

In the introduction to this test, we made it pretty clear that we were looking for a step up in performance over the £1,000 bikes in our Hardtail of the Year test.

The good news is that Whyte and Kona have certainly delivered on that front. Both bikes have better geometry and sizing than the best £1k bikes, and this translated to more control and confidence, allowing us to push harder and have more fun out on the trails. Well worth the additional £200, then.

In fact, the Whyte 901 is so capable and eager to charge that the only ways we could think of to make it even better would be to add rear suspension, or dare we say it... plus-size tyres. OK, 2.8in tyres probably wouldn't fit into the 901 frame, but there's easily enough clearance for 2.5in tyres, and the BB height is low enough that they wouldn't mess up the handling either.

While we're on the subject of wheel size, Kona has delivered an impressive 29er in the form of the Honzo AL. With its low BB, super-short chainstays and rangy front end, it's the hardtail equivalent of the excellent Process 111. It needs to go on a diet, though, as it is 0.75kg heavier than the Whyte. The best place to start shedding fat would be the rubber — by simply swapping the steel bead tyres for Kevlar ones, you'd instantly save over 0.25kg of rotating weight.

In the introduction, we also said that the positioning of each bike within its respective range could affect the outcome of the test. Saracen was obviously the odd one out here, as the Mantra Elite is the top-end bike in a four-strong range, while the Kona and Whyte are considered entry-level, albeit for more experienced riders. Still, we firmly believe that newcomers and experienced riders alike can benefit from the improved handling that comes with better geometry, and with a few tweaks the Mantra could easily clean up in every category from £500 all the way up to £1,200.

Why isn't this happening already? The sad truth is that, more often than not, cheaper bikes don't get as much love from the manufacturers as the expensive ones. There's no extra cost associated with better geometry, though, and absolutely no reason why £500 hardtails couldn't be the exact same shape as our test-winning Whyte 901. If they were, new riders would have more fun riding them, we'd have more fun testing them, and the world would be an altogether better place.

So, if there are any bike manufacturers reading this test who want to know how to make the humble hardtail better, Whyte has already done the hard yards, so just copy the 901.



RANGE FINDER

Other bikes to check out

CALIBRE BOSSNUT

£999

If £1,000 is your upper limit but you still want maximum fun, the Calibre Bossnut is all you'll need. With 130mm travel, sorted geometry and flawless build kit, it's easy to see why we voted it Bike of the Year 2015. gooutdoors.co.uk



WHYTE 905

£1,650

The price of the Whyte 905 has crept up by £50, but it's justified. Swapping the RockShox Revelation for the new Yari represents a massive boost in steering stiffness. Adding a SRAM 1x11 drivetrain keeps the weight down too. whyte.bike





Whyte's 901 is as good as a hardtail can conceivably be

SPECIFICATION

Vital statistics compared

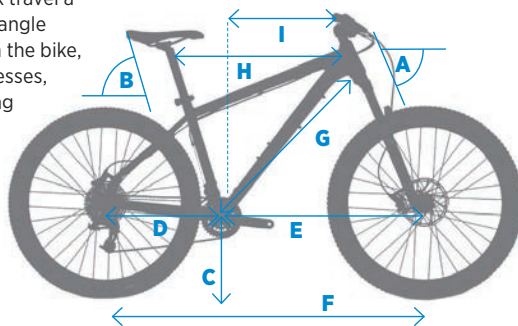
Make/model	Kona Honzo AL	Saracen Mantra Elite	Whyte 901
Price	£1,199	£1,199.99	£1,199
Weight	13.25kg (29.2lb)	12.1kg (26.7lb)	12.6kg (27.7lb)
Contact	konaworld.com	saracen.co.uk	whyte.bike
FRAME			
Sizes	S, M, L, XL	15, 17, 19, 21in	S, M, L, XL
Size tested	L	19in	M
Frame material	6061 aluminium	Triple-butted aluminium	6061 aluminium
Suspension fork	RockShox Sektor Silver TK	SR Suntour Axon RL	RockShox Sektor Gold RL
Rear shock	N/A	N/A	N/A
Front travel	120mm	120mm	130mm
Rear travel	N/A	N/A	N/A
WHEELS			
Hubs	Shimano/Novatech 15/142mm	Sealed bearing 15/142mm	Whyte 15/135mm
Rims	WTB SX25 29in	Kore XCD 27.5in	Whyte Trail
Spokes	Stainless	Stainless	Stainless
Tyres	Maxxis Tomahawk 29x2.3in	Maxxis Ardent/Crossmark 27.5x2.25/2.1in	Maxxis Ardent/Ardent Race 27.5x2.25/2.2in
GROUPSET			
Shifters	Shimano Deore 1x10	Shimano Deore 2x10	SRAM X5
Front mech	N/A	Shimano SLX	SRAM GX
Rear mech	Shimano Deore	Shimano SLX	SRAM GX
Crank	RaceFace Ride 32T	Shimano Deore	SRAM S1000
Bottom bracket	RaceFace	Shimano	SRAM GXP
Brakes	Shimano Acera	Shimano Deore	Avid DB3
Rotor sizes	180/160mm	180/160mm	180/160mm
COMPONENTS			
Saddle	Kona Trail	Kore	Whyte
Seatpost	Kona XC/BC	Saracen	Whyte
Handlebar	Kona XC/BC 760mm	Saracen 720mm	Whyte 760mm
Stem	Kona XC/BC 60mm	Saracen 70mm	Whyte Gravity 50mm
Rating			

ANGLE FINDER

Geometry: what the numbers mean

Because hardtails only have front suspension, the biggest change in geometry when you load the bike is in the head angle, not the BB height (unlike a full-suspension bike). As such, the more fork travel a hardtail has, the slacker the static head angle needs to be. Otherwise, when you sit on the bike, or point it downhill, and the fork compresses, the head angle steepens and the steering gets too nervous. This is why the Whyte 901 has a relatively slack 66.9deg head angle.

The reduced variation in BB height compared to a full suspension bike is why it can also have a 303mm BB height without constantly clipping pedals on the ground.



	Kona	Saracen	Whyte
A Head angle	67.2°	68.3°	66.9°
B Seat angle	71.8°	72°	74.4°
C BB height	307mm	321mm	302mm
D Chainstay	412mm	423mm	424mm
E Front centre	745mm	710mm	729mm
F Wheelbase	1,157mm	1,133mm	1,153mm
G Down tube	740mm	690mm	715mm
H Top tube	631mm	625mm	638mm
I Reach	460mm	442mm	447mm

BikeTest

29ER TRAIL BIKES
£2,600-£2,800

SERIOUS SWAG

Longer/lower/slacker handling plus stiffer SCR rear end Boosted to 148mm give the Whyte outstanding control and swaggering confidence

DIALLED DAMPERS

Fox's new 34 fork and EVOL rear shock reset the benchmark for lightweight trail control

WORTH THE WAIT

Our first production bike with Shimano's new 1x11 XT gearing has left us impressed

WHYTE T-129 RS

£2,750

Does our benchmark big-wheeled trail bike get even better for 2016?

So Good

Handling is an outstanding mix of easy 29er speed, enduro swagger and pop-and-hop agility

Brilliantly judged equipment list includes the latest benchmark resetting kit from Fox and Shimano

No Good

Limited rear space means 2.2in tyre is the max

Low belly means more crank taps

JARGON BUSTER

Front centre
Distance from the front axle to the crank axle. The longer it is, the more stable the bike is likely to feel.

EVOL
Fox's new shock has an increased negative spring volume to increase sensitivity without compromising support.

Whyte's designers admit their inventory would be simpler without a 29er in the line-up but they reckon the T-129 is the best bike they've built. We'd actually go further and say the new RS is one of the best bikes anyone has ever built, in price for performance terms.

The frame

While it looks the same, even in colour, the new frame has a one-degree slacker head angle, 25mm longer top tube, 35mm longer front centre and is 8mm closer to the ground. All the T-129 bikes now get the much stiffer, single-ring specific main pivot and chainstay design of last year's Works bike but in the latest extra-wide Boost 148 format. The internally clamped seat tube gets a neat rubber collar and the bearings are lifetime warrantied. Rear space is still limited though, with a 2.2in tyre the muddy maximum.

The kit

That means Whyte have sensibly specced 2.0in WTB rubber at the rear, relying on easy tubeless capability to add impact survivability. Hope provide the bombproof Boost 148 compatible

rear hub, which carries the wide-range 11-speed cassette for Shimano's brilliant new XT gearing. Brakes are also XT, while Race Face supply the single-ring Turbine cranks and the well-shaped cockpit is Whyte's own. A wipe-clean Whyte saddle tops the RockShox Reverb Stealth seatpost to complete an excellent value and usefully light complete bike package.

The ride

If we had to sum up why the big-wheeled Whyte has consistently been one of our favourite bikes it's because it always manages to place its wheels perfectly for minimal correction and total confidence. The 2016 geometry gives it even more self-corrective stability at speed and the new pivot architecture makes the back end feel even more tight and agile. While there's some twist in the skinny seatstay terminals and the big wheels inevitably flex more than smaller hoops, the big bar cockpit and Fox 34 fork still transmit feedback well.

While it's not as accurate in feel as the BMC, the long front end feels almost as swaggeringly arrogant as the Mondraker when you're surfing the very edge of tyre traction. Crucially for

the fun levels of the T-129, you can flick the back end round much more easily. This makes it the only bike on test that naturally hops, pops and plays with the trail like a smaller-wheeled bike and our test team were foot out and flat out from the start.

The new Fox EVOL shock has a more sensitive start than the 2015 Float but ramps up more through the mid stroke. This gives excellent traction but also increases support so you can really scythe the super-surefooted geometry through corners. The 'trail' setting moves this noticeable firmness into the start of the stroke for a powerful pedalling feel without kicking about too much and knocking you off your rhythm. The RS is very composed deep in the stroke too, making the 120mm (4.7in) of travel feel like a lot more. The short back end also decreases the effect of the bigger wheels' unsprung mass so it doesn't hang up or get caught on the bounce like the longer travel, longer chainstay Mondraker.

This all means that, while the 2015 bikes soon felt short on control when trying to chase 650b wheeled enduro bikes down serious descents, we had to properly smash the new Whyte through boulder runs or send it off 10ft



**IT'S THE ONLY BIKE ON TEST THAT HOPS,
POPS AND PLAYS WITH THE TRAIL LIKE
A SMALLER-WHEELED BIKE**

step-downs to find its limit. The shock is really set-up tolerant too, so you'll get a great all-round feel even with a provisional sag setting. The smaller volume rear tyre also feels more stable when you're getting sideways, though you still need to keep pressure relatively high. The new Fox 34 is an excellent ally up front too. The new FIT4 damping is seriously smooth off the top but stays composed and predictable deeper in the stroke,

refusing to waste travel or lose the plot however hard you dare push it into rocky, rooty, steppy or otherwise high-risk situations.

The way the bigger diameter wheels naturally carry speed better across rough surfaces is obvious compared to 650b bikes too. The rowdy Hope rear hub doesn't spare the feelings of frustrated smaller-wheeled riders when you sit freewheeling behind them as they mash the pedals. The

lightest wheel weight on test, impressively low overall weight and purposeful pedalling mean the Whyte wastes no time leaving them for dead when you stop coasting and get on the gas either. >>

MBUK

Flat-out fun yet super-versatile – the perfect example of how brilliant 29er trail bikes can be



THE SPEC DECK



	GHOST AMR LT 6 LC	MONDRAKER CRAFTY R	BMC SPEEDFOX 02 SLX-XT	WHYTE T-129 RS
PRICE	£2,699.99	£2,799	£2,600 (currently £2,210)	£2,750
DISTRIBUTOR	www.hotlines-uk.com	www.silverfish-uk.com	www.evanscycles.com	http://whyte.bike
WEIGHT	13.4kg (29.54lb)	14.49kg (31.95lb)	13.04kg (28.75lb)	13.55kg (29.87lb)
FRAME	Carbon fibre front triangle, aluminium rear triangle, 120mm (4.7in) travel	Aluminium, 130mm (5.1in) travel	Carbon fibre front triangle, aluminium rear triangle, 130mm (5.1in) travel	6061-T6 aluminium, 120mm (4.7in) travel
SIZES	XS, S, M, L (tested), XL	S, M, L (tested), XL	XS, S, M, L (tested), XL	M, L (tested), XL
FORK	Fox 32 Float CTD Evolution, 130mm (5.1in) travel	Fox 34 Float CTD Evolution, 140mm (5.5in) travel	Fox 32 Float CTD Evolution, 130mm (5.1in) travel	Fox 34 Float FIT4 Performance, 120mm (4.7in) travel
SHOCK	Fox Float CTD XV Evolution	Fox Float CTD Evolution	Fox Float CTD Evolution	Fox Float DPS Performance
HEADSET	FSA	FSA No.57	FSA No.57	FSA No.57
WHEELS	Hubs: Shimano Deore Rims: Ryde Rival 21 Spokes: Stainless butted Wheel weight: 2kg F, 2.58kg R (including tyres)	Hubs: DT Swiss M 1900 SPLINE Rims: DT Swiss M 1900 SPLINE Spokes: DT Swiss Champion Wheel weight: 2.19kg F, 2.7kg R (including tyres)	Hubs: DT Swiss M 1900 SPLINE Rims: DT Swiss M 1900 SPLINE 29 Spokes: DT Swiss Champion Wheel weight: 2.06kg F, 2.44kg R (including tyres)	Hubs: Whyte (F), Hope (R) Rims: WTB Asym i23 TCS 29in Spokes: DT Swiss Champion Wheel weight: 2.09kg F, 2.39kg R (including tyres)
TYRES	Schwalbe Nobby Nic 29x2.25in	Maxxis Ardent Exo Protection 29x2.4in	Continental Mountain King (F) and X-King (R) 29x2.2in	WTB Trail Boss 29x2.25in (F) and 29x2.0in (R)
CRANKSET/ BOTTOM BRACKET	Shimano Deore XT M785, 38-24t/ Shimano Hollowtech II	SRAM S1000, 36/24t/ SRAM GXP	Shimano Deore XT M785, 38-24t/ Shimano Hollowtech II	Race Face Turbine Cinch, DM 32t/ Race Face BSA
DERAILLEURS	Shimano Deore (F), Shimano Deore XT M785 (R)	SRAM X7 (F), SRAM X9 Type 2 (R)	Shimano SLX (F), Shimano Deore XT M785 (R)	Shimano Deore XT M8000 (R)
SHIFTERS	Shimano Deore (2x10)	SRAM X7 (2x10)	Shimano Deore (2x10)	Shimano Deore XT M8000 (1x11)
CASSETTE/CHAIN	Shimano HG50, 11-36t/ Shimano HG54	SRAM PG-1030, 11-36t/ SRAM PC-1031	Shimano HG50, 11-36t/ Shimano HG54	Shimano Deore XT M8000, 11-42t/ Shimano HG600
BRAKES	Shimano Deore, 180mm rotors	Formula C1, 180mm rotors	Shimano Deore XT M785, 180mm rotors	Shimano Deore XT M8000, 180/160mm rotors
BAR/STEM/GRIPS	Ghost Low Rizer Light, 700mm/ Ghost AS-GH1, 80mm/ Ghost lock-on	Mondraker Crafty R, 760mm/ OnOff Stoic FG, 30mm/ OnOff Diamond 1 lock-on	BMC MFB 02, 720mm/ BMC MSM 02, 70mm/ BMC semi lock	Whyte, 750mm/ Whyte Gravity, 60mm/ Whyte lock-on
SADDLE/ SEATPOST	KS LEV Integra/Selle Royal Seta	X-Fusion HiLo SLS/ Mondraker Crafty R	BMC MSP 02/ 'fi'zi:k Nisene	RockShox Reverb Stealth/ Whyte custom
DIMENSIONS				
FRAME ANGLES	Head 69° Seat 74°	Head 68.5° Seat 74.5°	Head 68.5° Seat 74°	Head 67° Seat 73.8°
VERDICT	MBUK ★★☆☆☆ A smooth cruiser with distinctively hard or soft suspension, but easily spooked on scarier trails	MBUK ★★★★★ Potentially crazy confidence and speed, but undermined by component compromises and weight	MBUK ★★★★★ Businesslike rather than playful, but a fantastically efficient, muscularly powerful, feedback rich all-rounder	MBUK ★★★★★ Flat-out fun yet super-versatile – the perfect example of how brilliant 29er trail bikes can be

WHAT OUR SCORES MEAN: We give each bike one overall score to sum up how it performs and its value for money. If a bike gets a score of five, it really is the best you can get in terms of both

★☆☆☆☆ Poor: simply put, don't bother ★★☆☆☆ Below average: flawed in some way ★★★☆☆ Good: it'll do the job and do it well ★★★★☆ Very good: one of the best you can buy ★★★★★ Exceptional: a genuine class leader



FINAL VERDICT

Getting back on a full stable of 29ers after a year of almost exclusively 650b bike tests has confirmed that bigger wheels are naturally smoother and faster on rougher trails. Keeping bigger wheels fun is definitely harder though, so who got it dialled from our foursome?

Ghost's AMR LT is a naturally smooth long-distance cruiser but it lacks the muscle to hold that speed when the trails get tougher and we're not surprised that the German brand will have a whole new interchangeable 650b+/29in wheel chassis for 2016.

We're disappointed that Mondraker have dropped the Crafty R in favour of a 650b version for next year though, because the Forward Geometry frame has outrageous high-speed confidence and control if you can

afford to upgrade past the component compromises.

BMC are definitely right to carry over their Speedfox chassis essentially unchanged because it's a standout stiff and authoritative frameset with highly efficient yet chaos capable suspension and handling. It's a bargain at the current reduced price too, though the 2016 bike will get a Fox 34 fork for an even more controlled front end.

Whyte haven't just added the superbly controlled 34 for 2016, they've gone with even more radical enduro style geometry up front and a stiffer frame out back. Add an outstandingly smooth yet controlled Fox shock, excellent 1x11 XT based equipment and the easy speed of 29in wheels and it's a perfect example of how 29ers can be brilliant fun trail bikes, not just blisteringly quick racers.

NEXT MONTH

£2,000 trail bikes

Does buying online bag you a bargain? **ON SALE 18 SEPTEMBER**

WHYTE 802 COMPACT

£750 / 650b / whytebikes.com

HIGHS: Confidence-inspiring riding position, frame and forks

LOWS: Tektro brake levers on the limit of reach for small hands

Unlike the other bikes on test, Whyte does not describe the 802 Compact as a women-specific model. Instead, it's a bike with more compact geometry that's available in smaller sizes to suit 'riders with shorter proportions'. That there is a woman riding the bike in the photos on the Whyte website, however, says a lot about the target market. As with most of the other bikes here, we had to cut down the seatpost due to bottle-cage bosses intruding into the seat tube — something that Whyte could easily manage without.

SUSPENSION

Being air sprung, the 100mm RockShox XC30 fork was very easy to set up for lighter riders, and it felt smooth and controlled from the off. One small aside, which is applicable to all RockShox air-sprung forks, is that while it's great having the handy recommended pressure settings printed on the back of the fork, if you weigh less than 63kg you'll be off the scale. If, like us, you find yourself in this situation, just keep dropping the pressure in 5psi increments below the lowest recommendation until you find a set-up that's comfortable and allows you to use most of the available travel. At 56kg we ended up running 80psi.

COMPONENTS

Immediately, the cockpit felt sorted. The grips were nice and slim with proper lock-on collars to prevent them from spinning on the handlebar when wet. At 680mm, the bar itself is a decent width, too, and the short 60mm stem felt a good match for the frame proportions. With the same Tektro brakes as the Specialized, we struggled once again to get the perfect lever position, but given that there was no shortage of stopping power, it wasn't really a deal breaker.



SPECIFICATION

Frame 6061 hydroformed T6 aluminium
Fork RockShox XC30 Solo air, 100mm
Wheels Alloy hubs, Whyte XC-22 rims, Maxxis Ikon 2.2in tyres
Drivetrain Shimano M391 chainset, Acera shifters and f-mech, Deore f-mech
Brakes Tektro Auriga
Weight 13.2kg (29.1lb)
Sizes XS, S, M
Size tested S

PERFORMANCE

Once set up to our liking, the Whyte simply flew, and being lighter than the Pinnacle and Specialized proved a big advantage on the climbs. It also made the bike easy to throw around and, combined with the smaller wheels, the Whyte offered confidence-inspiring responsiveness on tight, twisty singletrack.

Thanks to the more generous sizing, the Whyte was stable at speed, too. Confidence was boosted

further by the supportive, but active, 100mm travel RockShox fork, leading to increasing levels of trust as we let the brakes off on berms, steepes and drops.

With our weight centred on the bike, we could relax, hitting small jumps without the fear of the slightly nose-heavy landings we experienced on the Pinnacle. Indeed, the Whyte had us grinning from ear to ear and enthused every ride, whipping round berms, darting across rooty sections and blasting off drops with 100 per cent confidence.



60mm stem and 680mm bars made for a cockpit that was easy to control



Shimano Acera front mech and Shimano chainset

VERDICT

When choosing a hardtail, or indeed any bike, sizing, weight and good suspension are the key points to focus on. So while the Pinnacle descended well, the Trek was nimble and the Specialized balanced, the Whyte combined these elements better than the rest.

Furthermore, the Whyte 802 Compact offers the more experienced rider an engaging, fun ride, while still being able to inspire confidence in a new rider. It's definitely a bike that can grow with you as your skills and appetite for adventure blossom. Best of all, there isn't a single floral graphic in sight.

10

2016
DIRT
100



WHYTE G-160 WORKS

It's all a bit different at Whyte bikes these days - more colour, less angle, better value. I'd pencilled in the Whyte 905 for the Dirt 100, it is after all one of the finest hardtails you will find. It's what many people think of as what Whyte do best - making lovely hardtails so that people can go and beat their bodies well and truly. Never quite understood why people choose such a bike, it's partly down to the fact there's a perception that they teach you better skills which they don't (just different ones) and also that riding a hardtail is more pure - which is bollocks.

There's was a feeling that we should be obliged to put a hardtail in. Well enough is enough of that false love, if money is a concern buy yourself a T-130 SX which will offer you a whole world more fun and you'll not get beaten up in the process.

It's pretty crazy that this bike here though, the 160, is one of the most expensive bike Whyte now produce and that at £3999 you get such gems as Sram XX1 gearing and Guide RSC brakes. It's a full package and is bolted to one of Whyte's best looking bikes to date. It's upbeat, well proportioned and well made. But how does it ride?

Brilliantly well. It's a long bike in wheelbase, one of the longest size L on the market, and the reach at 495mm is close to the juggernauts being offered by the custom Nicolai frames offered by Mojo. But it's just right, it's manoeuvrable on the hoof where the slightly too long bikes become lazy and levered into the ground. The geometry numbers on the G-Works are about as good as it gets. The guys also point out that the head angle will also be never more than 66 degrees, something which company's such as Canyon should have thought of with their slightly too steep Strive.

It's a bike for charging down hills there is little doubt of that. But there are a few things to bear in mind before you do so. First up is the Monarch Plus air can which will need a look inside before you head off. We found it jam packed with spacers and way too fierce out of the box preferring around three that gives just about the right balance and support in the system. It's still a robust tune and don't forget to add a few tokens into the slightly wider Boost fork before cutting loose.

Out the back a Sram Boost rear wheel. This means 24 spokes. Our previous experience on Boost with low spoke count gave us a really surprising positive feedback taking some serious clatter to get the rim out of shape. On the G - Works we're talking 23mm full tubeless set-up rims but boy do these Sram Rail 40's flex like no other. Last year's 29" offerings on Boost were good for general trail use but we really do wonder about these on this bigger hitting bike. Nevertheless we've found the traction quality as the wheel moves in and around roots to be very impressive, fantastic for line holding that's for sure.

PRICE: £3999

WHYTE.BIKE

WHYTE T-130 S YARI

BIKE TEST



RockShox takes care of suspension duties, with 130mm travel front and rear

With four sizes on offer, all but the tallest riders are catered for

With a 760mm bar and stubby 50mm stem (size L), the T-130 S is ready to rip

Dedicated SCR (single chain ring) frame design for 1x11 drivetrain

£2,299

SPECIFICATION

Frame 6061-T6 aluminium SCR, 130mm travel
Shock RockShox Monarch RT Debonair
Fork RockShox Yari RC, 130mm travel
Wheels Sealed bearing hubs, WTB Asym i23 rims, WTB Trail Boss/Bee Line 27.5x2.35/2.2in tyres
Drivetrain SRAM GX1000 chainset, r-mech and shifter
Brakes SRAM DB5, 180/160mm
Components Whyte, RockShox Reverb Stealth dropper post
Sizes S, M, L, XL
Weight 13.6kg (29.9lb)
Contact whyte.bike

GEOMETRY

Size tested L
Head angle 66.1°
Seat angle 69.4°
BB height 331mm
Chainstay 421mm
Front centre 764mm
Wheelbase 1,185mm
Down tube 710mm
Top tube 631mm
Reach 467mm

We ran the 2016 Whyte T-130 S as a first ride in the November issue, and were blown away by its cutting edge geometry, killer spec and outstanding ride performance.

It helped, too, that the Whyte had all the latest features, including wider Boost hubs for stronger wheels, a dedicated 1x11 frame design for improved stiffness, and thoroughly modern geometry that wouldn't look out of place on a 160mm travel enduro bike.

We also said that, given the stellar ride quality, it was relatively easy to exceed the limits of the RockShox Revelation fork. Fast-forward two months and Whyte has already addressed this, replacing the Revelation with the new 35mm chassis RockShox Yari — basically a cheaper version of the Pike. Best of all, the price hasn't crept up with the switch.

SUSPENSION

Whyte dropped its signature Quad-Link suspension design a couple of years back for a more traditional four-bar layout and it's never looked back. As its name suggests the T-130 pumps out 130mm of travel, and it's easily the most accomplished full-suspension bike Whyte has produced to date. It's neutral under pedalling and braking, and there's really good small bump sensitivity without the back end ever feeling too soft. Actually, that's not 100 per cent true, as we did manage to bottom the Monarch shock harshly on the lip of a particularly kicky jump. So, if you intend to ride the T-130 like an enduro bike, it would be a good idea to fit a couple of volume reducers in the air can.

Riding it as hard as a 160mm bike simply wouldn't have been possible without the new Yari fork, though. The range of damping adjustment isn't a good as a Pike RCT3, but, it is every bit as stiff and it retains that pitter-patter small bump sensitivity that makes the Pike such a popular fork.

COMPONENTS

Whyte has been running short stems and wide bars for a while now, but the stems are even shorter this year to reflect the 20mm increase in top tube length. The icing on the component cake has got to be the 125mm drop RockShox Reverb Stealth. And, because the T-130 has a 1x11 drivetrain, Whyte can spec a right hand Reverb remote and run it under the bar on the left instead of a front shifter. Not only is this a more ergonomic position, it's also shielded by the handlebar. Whyte's attention to detail extends to the rubber boot on the hidden InterGrip seat camp, and a soft rubber chainstay protector for a blissfully quiet ride.

PERFORMANCE

Given how hard you can shred the T-130 S, it's understandable that we craved more tyre traction. Sure the WTB Trail Boss/Bee Line combo is predictable and offers good grip in dry conditions, but get that shallow tread in proper dirt and you spend more time going sideways than forwards. Once we'd fitted our Maxxis control tyres, the Whyte was off the leash, with nothing about the spec or handling to hold us back.

The poppy nature of the suspension on the T-130 S makes it easy to pick and choose your lines. It's not some fickle ride that needs taming though. As such, you

can still plough through terrain that would have most 130mm bikes running for cover. With the Yari up front, it's hard not to feel invincible, and compared to the Revelation, it's night and day in terms of extra control and confidence.

Capable as the T-130 S is on the descents, it's no one-trick pony, and can still rocket up the climbs with the best of them. The inline head on the Reverb makes it easy to keep your weight forward, even with the super short chainstays, while the ample length in the cockpit means the T-130 S is every bit as sure-footed on a rocky climb as it is shredding loamy corners on your favourite descent. It really is a bike that can devour every trail.

VERDICT

At the risk of sounding shallow, a bike's looks are really important, and not just from an aesthetic standpoint. If it looks right, chances are it will ride right. We think the Whyte T-130 S looks amazing and we know it has the ride quality to match.

With all the latest standards — like Boost and 1x11 — the T-130 S is also future-proofed, to a degree. Getting the technological jump on the big brands isn't what sets the T-130 S apart though. It's the sorted sizing, geometry and suspension that puts this 130mm bike in a class of its own. The competitive pricing obviously helps too.

10

**TEST
WINNER!**
mbr

HIGHS
There's never
a dull moment
on the T-130 S

LOWS
Needs more
aggressive
tyres to match
its attitude



Single-minded:
built for 1x11
drivetrains



Integrated seat clamp...
how long before we see an
integrated dropper too?



Longer top tube means
Whyte can lop 10mm
from the stem length



WHYTE T-130 S YARI

Cat quick 130mm singletrack trail ripper

Whyte offer their 130mm trail bike in five different component specifications from the base line SX at £1899 to the flagship Works weapon at £4499 the most expensive in the entire range of mountainbikes from the company based in the south east of England and designed in the Cotswolds.

“THE 130 IS ALL ABOUT SNAPPING ONTO A CRISP LINE THROUGH SINGLETRACK, HITTING DOWNSLOPES WITH PRECISION”

The 130 S is aluminium through and through, it doesn't boast any parts of mega high desirability such as XX1 or XTR but pretty middle ground Sram GX drivetrain. Don't be put off for this is an incredibly capable powerhouse and when matched with Sram Reverb Stealth, the superb Rockshox Yari fork and a solid wheelset, the T-130 S is up for it in an instant.

Taking it from the top, the ride is lively, the 130mm travel in closer contact with the trail than its stablemate the 160 Works. But it's for a different palate than the guzzling long traveller, the 130 is all about snapping onto a crisp line through singletrack, hitting downslopes with precision. Indeed much of the time this lesser travel bike demands more skills than might at first be perceived. Yes of course it can be bimbled through the undergrowth but that would be missing the point of the 130.

FOREFRONT

The ride quality of the T-130 S really does make us question the need for the higher priced bikes. Sram GX has not missed a beat, neither has any other part of the bike. Its been ridden hard, really hard and has simply come out smiling. In some ways its carbon stablemate could well be for a different type rider. This all-aluminium bike doesn't mind a touch of abuse. And why not that's what's it made for after all.



“Quality from front to back coming in at an affordable price of £2299 and excellent back-up service, the T-130 S has been one of the real finds of the year yet again pushing Whyte to the front of what’s happening not just in the UK but worldwide.”



Bike Test

NEW YEAR'S FINEST
2016 BIKES

ATTACK MODE

The low, long and slack geometry makes the T-130 C feel like a far more capable bike than its 130mm of travel might suggest

DIVE-FREE ZONE

Fox's latest 34 fork gets their new FIT4 damper, which lets you add low-speed compression damping in open mode to increase support

SINGLE-RING ONLY

With no front mech to worry out, Whyte have been able to widen the main pivot, helping to bolster frame stiffness

WHYTE T-130 C WORKS

FRAME Carbon fibre front triangle, aluminium rear triangle, 130mm (5.1in) travel **FORK** Fox 34 Float FIT4 Factory, 130mm (5.1in) travel **SHOCK** Fox Float DPS Factory **DRIVETRAIN** Shimano Deore XT M8000 w/ Race Face Next SL cranks (1x11) **WHEELSET** Whyte carbon rims on Whyte hubs, Maxxis High Roller II TR EXO 3C 27.5x2.3in (front) and Ardent Race EXO TR 27.5x2.2in (rear) tyres **BRAKES** Shimano Deore XT M8000 (180/160mm rotors) **BAR/STEM** Race Face SIXC, 760mm/Whyte Gravity, 50mm **SEATPOST/SADDLE** RockShox Reverb Stealth/Whyte **WEIGHT** 12.5kg (27.6lb), medium size without pedals **PRICE** £4,499 (complete bike) **CONTACT** Whyte Bikes <http://whyte.bike>

SO GOOD

Great geometry makes you want to ride on the limit

Balanced suspension

Frame feels taut and efficient under power

Whyte's stiff carbon wheels produce a good tyre profile

NO GOOD

Low-profile rear tyre will struggle if you ride natural trails



JARGON BUSTER

Reach

Horizontal distance from centre of head tube to centre of BB. Tells you how long a bike will feel when stood on the pedals.

The short-travel trail bike category is the scene of one of the fiercest fought battles we've seen in some time. Fortunately for Whyte, the latest incarnation of their T-130 doesn't pull any punches.

The frame

If you'd not guessed it yet, the 'C' in the name stands for carbon fibre. Whyte claim the new composite front triangle is 11 per cent stiffer than its aluminium counterpart, saving an impressive 580g when coupled with the new symmetrical back end, which is still made from alloy. The frame is single-ring specific, with no provision for a front mech. This has allowed Whyte's engineers to make the main pivot behind the bottom bracket (BB) wider, bolstering stiffness. The four-bar rear end has been widened too, and now has 148x12mm 'Boost' axle spacing. Whyte say this has increased stiffness by a further six per cent.

Geometry has been revised too, with the effective top tube length and reach on the medium size tested stretched to 611mm and 449mm respectively, and the head angle kicked out to 66.7 degrees. Smaller riders miss out on all these changes though, because the

carbon T-130s are only available in three sizes – medium, large and XL.

The kit

The top-tier Works bike comes with Fox Factory suspension units and Shimano's latest, crisp shifting XT 11-speed transmission. The own-brand carbon wheels feel solid and plenty stiff enough through high-load turns. If you can't quite afford the Works bike, there's a RockShox equipped model for £1,000 less.

The ride

Wrap your hands around the wide 760mm bar and you may be lulled into thinking the emphasis here is on descending, but start applying the power on the first climb and the T-130 C's taut, sprightly response will have you thinking again. Things feel stiff, responsive and efficient even when you're really cranking and we rarely felt the need to use the shock's low-speed compression lever.

The stretched out top tube means there's plenty of breathing room when seated, even with a stubby 50mm stem fitted. The 12.5kg weight and wide-range (11-42t) XT cassette don't exactly do the Whyte

any harm when climbing either. Wind your way into technical singletrack and the T-130 C's impressive handling shines through instantly.

The well-balanced geometry manages to straddle the line of agility and stability ridiculously well. Awkward nadgery sections of trail can be tackled with nimbleness and confidence. The low 332mm BB and stumpy 420mm chainstays add flickability for when things get really twisty, as well as keeping things fun and lively when the pace dips a little. On greasy natural trails you may want a more aggressive rear tyre though.

When you do get to stretch the T-130 C's legs, the supportive, progressive suspension and well thought through geometry make you feel like you can just keep pushing and pushing. Considering there's just 130mm of travel on tap, we were surprised by just how fast and with how much confidence we could attack the trail. **ROB** >>

MBUK

A seriously capable, well balanced bike that encourages you to give it a proper thrashing every time you hit the trail





FINAL OPINION

We were hoping our pick of 2016 shakers and movers would give us the wide range of special powers that make superhero films exciting, and we weren't disappointed. But which of these mountain bike Marvels will put your pants on the outside and give you a cape of crazy capability when you hit the trails?

If you get the build right, DMR's revived Trailstar has the strength, versatility and unerring stability to redefine what you thought was possible when you drop a hardtail into the hands of gravity. At the other end of the scale, if you want the ultimate floated ride and rough terrain grip combined with surprisingly easy speed at the flick of a

lever, Scott's Genius Plus is a great advert for the latest plus-size tyres.

Specialized's Camber and Transition's Patrol share similar suspension characters and are both growers rather than immediate grabbers as a result. The harder you ride the Patrol, the more its uber-grip ride and impact swallowing suspension become clear in every hard-carved corner, blasted boulder field and long wait for your mates at the bottom of the hill. Meanwhile, the quietly spoken Camber starts with a super-easy set-up and slowly becomes your best all-round biking buddy the more you explore its efficient rough terrain speed sustain, well balanced handling and impressive technical

trail confidence. If you're after maximum thrills though, two rides stand out.

With the Bronson II, Santa Cruz have combined locked down stability and vivid feedback with firm but forgiving suspension to create a superbly visceral high-velocity trail bike. When it comes to category-redefining performance though, the new semi-carbon Whyte T-130 C Works is an addictive combination of short-travel agility and responsiveness with outstanding front end grip and suspension control that'll reset your limits and expectations on every ride. Considering the super-bling spec it's cracking value too, putting its Sweet Sixteen win beyond doubt. ⚙️

SUMMARY



WHYTE T-130 C WORKS £4,499

A seriously capable, well balanced bike that asks for a proper thrashing every time you hit the trail



SPECIALIZED CAMBER COMP 29 £2,000

Smoothly efficient all-rounder that hides an impressively capable, grin building, quiet riot character



TRANSITION PATROL 2 £3,999.95

You'll need patience if you're Patrolling far, but this ultra surefooted impact eater is a proper bomber on the downs



DMR TRAILSTAR £2,600

A rock solid yet forgivingly smooth steel hardtail with enhanced versatility, but uncooperative on climbs



SCOTT GENIUS 700 TUNED PLUS £6,099

Allows some seriously reckless riding, but it's pricey and tyre choice is limited at present



SANTA CRUZ BRONSON II C S AM £3,999

If you like your trail bikes tough, tight, punchy and infectiously playful, the Bronson is a standout ride





DESIGN & INNOVATION AWARD 2016

POWERED BY ENDURO MOUNTAINBIKE MAGAZINE



D.I.A WINNER 2016: WHYTE BIKES T-130



UK brand Whyte have always championed a no-nonsense, geometry-focussed approach, building bikes designed to inspire and reward their owners. Their unwavering commitment to rider enjoyment is impressive: ahead of their time, they were among the first to embrace single-ring-specific designs to allow wider pivots for improved reliability and handling. The Whyte T130RS fuses very modern thinking with reliable components, and the result is everything an exceptional trail bike should be: affordable, intelligently designed, capable, confidence-inspiring, and above all great fun. Winning an award for its excellent handling, the T130RS will make you fall in love every time you wind it up to speed. Price: € 3600 Weight: 13.41kg

whyte.bike

Reprinted with the kind permission of Enduro Mountainbike Magazine

