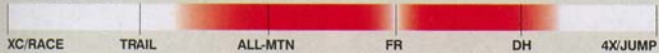


## CHUMBA RACING EVO

Price: \$6950 Contact: Plush Rides, info@plushrides.com.au

### Intended use



This small Californian manufacturer has been behind some of the fastest racers to ever grace a downhill track. The EVO is a freeride-all-mountain weapon that clearly reflects the Chumba Racing passion for descending!

### RIDE

With gussets on its gussets and massive CNC machined bits everywhere, the EVO certainly looks up to the job. Point the bike down a rocky chute, get off the brakes, and you'll soon find out that this is a book you can judge by its cover. The EVO is silky smooth over the roughest sections. The four-bar horst-link suspension set-up is remarkably supple through the first portion of travel and small and mid-sized hits become almost imperceptible. The combination of top-of-the-line Fox suspension front and rear gives the impression of floating over the chop, without even a hint of spiking on the bigger impacts. Chumba has made the front to rear balance of the EVO a priority in the bikes' design and the end

supple shock is inclined to bob a little. Dropping the travel on the front-end with the easily adjustable Fox Talas system helps to restore a more efficient uphill position, but the Chumba doesn't match the ascending of the Scott or Specialized. Interestingly, Chumba now offers a version of the EVO with a steeper seat angle.

### FRAME AND BUILD

Chumba bikes always have an industrial look about them, the EVO's angular tube formations won't appeal to everyone. But aesthetics aside there are some clever design touches, particularly the well made open-ended gussets and the use of double bearings on the swing-link pivots. Every tester marveled at the

**“This is not a bike for hucking off cliffs, it's a bike for shredding flat out descents.”**

result is impressive. Steeper terrain can be ridden without the need to hang your weight off the back dramatically and there is no need to consciously weight either front or rear wheel in the corners. While its central riding position instills confidence when bombing straight down, we needed a bit of time to adapt to the bikes' high centre of gravity. The tallish top-tube and bottom bracket and higher weight distribution lessened our confidence in faster corners at first. Luckily, the bike tracks well and the mix of supple suspension and grippy Maxxis treads maximised traction, and by the end of the test we were quite happily tipping the EVO into fast turns. The higher bottom bracket does come with its benefits such as the increased pedal clearance it provides over rocks and roots. The absence of pedal kick-back and the remarkable smoothness of the rear suspension means we could really lay down the power when other bikes would have given up. Chumba has decided to run a very slack seat angle on the EVO but this does detract from the frame's climbing ability. With the seatpost extended for climbing, weight is pushed further back and the

quality of the CNC work – the seatstay yoke and massive linkage plates are beautifully made and among best finished machine work we've seen. We weren't impressed by the skirny derailleur hanger – on a bike built for big hits it needs to be much more solid.

### SPEC

The EVO is available as a complete bike as well as frame only. This build kit is excellent. DT provides excellent, high-quality wheelset – the rims stayed nice and true and the freehub sounds expensive and crisp. As we've now come to expect, the Sram and Avid set-up worked faultlessly with crisp shifting and horrendously powerful braking. There is not a bad word to say about the performance of the Fox DHX 5.0 air shock or the Fox 36 RC2 fork.

### VERDICT

It may not win the race to the top, but it will out-descend nearly any other 6-inch travel bike available. Its racing heritage shines through – this is not a bike for hucking off cliffs, it's a bike for shredding flat out descents. It will make you feel invincible when the trail turns rough.



### AT A GLANCE

Handling ★★★★★  
Build Quality ★★★★★  
Geometry ★★★

### GEOMETRY

These figures are based on a medium-sized bike.

Weight: 16.3 kg

