

RATING
7.5


CHUMBA RACING EVO

Price \$7470, (\$3500, frame only) **Contact** Plush Rides, info@plushrides.com.au
Intended use

XC/RACE TRAIL ALL-MTN FR DH 4X/JUMP

The Chumba Evo is undoubtedly the biggest and baddest bike on test. A massive mix of gussets and giant CNC-machined linkage plates leave no doubt that this bike is built with the downhill side of all-mountain riding in mind.

RIDE

Much like the Chumba F5 downhill bike which we tested a few issues back, the Chumba Evo is almost too smooth. Hitting the roughest sections at full pace we struggled to imagine that we could go any faster, even on a full-blown downhill bike. The combination of a Fox DHX 5.0 shock and Fox 36 fork is incredible – you hover above the roughest terrain and never once does the suspension spike or become unsettled. Straight line, rocky chute bombing is what this bike craves. The tall bottom bracket leaves you feeling perched a little high though, and the bike isn't as comfortable in high-speed turns as a

meaty plate gussets you cannot help but be impressed by the incredible machine work. The huge linkage plates and seatstay yoke are beautiful, but also probably represent a serious contribution to the bike's significant weight. Double-bearing pivots keep the four-bar link rear-end fairly stiff although the long suspension links do twist a bit when really pushed. The front to rear balance of the bike has obviously been a design focus and this comes across in the settled stability of the frame in rough terrain. But whilst weight is centrally located it is also placed quite high in the frame and, combined with the high top tube, this exacerbates the top-heavy feel we detected when tipping into corners.

SPEC

Once again the Fox and Sram combo is dominant with very little room left for upgrades! Strangely, we did have

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result, especially as the tyres are less than inspiring. On the upside there is plenty of clearance to allow you to keep on pedalling over the rocks and roots without fear of clipping the ground. With such smooth rear suspension the bike can be sprinted over chattery terrain without the rear wheel breaking traction at all. Uphills aren't nearly so exciting and you feel every ounce of its 16kg mass. A slack seat angle put our weight over the rear when we cranked up the seat height and this has the effect of magnifying any suspension bob. Winding up the Pro-Pedal adjustment on the shock helps, as does locking down the fork, but it couldn't disguise the extra kilos the Chumba carries compared to the other bikes.

FRAME AND BUILD

The construction style of the Evo certainly will divide riders – the word Meccano was mentioned more than once by testers. Even if you aren't a fan of the odd tube formations and

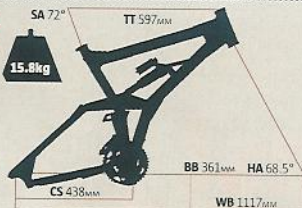
a few dramas with the usually reliable Fox 36 RC2 fork to begin with. The fork kept sinking into its travel after a few big hits and would not return until we fiddled with the TALAS travel adjustment dial, at which point it'd re-extend only to lock down again on the next big hit! Luckily the problem just totally disappeared after a day's riding. We were happy to see quality DT hubs and rims, but the WTB tyres aren't great – suffering from soft sidewalls. Testers raved about the WTB saddle.

VERDICT

We had the most fun on the Chumba and loved the invincibility it brought us in the rough and if these were the grounds for deciding a winner, the Chumba would take it, hands down. But climbing is the necessary evil of all-mountain riding and the Chumba lags behind the rest on test here. If it could shed the extra three or so kilos without sacrificing the killer downhill ride then this bike would be unbelievable.

AT A GLANCE

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



GEOMETRY

These figures are based on a medium-sized bike.

