

EVERTI 29R

TESTER:
Shannon Mominee
AGE:
36
HEIGHT:
6'
WEIGHT:
175lbs.
INSEAM:
33"

VITAL STATS

COUNTRY OF ORIGIN:

Taiwan
PRICE:
\$1595.00 (frame)
\$3750.00 as built

WEIGHT:
3.68lbs. (size large frame),
26.3lbs. as built with pedals

SIZES AVAILABLE:
Small, Medium, Large (tested)

CONTACT:
www.evertibikes.com



PHOTO: MAURICE TIERNEY

Kurt Knock, founder of Everti Bicycles, has been designing titanium frames in Duncan, BC Canada since 2000. Having fallen into the passion of cycling in the '80s racing BMX, he soon branched out into mountain biking, cyclocross, road racing, and time trials. Kurt still races and rides one of his original Synergy model frames. Knock's cycling experience has provided him with a wealth of knowledge that he applies to his custom and stock frames, while local riders sponsored by Everti provide feedback for further refinement.

The 29R joined the lineup in 2008 after the Everti team created a number of custom 29"-wheel frames and dialed in the geometry. The 29R is exactly what it sounds like—a big-wheeled, hardtail, titanium beauty with welds of stacked coins and a brushed satin finish. It's constructed of double-butted 3/2.5 titanium tubing with bi-axial oval top and down

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tubes, tapered oval to round "S" bend chainstays, and tapered seatstays. A mini-gusset welded to the head tube/down tube junction helps distribute force from the fork over a greater section of the down tube.

My size large tester has a 4.3" head tube and a 24.21" effective top tube that joins the seat tube below the seatstays for maximum standover clearance. Welding the seatstays above the top tube junction provides the support needed to withstand the forces from the seatpost and rider. Ample space for the fork crown to clear the down tube is also incorporated into the design. Small things like a

drain hole in the underside of the bottom bracket, full-length cable housing guides, welded titanium bottle bosses, and a titanium seat tube without the use of an aluminum sleeve not only prevent corrosion, but also demonstrate attention to the functional details.

Everti's 29R is designed around a 100mm travel fork. A Fox F29 RLC was the candy provided for shock absorption and steering. To settle my sweet tooth, I pumped 100psi in the fork with the low-speed compression set three clicks from softest and the rebound one click away from fastest. The drivetrain and shifting is all SRAM X.9 with Twister shifters. The X.9 components never skipped a beat or missed a gear. Personally, I couldn't get used to twist shifting—having to readjust my grip to switch gears, and not being able to brake and shift simultaneously isn't for me. Avid Elixir R hydraulic brakes provided

plenty of stopping power with a 165mm rear rotor, and finally a bike company spec'd a 180mm rotor for the big front wheel! Thanks Everti!

My first few rides aboard the 29R were in snow and soft mud. Although the Maxxis 29x2.1" Igniters handled snow well, they became slippery when encountering mud. In such conditions I couldn't get a realistic feel for how the bike handled. What I did notice was that the frame fit me and I was comfortable while remaining in control. My only discomfort came from the Fizik Gobi XM saddle, which I swapped out after three rides for my old standby. As the trails dried, the bike's handling



PHOTO: MAURICE TIERNEY

characteristics became apparent. I found myself taking turns sharper than I do with my personal 29"-wheeled bike and having more fun popping over kickers in the trail.

The 43.7" wheelbase and 17.5" chainstays are both a quarter-inch longer than my personal bike and other 29ers that I've tested, and the Everti seat tube angle is steep at 74°. This geometry provides more rear tire/front derailleur clearance. The Easton EC70 seatpost with a 10mm setback, combined with the longer seatstays, effectively placed my weight over the rear wheel in the same position as a slacker geometry/short chainstay bike. Everti does recommend using a setback seatpost.

With a 71.5° head tube, carving through tight switchbacks and making split-second line decisions came easily and the bike reacted quickly. I found myself making turns that I usually overshoot and having more time and control to reset my position and weight for the next series of turns. Lifting the front wheel to jump or roll over fallen trees and built-up obstacles felt light. If I screwed up a landing I seemed to always have time to spare and steer back on course to avoid a crash.

The 29R remained stable on the downhills and its responsive handling allowed

me to be confident, hold the line, and enjoy the ride. Bontrager's Race X Lite wheelset remained true and spun free for the testing duration. Paired with the Fox F29 fork and titanium frame, I had one fast bicycle that gave a smoothed-over feeling to a particular rocky group ride. With said wheels and tires, the bottom bracket height from the ground is about 11.5" and provided enough clearance to keep the pedals from smacking against rocks. I never felt like I was sitting high and having my weight in a central position on such a compliant frame reminded me of snowboarding. A little body English to either side could get me around downed branches and debris without breaking momentum.

Remaining in the saddle and doing short bursts of climbing or longer steep sections, I only needed to slide slightly forward on the saddle to be in a comfortable climbing position and keep the front wheel down. Standing and climbing on a light frame (2lbs. lighter than my 29er), paired with a wide 26.5" Ritchey WCS Carbon bar and a stiff Truvativ Stylo 3.3 Team crankset, couldn't have felt better. My energy went straight to the rear wheel. I also climbed in one gear higher than I typically ride on my personal bike through the same



PHOTO: JUSTIN STEINER

sections. This could be due to riding lighter, skinnier tires and a lighter frame.

Before this test I only had one other opportunity to ride a titanium frame at length and wasn't impressed by the ride quality or geometry. The 29R lived up to my expectations of what a titanium frame should feel like—vibration-damping, responsive, solid, and light.

The Everti has a compliant, all-day ride quality to it that provided me with endless comfort in the saddle. I didn't feel every jarring bump, jitter, and hit in the trail, as perceived on an aluminum frame, nor am I carrying the weight of a steel frame. I still felt plenty of trail feedback, but with less vibration. Having to spend less energy combating vibrations translates into energy I saved for the pedals and more time living in the woods.

So, whether you pronounce it E-ver-TEE (Latin for overthrow, turn upside down, or conquer) or Ever-TI (Ti bikes are forever) the ride quality and craftsmanship is the same, and I think I'm keeping this one. Custom and stock frames can be purchased directly from Everti, if your local shop isn't yet hip to this Canadian brand. A 5-year warranty and a lifetime of smiles are included.

Dirt Rag Go To

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Go to our website, find the green box to the left, and enter "18" to find Shannon's testing blog on this bike.