

2015

2015 WHYTE BIKES REVIEW REPRINT
Best of British - tested and scored

WHYTE REVIEWS

BIKES REVIEWED

Whyte's T-129 SCR Works

Whyte's G-150 Works

Whyte's G-150 S

Whyte's T-130 SCR Works

Whyte's 901

Whyte's 905

Whyte's Strawberry Hill

Whyte's 802

Whyte's Dorset

Whyte's Stirling

**Whyte's UK designed bikes
tried and tested by the most
respected mags and websites.**

**WHAT
MOUNTAIN
BIKE**

"Whyte's G-150 Works is a seriously fun and superbly equipped technical trail bomber."

mbr

Rides the new
T-130 Works SCR

"It's the best Whyte full-sus to date."

**THE
dirt
100
2015**

Whyte 905

"The best trail hardtail bar none."

CYCLING PLUS

Whyte Dorset

"Classy commuter built for bad weather"

Text is quoted from the Whyte T-129 SCR review first published in MBUK magazine, available from Apple newstand and Zinio.

You can also scan the QR code below to read the complete review on bikeradar.com

"With spot-on angles and a wishlist kit spec, the T-129 Works SCR is hard to fault"



WHYTE T-129 WORKS SCR

Spot on angles and a wishlist spec

T-129 WORKS SCR - FIRST RIDE £3099

With their design team based in Cheltenham, Whyte are dedicated to making bikes that work in wet and muddy British conditions. The T-129 was already a great bike, but 2015 sees the overdue addition of an XL frame size along with the option of a single-ring specific symmetrical chainstay design, as featured on the Works SCR model.

Frame and equipment: SRAM X1 drivetrain, a RockShox Pike and a new XL frame size

Made from 6061-T6 aluminium, the T-129 has a tapered head tube, dropped top tube and Whyte's trademark Intergrip integrated seat clamp. This Works SCR model differs from the cheaper T-129 S and T-129 Works in that it's designed for use with a single chainring, which means Whyte can make the main pivot wider and the chainstays symmetrical, in turn stiffening up the whole bottom bracket area.

A Horst-style chainstay pivot completes the four-bar linkage suspension design, which drives a top-tube-mounted Fox Float CTD

shock, delivering 120mm (4.7in) of rear travel. Cable routing is internal (with rubber grommets to keep water out of the frame), there's a neat cable guide on the BB shell and bosses for both a Crudcatcher and a single bottle cage.

A 120mm (4.7in) travel RockShox Pike fork mates well with the Fox-controlled rear end, and SRAM's light but tough ROAM 40 wheels are paired with Maxxis High Roller II and CrossMark tubeless tyres. A RockShox Reverb Stealth post adds to the fun factor. The finishing kit is all Whyte branded, including a tidy 40mm stem and 750mm bar.

Ride and handling: big wheels and controlled suspension lead to a confident ride

The frame feels stout but not heavy – our XL bike came in at 13.49kg. The symmetrical chainstays and wider pivot behind the BB shell are to thank for the robust feel, making the bike more confident-inspiring than other mid-travel 29ers, which often fall into the 'light and flexy' category.

This 120mm rig feels more like a big-hitting 160mm bike on the trail. The

suspension action is supple, progressive enough to eat big hits and very efficient – we never ran the CTD shock in any setting other than fully open.

The big wheels and controlled suspension mean you can push the 120mm of travel beyond what you'd normally expect of a bike with these sorts of numbers. The geometry is bang on too.

The 68-degree head angle is steep enough to keep the big wheels feeling lively, and the short 432mm chainstays and low 532mm bottom bracket help the front end pop up with ease. Couple that with a lengthy top tube, short stem and relatively wide bar, and this is one hell of a trail ripping package.

We love that Whyte have finally offered an XL size too – and it's perfect on this model.



"The T-129 is surefooted, very capable and a hell of a lot more fun than a 120mm 29er really should be. We love it"

G-150 WORKS

Ian and Andy from UK innovator Whyte make for without doubt one of the keenest and most pro-active designer and brand manager teams in the business. Ever since the brand launched with the radical PRST-1 linkage fork bike 15 years ago they've seen their relatively small, UK only situation as a strength not a weakness. They don't have to think of a bigger global or even European market so can properly focus on the latest trends and vital touches for British riding. They also keep us constantly in the loop on their latest developments so it's no surprise that their significantly evolved G-150 is one of the first 2015 bikes we got to ride. They were already early into the 650b wheel fray with the G-150 last year, and Whyte's trademark slack and low geometry and spot-on component selection made it a potentially standout machine. On the trail though, significant twist between front and rear end really choked its suspension performance so it never felt as surefooted and secure as it should have done. That made the words "It's 25 percent stiffer" from designer Ian when he showed us the main pivot of the new bike even more significant.

Frame and equipment: single-minded approach

With even single figure increases in frame stiffness being a big deal for most frame manufacturers this shows two things: a) the old frame was definitely very flexible and b) Whyte has done something very significant. It's easy to see the biggest difference too.

The previously narrow main pivot stance has been widened by 20 percent on the SCR frame because it's now a totally single ring specific design. That means there's no need for a big seat tube offset to make room for the front derailleur and the super-short chainstays are now symmetrical, with a big increase in size for the driveside section. There's a new stiffer mainframe tubeset tying the front end to the tauter rear end.

Going 1x11 also reduces overall weight, simply by removing a lot of components from the equation. That means the alloy Whyte isn't far off a lot of more expensive carbon bikes in terms of mass.

Ride and handling: G is for Gravity

Like all Whyte bikes we've ever ridden it pedals well too, with enough stability in mid-compression mode to stamp hard



Read the G-150 Works review on [BikeRadar.com](https://www.bikeradar.com)



Read more G-150 Works reviews



WHYTE G-150 WORKS

Seriously fun and superbly equipped

"Trail blasting Brit gets some backbone"

without it sucking up your effort. The top spec triple compound High Roller II rubber also rolls better than it looks like it will. The long front end means plenty of breathing space on climbs too so it's fine for DIY gravity days without an uplift or heading out across the hills for wild thrills.

That's not to say the Whyte is an instantly easy bike to ride straight from the shop. That long front end combined with the super-slack 66.5-degree steering angle does mean you'll need to swing it the long way round on switchbacks. If you're not used to a slack bike, the way it wanders on climbs can be irritating at first.

Point it downhill though and the numbers really start to add up. If you're muscling it through sections at slow speed or driving hard through random ruts, roots and rocks there's still some flex through the relatively light frame – particularly the unbraced seatstays and skinny shock linkage – compared with heavier category leaders. Let it run though and the front end naturally self corrects, the frame finds the path of least resistance and it'll hook and hold a tighter line than you'd first expect.

RockShox' Pike rounds out a SRAM dominated build kit

The RockShox Pike totally deserves its

reputation as the benchmark enduro category fork, with an outstanding amount of control right across the range. Chewing gum-style stiction across small bump chatter? Corner-boosting confidence of super-stable mid-stroke damping? Slap-free catch and fast recovery of seriously big hits whether they come singly or so fast you're just hanging on and hoping? Whatever questions you ask, Pike's Rapid Return Charger damper has the answers.

The rear wheel also immediately feels a lot more planted through hard carving turns than the 2014 bike. We had some initial problems with the rear shock, but stripping down the extra volume air sleeve revealed it had been supplied with a full set of volume reducer rings. Pulling those out immediately created the baby bottom smooth stroke Whyte intended. This kept the back end glued to the ground over small stuff but sucked up cascades of successive drops, boulders or big single hits with seamless control.

The short back end makes it really easy to manual and get dynamic with your riding, encouraging you to properly get stuck in rather than sit there as a passenger. Steering balance is also spot on at speed with tons of traction feedback through the super-stiff 35mm bars. Really aggressive riders may want to add a couple of volume reducers back into the shock or run the mid-compression mode even on descents to stop the relatively linear back end squishing too deep if you really drive it through corners.

It's worth investing some time and tuning knowhow to get the G-150's rear end dialled to deliver its full potential

As you'd hope from a Works model the supporting componentry is ideal for pushing the G-150 to its maximum potential. The SRAM Rail wheels have proved seriously bombproof yet responsively light in standalone tests and repeat that impressive performance here. The High Roller tyres maximize grip in a wide range of trail conditions to underline the naturally agile and aggressive character with a seriously surefooted trail connection.

The new Avid Guide RSC brakes also put a fantastic amount of impressively consistent control and plenty of power at your fingertips. The RockShox Reverb Stealth seatpost and Fizik Gobi XM saddle are proven multiple award winning choices too. Whyte's part of the bargain is also impressive, with generous tyre clearance, a new totally sealed seatpost clamp and lifetime warrantied pivot bearings all making it ideal for the kind of all-weather hammer its addictive riding character is likely to encourage.

Get this G-150's suspension set up right and its handling balance and outstanding kit selection is an absolute blast to unleash on your local trails or take a top three place in the world's most mental mountain bike race, the Megavalanche.

WHAT MOUNTAIN BIKE ★★★★★

"Tune it right and Whyte's G-150 Works is a seriously fun and superbly equipped technical trail bomber."

NEW BIKES

First rides

SWINGING A LEG OVER WHAT'S HOT THIS MONTH

WHYTE G-150 S

£2,779 / 650b / whyte.bike

NEED TO KNOW

- The first 1x specific trail bike using a SRAM X1 drivetrain
- 150mm-travel hardcore trail/enduro race bike
- Reworked tubing for improved stiffness and a neat integrated seat clamp
- All three frame sizes designed around a 50mm stem

Whyte's big-hit trail bike liberates the design potential of a dedicated single-ring set-up

From the moment we first saw SRAM's single-ring XX1 groupset back in 2012, we knew it would only be a matter of time before bike designers took advantage of the new technology to influence the frames of the future. And sure enough, after Whyte announced its single-ring specific T129 a few months ago, here's another one — the long-travel gravity/enduro G-150 S.

Designing a bike around the 1x11 SRAM drivetrain is a brave move as it limits choice for the consumer, but eliminating the front derailleur does allow you to make some bold changes to the frame. Firstly, Whyte is

able to run symmetrical chainstays, which are much stiffer than the conventional asymmetrical versions you see on bikes with front mechs. No front derailleur in the way means the main pivot can also be wider, and this puts less leverage on the bearings, so they should last longer. The straight chainstays mean that pedalling is much more direct, and losing the derailleur, chainring and all the other paraphernalia associated with front shifting also saves about half a pound in weight.

While re-designing the swingarm, Whyte also took the opportunity to tweak the G-150 S's mainframe. The straight pipes on

last year's bike are now shaped and curved, there's a fully sealed integrated seat clamp called InterGrip, and the dropper routing now follows a more direct route through the down and seat tube (you can actually see it cross between the tubes in the pictures) rather than into the seat tube from the side. The same frame is shared across both G-150 models, the S here and a top-end Works version that retails for £3,999.

Straight chainstays mean pedalling is much more direct



Geometry leans toward hard trail/enduro riding

SPECIFICATION

Frame 6061 T6 aluminium front triangle, SCR rear triangle
Shock RockShox Monarch DebonAir RT3, 150mm travel
Fork RockShox Pike RC, 150mm travel
Wheels Whyte hubs, WTB frequency Race i23 rims, WTB Vigilante/Trail Boss tyres
Drivetrain SRAM X1
Brakes SRAM Guide R
Components RockShox Reverb Stealth seatpost, Whyte stem and handlebar
Sizes S, M, L
Weight 13.5kg (29.76lb)

GEOMETRY

Size ridden M
Head angle 66.5°
Seat angle 74.5°
BB height 343mm
Chainstay 425mm
Front centre 744mm
Wheelbase 1,169mm



Wider pivot stance is stiffer and more durable



Single ring: minimum fall, maximum fun



G-150 S benefits from DebonAir sensitivity

When we tested the cheaper G-150 last year we were amazed at how Whyte was able to offer such a high level of equipment for the money — and this year it has upped the ante even further. Highlights include the RockShox Pike fork, Monarch DebonAir RT3 rear shock, a full SRAM X1 groupset and the latest SRAM Guide disc brakes. Whyte has even ditched the eight-year-old WTB Wolverine rear tyre for a more up-to-date Trail Boss to complement the excellent Vigilante on the front.

There are plenty of longer-travel trail bikes on the market with SRAM 1x11 as standard, but most also come with the redundant frame architecture for a front derailleur, usually in the form of an ugly direct mount half way down the seat tube. In comparison the Whyte G-150 S just looks a lot cleaner

and sleeker, and the fact that it's also stiffer, lighter and better specced goes to show that sometimes less really is more.

Paul Burwell

mbr 1ST IMPRESSION

✓ WE LOVE

Ready to race out of the box, excellent specification for the money including 1x 11 drivetrain, RockShox Pike fork and proper tyres suited to the intended use.

✗ WE HATE

The handlebar needs to be wider and the hubs aren't the most reliable. Also there's no XL frame size.

TESTED

FOR THE IRON HEARTED

THE WHYTE T-130

PHOTOGRAPHER: ANDREW RAILTON TESTER: MIKE BLEWITT

We have tested a number of dual suspension bikes from Whyte in the past couple of years, and the British company has been on the money with each model by making fairly visually understated bikes that perform brilliantly. The T-130 is a new model for 2015, it's a 27.5" wheeled 130mm trail bike platform, and we have the Works SCR model on test, the highest in the range. It's a different frame to their 2x models, with no room for a front derailleur, but also a different swing arm. More on that later.

With the T-129 also in the Whyte range, riders after a trail bike from Whyte now have the choice of a smaller wheel with a bit more travel, or more wheel with less travel. What remains is the construction, details, geometry and handling that Whyte pride themselves on.

INITIAL IMPRESSIONS

Alloy bikes from Whyte have often looked quite industrial. One of the changes on most alloy models from Whyte for 2015 is the integrated seat clamp. Many companies have chosen to use hidden clamps for aesthetics, and it makes for a cleaner line. Whyte can run a very neat rubber seal on the seat tube, one of the many hallmarks of 'all weather' ability that they use to distinguish themselves. With cables running internally (including the last length to the rear derailleur), the Whyte runs a clean profile – although you might need to get your shop to get the lengths just right once your cockpit is set up, for the neatest appearance and less chances of snagging cables.

The rear end is pretty special, despite a utilitarian appearance. By creating a single-ring specific frame, Whyte don't need to drop the height of the drive side chain stay, or make it narrow enough to clear an inner ring. The bonus here is a broader lower pivot that should increase bearing life and make for a stiffer rear end. Whyte seal their bearings so well that they back it up with a lifetime warranty on all bearings. With a standard threaded bottom bracket shell and inserts for the disc brake bolts, you end up with a pretty low maintenance frame. As you would expect with a British bike, the rear end has plenty of mud clearance, and there are even mounts for a down tube mudguard.

Setup was pretty easy, using the suspension guides for the RockShox Pike and Monarch Debonair RT3. I'm not the most aggressive rider, so I ran on the lower range of recommended pressures. Tyre pressure was a little different, and I ran a little higher after a lot of squirm and some rim donks on my first ride out. I've become more used to a wider rim profile that supports lower

pressure, which isn't something the Roam 40 wheels have. Their profile did setup tubeless very easily, with FRM sealant. They didn't burp in the whole time testing.

In the workstand, the rear derailleur did not want to go into the 10 tooth sprocket. Without the cable done up, or the lower limit screw touching anything, it still couldn't be coaxed in – except by force. But it was ride time, so I hoped it would settle in 'somehow'.

ON THE TRAIL

Whyte have a reputation for having the geometry of their bikes dialed, and riding this bike, as well as a fair bit of time on the M109 C – I have to agree. I felt more comfortable riding my local trails than on just about any other bike I have tested. And, I actually made it further up a technical climb that has beaten me since my mid-teens. I was in reaching distance from the top! Plus I was way more at ease on sustained rocky descents, cleaning a couple of new trails I have found that had seen me balk on other bikes. And that is what I expect from a trail bike. I want a bike that can climb well enough to do what I can on a

MIKE BLEWITT RIDER BIO

Riding Experience: Too much time riding bikes in our country and others.
Generally Rides: Bianchi Methanol 29ers
Height: 180cm
Weight: 72kg
Bike Test Track: Northern Sydney, Mt Buller, NSW Snowy Mountains

AMB





hard tail (albeit with some more effort) but that lets me ride more confidently everywhere else. 'Trail' is 'cross country' after all, the most broad sense of general purpose mountain biking.

In hindsight I should have requested a large size to test, it would have been a little more stable at speed and easier to climb on for my height. I'm often on the fence between sizes. Your Whyte dealer will sort you out for the fit. I could have opted for a 2cm longer stem, but I know this would alter the handling of the bike. The wide handlebars and short stem match well with the Reverb seat post for stability and maneuverability. The 'bars do have a lot of back sweep, but controls and contact points are personal things. Again, your dealer will ensure you're setup and comfortable.

The X-1 group set is actually the first 1x11 group set from SRAM that I have ridden on. Thankfully, the rear derailleur sorted itself out and I was able to gain the whole range. The 32t chain ring

sometimes felt under geared, and I'd prefer a 34t. But that's neither here nor there, it would depend where you are riding. The jumps in the ratios are pretty big across the 10-42 cassette, but the simplicity of a single chain ring is well known and very appreciated. I expect SRAM will increase the amount of gears in their 1x setups in the future. Wireless 1x12 or 1xSomething probably isn't that far away.

With 130mm of travel the T-130 was capable of whatever I was. It was agile, forgiving, playful – and fun. The RockShox Pike fork (at 130mm) is an amazing fork. Plush all the way through the travel, I never felt like it was deflecting, or ramping up too hard, or pushed beyond what it was capable of. Compared to having a longer travel XC fork, the Pike helps make the T-130 such a confident bike. I sometimes lacked conviction that the compression damping in the Monarch rear shock made much difference, but there was less sag in the firmer position. This isn't a commentary on the suspension action though – that was fantastic. And the suspension design does pedal well on long seated climbs.

THREE THINGS YOU LIKED ABOUT THE BIKE

- Balanced, well tuned suspension front and rear
- Very fast take up in the SRAM hubs
- Stiff frame, tracks well at speed

THREE THINGS YOU WOULD CHANGE ABOUT THE BIKE

- Fit some wheels with a slightly wider rim
- Change handlebars to suit your preference for sweep and rise
- Fit a 34t chain ring.

Perhaps the biggest win here is that the suspension never held me back. It was never too soft to climb. The fork was never deflecting and holding me back – and the ride height in the front made uphill switchbacks easily managed – which isn't always the case on longer travel bikes. The Monarch and Pike ramped up well further into their travel, and even unexpected hits didn't create a harsh bottom out.

www.ambmag.com.au

TESTED



ESSENTIALS

Brand	Whyte
Model	T-130 Works
RRP	\$5199
Weight	13kg (as tested)
Distributor	Carbuta
Contact	allan@carbuta.com.au

Available Sizes	S M (tested), L
Frame Material	6061 T6 Aluminium
Fork	RockShox Pike, RC, 130mm
Shock	RockShox Monarch Debonair, RT3 130mm

Shifters	SRAM X-1 11sp
Deraileur	SRAM X-1 11sp
Crank	SRAM X-1 11sp, 32t with guard
Bottom bracket	SRAM GXP BSA
Chain	SRAM PCX1 11sp
Cassette	SRAM XG-1180, 11sp, 10-42

Wheels	SRAM Roam 40 27.5"
Tyres	Maxxis Ardent EXO Front, Ardent Race EXO Rear

Brakes	SRAM Guide RS 180/160
Stem	Whyte Gravity 70mm
Handlebars	Whyte custom alloy, 15mm rise, 750mm wide
Seatpost	RockShox Reverb Stealth, 125mm
Saddle	Fizik Gobi

The Guide RS brakes were awesome, right away. This series of brakes is head and shoulders above brakes from SRAM that I have used in the past, and the lever feel mimics my favourite brake - the XTR Trail. This makes a real difference on a trail bike where you might be out exploring or pushing your limits on your local trails. The suspension, brakes, fork and frame stiffness, cockpit setup with dropper post and hassle free group set all allow for this. But sometimes, the wheels and tyres didn't. The Ardent/Ardent Race mix is great, but it's a case of matching tyres to terrain, and I tested this bike a lot in Australian alpine areas - more speed, more loose rock, more... everything. A High Roller II on the front would have been brilliant. And while the Roam 40 wheels rolled so well, stayed true and tight, and the take up in the rear hub is brilliant, I just wanted something with a wider rim bed for the stable feel it gives. I'm probably just being fussy.

We lined up at the Thredbo Flow Motion Cup with this bike and many of the other trail bikes on test, and it was stable, fun and fast. The same goes for riding the Australian Alpine Epic Trail. And my local trails. And some super tight tech trails near Jindabyne. It was all taken in the bike's stride. It was exactly what a trail bike should be.

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OUR TAKE

I think a trail bike should be a very capable bike for cross-country style riding. Not Olympic Cross Country (XCO) racing - but more in the traditional sense of the word. Up, down, over, across. One bike to do a lot of riding, yet not so specific that it is too "XCO" or too "all-mountain". The Whyte T-130 blends characteristics from the bigger G-150 and the lighter M109 to create a very balanced trail bike that is equipped for all day epic rides, blasts on your local trails, even some enduro racing and of course just general mountain bike shredding.

At a little over \$5k it's not cheap, but it is a refined ride, with very little to do save for add your pedals and set your shock and tyre pressures. It is a little heavy, but it rides light. The weight was never noticed. And although I'd like some wider rims on there, that became less noticeable after more time on the bike. It's just a reflection on what else is available in the market. If you're after a trail bike that has a very broad performance envelope, and something that will keep rolling for many years to come, the T-130 is well worth a look.

NEW BIKES



WHYTE T-130 WORKS SCR

£2,999 / 650b / whytebikes.com

A surprising addition to the Whyte range with an equally surprising performance

SPECIFICATION

Frame 6061
T6 SCR aluminium,
130mm travel
Shock RockShox
Monarch
Debonair RT3
Fork RockShox Pike
RC, 130mm travel
Wheels SRAM
Roam 40, Maxxis
Ardent/Ardent Race
2.25/2.2in tyres
Drivetrain SRAM X1
Brakes SRAM Guide
RS, 180/160mm
Components
Whyte, RockShox
Reverb Stealth
Sizes S, M, L
Weight 13kg (28.6lb)

GEOMETRY

Size ridden L
Head angle 67.5°
Seat angle 73.3°
BB height 331mm
Chainstay 420mm
Front centre 727mm
Wheelbase 1,147mm
Top tube 609mm

NEED TO KNOW

- New 130mm travel 650b trail bike
- Dedicated SCR (single chainring) design for 1x11
- Sleek Intergrip seat clamp
- Prices start at £1,999 for T-130 SX

A couple of months back I attended the launch of Whyte's 2015 range at Cwmcarn. The focus was its new SCR (Single Chain Ring) bikes that have been designed around SRAM's 1x11 drivetrains. The first one that I rode was the much-improved G-150 that we featured last month. I then had a blast on the T-129 Works SCR — you can read a full test on page 122.

After riding both bikes, I took one look at the new T-130 Works SCR that was leant up against Whyte's matt-back Sprinter and thought to myself: why on earth would Whyte build a 130mm-travel 650b bike?! If you're going to ride a 650b bike then you'd be crazy not to have the extra muscle of the 150mm G150. Alternatively, if you want a tight, fast-rolling package for bashing out the miles, there's already the perfect

companion in the 29in wheeled T-129. The T-130 just didn't make sense.

Starting from such a negative standpoint I wanted to give the bike the best possible chance to impress, so I swapped the 70mm stem that comes as standard on the size large for the 60mm from the size small. I also fitted an extra volume reducer to the 130mm-travel Pike fork for a little more ramp-up, then checked the pressure in the Maxxis Ardent tyres. It's pretty much the same process I'd go through if this had been a full-blown bike test.

Two corners in, I made a complete about-turn. Not only did the size L feel perfectly balanced and incredibly capable, it had the best rear suspension of any Whyte I've ever ridden. Small-bump sensitivity was in abundance, and smooth progression in the latest Quad 4 suspension meant that the

T-130 didn't rip through its travel too easily. More importantly, it didn't choke in the mid-stroke like the G-150.

With better suspension and the handling that resulted, I could ride the T-130 harder and with more confidence than the G-150. I was buzzing. Granted, it didn't feel as solid, but that didn't slow me down any. Being proved wrong has never felt so good.

Alan Muldoon

mbri 1ST IMPRESSION

- ✓ **WE LOVE**
It's the best Whyte full-sus to date.
- ✗ **WE HATE**
There's no XL size option for taller riders.

BIKE TEST

The lower-profile Maxxis Ardent Race rear tyre offers reduced rolling resistance, combined with the standard Ardent tread up front

2015 sees the addition of stealth dropper post cable routing

With a 130mm-travel RockShox Sektor fork the 901 can take the hits



The geometry on the Whyte 901 redefines the terms: long, low and slack

WHYTE 901

£1,199

SPECIFICATION

Frame 6061-T6 aluminium
Fork RockShox Sektor Gold RL, 130mm travel
Wheels Whyte hubs, Whyte Trail rims, Maxxis Ardent/ Ardent Race 2.25/2.2in tyres
Drivetrain SRAM S1000 chainset, SRAM X7 r-mech, X5 shifters and f-mech
Brakes Avid DB 3 180/160mm
Components Whyte
Sizes S, M, L XL
Weight 12.6kg (27.7lb)
Contact whytebikes.com

GEOMETRY

Size tested M
Head angle 66.5°
Seat angle 72.3°
BB height 302mm
Chainstay 424mm
Front centre 720mm
Wheelbase 1,144mm
Down tube 703mm
Top tube 618mm
Reach 427mm

If Whyte were an American bike brand, the 901 would have been named after the area code of its test facility or a super-cool local trail. Whyte would also be shouting from the rooftops about how its cutting-edge geometry makes the 901 the best darn trail hardtail ever produced.

Being quintessentially British, however, Whyte is happy to let the ride quality of its bikes do the talking. As for the model name, it's just a plain old numerical series to differentiate Whyte's dedicated range of trail hardtails from its more XC focused 800 series bikes. The number one tacked on the end simply denotes that this is the entry-level bike of three: 901, 905 and 909.

When we tested the 905 last January it felt like we'd struck gold. The bike handled like a dream, the frame was stiff and direct without being jarring and nothing about the spec or geometry prevented us from going as fast as we dared. For £400 less, the 901 shares the same frame and class-defining performance.

For 2015 Whyte has made its 900 series frame better than ever. With the addition of stealth routing for a dropper post, Whyte has tidied up the cable routing and it's also fitted its super-slick Get A Grip seatpost QR. So, even if you don't have a dropper, with some practice, you can actually drop your saddle without having to stop and get off the bike. It really is that smooth.

Other improvements include the introduction of rims with offset spoke drillings to help balance spoke tension, creating stronger wheels with no increase in weight. Bearing quality isn't great on the Whyte hubs fitted to the 901, however, and we actually had to adjust the cones on the

15mm front hub as the bearings felt a little graunchy after the first ride.

SUSPENSION

We've been universally impressed by the performance of the RockShox forks in this test, but Whyte really seems to have hit the sweet-spot with the 130mm travel Sektor. Not only did it offer slightly more grip and better control in the rough stuff than the 120mm Recon fork on the Orange, it was noticeably more composed, with smaller swings in geometry, than the 150mm version on the Nukeproof.

COMPONENTS

Stubby stem to complement the rangy top tube, check. Wide bar for improved control, check. Comfy saddle for long rides, check. Great tyres for shredding, check. Whyte has all of the essentials in place.

Avid brakes have taken a bit of bashing over the past couple of years, but the DB 3s on the 901 reminded us just how good they feel. Power was on par with the Shimano units, but Avid's lever geometry and lighter action offers better modulation than Shimano's Servo-Wave design. Only time will tell if they can match Shimano's reliability.

PERFORMANCE

No other hardtail we've tested balances XC efficiency with trail capability as well as the Whyte 901. From the tubing profiles that have been painstakingly crafted to put a spring in its step, to the forward thinking geometry that offers unmatched handling, the Whyte 901 is the most evolved hardtail money can buy.

On fast flowing trails it was easily the best tool for the job; pumping effortlessly and responding instantly to pedal inputs, the Whyte 901 had us up to speed in the bat of an eyelid and grinning from ear to ear. It was also the only bike on test that gave us the confidence to hit all of the same lines that we'd normally ride on a full-suspension bike. Yes, your body takes more of a beating than on a full-susser, but the Whyte still offered a more forgiving ride than the other three bikes in this test. Factor in that it can also be ridden faster, farther and harder than the competition, and it's easy to see why no other hardtail comes close to beating the Whyte 901 at its own game.

VERDICT

Simple by design and direct under power, the Whyte 901 is everything a great trail hardtail should be. It's also an absolute ripper that will put a massive smile on your face every time you ride it.

With genuinely long, low and slack geometry and a great cockpit layout, the riding position on the 901 mirrors the best full-suspension trail bikes; as such, the Whyte can be ridden every bit as fast. In fact, our only criticism is that it's all too easy to get carried away and ride it so hard that it will leave your body aching for days. Thankfully, your face will also hurt from all that grinning!

10



WE LOVE
Every ride on
the 901's
a buzz

**TEST
WINNER!**
mbr

WE HATE
More brands
don't follow
Whyte's lead



Turning point:
Whyte's in-house hubs
required adjusting



Get A Grip seatpost QR
almost negates the
need for a dropper



Own-brand stem:
short, stout,
plenty of clout

WHYTE 905

“There is plenty of king size talk surrounding hardtails, that they are good for skills, are so simple and pure. The reality of a hardtail is that it teaches a different skillset to that of a full suspension bike, but more than this, many of them are pretty much good for nothing with inadequate geometry and spinning the incorrect story that they are built for a range of fork sizes. Whyte have cut the crap, building a bike of great integrity with aggro angles. A slack head angle, low bottom bracket and good length means that this bike can climb and descend like it should. For 2015 it comes with a superb lick of paint and killer specification.”



“The best trail hardtail bar none.”



**THE
BIKES**

We tested over 100 bikes this year, but only three get to stand on the podium in our pick of the best of the best...



WHYTE 905

The 905 is the best trail hardtail we've ridden. It's ultra-modern in design, with forward thinking geometry that offers peerless handling and a great frame that proves stiff without jarring. You can ride the 905 as hard as any full-susser and still be grinning from ear to ear.
£1,599, whytebikes.com

“The best trail hardtail we've ridden”

mbr

Whyte Strawberry Hill

Margot McGovern finds a commuter that strikes a perfect balance between practicality and style.



A sleek, everyday bike with monster capabilities.

92%

Function	38/40
Quality	38/40
Price	7/10
Appearance	9/10

When it comes to women's commuters, most bikes fall into one of two general categories: pretty, vintage-style steeds designed to take in the world at a leisurely pace, and utilitarian hybrids that may not look like much, but will get you from A to B no matter what lies between. The vast middle ground between these two categories is ripe for innovation and UK brand Whyte have taken up the challenge.

The Strawberry Hill takes its name from Horace Warpole's country estate, which inspired one of the first Gothic novels, *The Castle of Otranto* (1764). Like its namesake, the Strawberry Hill is elegant and stately at first glance, but filled with hidden power.

In the style of vintage-inspired bikes I so admire for their looks, the Strawberry Hill has minimal, tasteful branding and the charcoal palette that's continued from the frame through the mudguards and chain guard is subtle and sleek. This sense of refinement is carried through the frame's upright, step-through geometry and internal cable routing. The result is clean and elegant without being prissy or gaudy.

However, Whyte are best known for their mountain bikes, and they've bought some of that toughness and technicality to the Strawberry Hill. The fat, Maxxis Roamer 700 x 42c tyres with Kevlar puncture resistance steamroll over almost any terrain—from gravel paths to inner-city tram tracks. The Shimano Altus groupset offers a choice of 27 speeds

to make light work of sizable hills and headwinds. This gives the Strawberry Hill great versatility; it's equally ideal for a leisurely cruise to your local café as it is for exploring graveled rail trails.

From the first pedal stroke, the Strawberry Hill offered a smooth and comfortable ride. The Shimano Altus shifters allowed for a seamless and simple transition between gears. The Tektro V brakes, which may logically be more at home on a mountain bike than a stylish commuter, had swift stopping power, while the frame's upright geometry made for a comfortable riding position and maximised visibility. The wide, sweptback handlebars offered controlled and dependable steering, and added to the bike's solid road presence. However, the Strawberry Hill is no hulking beast. At 12.6kg, it's relatively light, thanks largely to the aluminium frame and alloy fork.

However, it's the added extras that really make the Strawberry Hill something special. With full chain and mudguards, it will keep your clothes clear of splatter, making an ideal winter commuter. The Selle Royal Milo Women's Fit saddle is firm yet comfortable and particularly suited to longer recreational rides as it won't give you numb-bum the way many cushy saddles will. The ergonomically shaped grips remain firmly in place and provide a broad, flat hand position. They're complemented by extra grips on the Tektro brake levers that prevent

your fingers slipping in wet weather and provide all-round comfort for your hands. There's also a bell neatly integrated into the left brake lever, keeping the handlebars clean. The only thing missing (and some riders may challenge me on this point) is a kickstand. The sweptback handlebars and low angle of the top tube make it awkward to lean the bike against walls, parking rails or your leg while you sort yourself out to ride.

Instead of building a bike for a type of riding, Whyte have instead imagined a type of rider and designed a bike to suit her lifestyle. The result is a steed that's smooth, sleek and capable. If you're ready to invest in a serious everyday ride, but aren't willing to compromise on style, you'll be hard pressed to find a bike more accommodating than the Strawberry Hill. ✱

Whyte Strawberry Hill

Frame	TFrame 6061 Hydro Formed T6 Aluminium, Custom Drawn, multi butted with Custom Whyte Dropouts
Fork	Whyte alloy
Groupset	Shimano Altus, 9 speed
Brakes	Tektro Forged V brakes
Wheels	Whyte Double walled Alloy 700c
Tyres	Maxxis Roamer, 700 x 42c High Air Volume with Kevlar Puncture Guard
Weight	12.6kg
RRP	\$1,250

For more info whytebikes.com

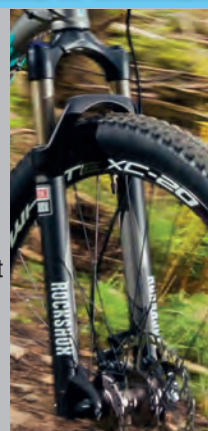
CATEGORY WINNER - BEST WOMEN'S BIKE £500 - £1500

Whyte leads the way

"It was the combination of speed, confidence and sorted suspension from Whyte's 802 that made it the clear favourite of our female test team."

WHAT MAKES THIS A WINNER

UK brand Whyte is leading the way with the geometry and performance of trail hardtails right now so it's no surprise its ladies bike was a real hit with our testers. Making a bike 'fit' a rider isn't just about shape. Whyte scored big by fitting a suspension fork that works for the likely weight of the rider not a burly bloke. Feedback from our female testers was that they want to concentrate on riding rather than faffing with levers and settings, which makes hardtails winners.



"Short travel race machine perfectly proportioned for female riders"

WHYTE 802



WHYTE 802

Whyte's 802 frame is based closely on the custom-butted alloy frame of the rest of the unisex 800 family. It's slightly shorter in reach and the top tube's been dropped to give it more clearance if you have to hop off suddenly. Crucially though the relaxed steering angle is straight from Whyte's trail taming recipe.

Highs: Rider encouraging, trail taming confidence and easy speed tailored to petite riders

Lows: Whyte's women's range is relatively limited (however even its 130mm aggro trail bikes are available down to an XS size)

While the bars on our small sized sample were a female shoulder-friendly 690mm, the short 60mm stem still ensures a keen, quick reacting interest in hitting every line you want and tickling maximum traction out of every situation.

Looking at the bike at a standstill, its barely treaded Maxxis Ikon boots might suggest that slipping and sliding is the order of the day. But the manufacturer's

cunning compound means they stay remarkably well hooked up – as long as it's dry.

Even with the shortened front end, the tight back end keeps the whole bike balanced so any slides start at the rear where you can surf them controllably rather than losing control (and hope) as the front end shunts out of a corner. Low weight and super rapid rolling speed makes them real ego boosters too, and the whole bike is light enough to literally lift your spirits on steep climbs or competitive rides.

The Shimano transmission never struggles to keep pace with gear change needs as the Whyte accelerates, and the products of the Japanese company are renowned for their durability. Whyte has also added as much weatherproofing as possible to the 802. There are bolted mounts under the down tube for a Crud Catcher to keep your face clean and your eyes open. The seatpost is secured with a neat wedge design that stops water that's sprayed up from the rear wheel seeping down into the frame over time.

Whyte ticks all the obvious boxes: smaller diameter grips, shorter cranks

and a well-shaped woman's saddle contact point boxes for a female-friendly bike, but what really makes a difference on the 802 is the fork. By using an air, rather than metal or rubber bumper, spring the fork can be accurately tuned to any rider weight. Cue consistent control and comfort in the rough and full travel when you need it in emergencies.

These words are quoted from the Whyte 802 review in What Mountain Bike Magazine. Scan the QR code below to see the in-brief review on bikeradar.com



WHAT MOUNTAIN BIKE



"Super efficient, lightweight, insatiably rapid short travel race or rave machine at a fantastic price."

Whyte Dorset £999

Classy commuter built for bad weather

BikeRadar score ★★★★★ 4.5/5

WHYTE DORSET £999



CYCLING PLUS magazine Nov 2014



WHYTE DORSET

"Where the Whyte impresses most is in the details."

Whyte has a great reputation for its no-nonsense approach to mountain bikes, and for the last three years it's been in the drop bar business too.

Highs: Cartridge bearing hubs and other details are tailored for commuting in mixed weather; excellent handling.

Lows: The rear brake on our model was somewhat stiff, and the bar might be wider than roadies want.

Buy if: You want a fast commuter or all-seasons bike with UK-friendly features.

The Dorset shares its hydroformed alloy frame with the rest of Whyte's RD-7 commuter range, sporting a gracefully tapering top tube, fat down tube, internal cabling and a slim 27.2mm seatpost. The seatstays bulge out to give 'cross clearances and you can see daylight through the large cutouts in the industrial looking dropouts, which are threaded for two sets of rack/mudguard bolts. A matching carbon-legged fork has a 1 1/8-1 1/2 in tapered aluminium steerer and mudguard eyelets. Although the front end is higher than

that of a race bike, courtesy of the 'cross fork, its geometry is very much of the road, as are the slick 28mm Maxxis tyres. The only striking deviation from this is the wide and flared bar; it offers good low-speed handling and increases confidence on rough ground, but takes away slightly from an otherwise speedy persona.

Regardless, the Dorset is no slouch and it delights on fast, winding roads. Its skinny tyres don't offer much cushioning, yet the frame does a creditable job of absorbing bumps. We'd want something with more width and tread for prolonged off-road jaunts, but canal paths or dry, packed dirt are perfectly manageable with the stock rubber and it leaves lots of room for full mudguards, a commuting essential.

The Dorset comes with Shimano Tiagra 10-speed components, an FSA Omega 50/34 chainset and wide 11-30 cassette. The Promax brakes' performance is about par for mechanical calipers in this bracket: the rear brake feels a little stiff, a downside of the weather-resistant full-length outer, but the power is there when you need it.

Where the Whyte impresses most is in

the details. The Dorset, fairly unusually, features cartridge bearing hubs – a boon to the everyday rider who doesn't adhere strictly to a regular maintenance schedule – and they're built into sensible 28/32-spoke wheels with brass nipples that won't corrode and fail in damp climates. It also comes stock with security skewers instead of quick releases, which ease the terror of locking the bike outside – although woe betide anyone who forgets the key and then punctures out in the sticks.

The attention to detail is evident in the bike's aesthetics too, with green highlights standing out from the sombre, classy frameset. There's even a green Union Jack nestled in the seat clamp, which might or might not be some sort of treason...

The Dorset is a fine looking machine that's perfectly suited to high speed commuting or winter training. It's intelligently specced and the frameset is good enough to warrant upgrades.

These quotes are from the Whyte Dorset review in Cycling Plus Magazine, available from Apple newstand and Zinio. Scan the QR code to read the full review on bikeradar.com



Whyte Stirling - Cycling Plus group test winner

Feb 2013

WE SAY...

High quality kit on a mountain bike-style frame creates a great urban bike

GROUP TEST VERDICT

The Whyte's more compact geometry and slimmer seatpost means it just takes the comfort honours.

Overall the Whyte just takes the winner's spot. Its compact frame results in a comfortable ride; it's fast, tough, the geometry is ideal for urban riding, and Whyte has absolutely nailed the brakes and gearing.



The stability is balanced by a shorter stem, which offers the sort of nifty handling you need in city traffic

STIRLING SERVICE

The term 'hybrid' can mean many things in the cycling world. It can take in anything from a super-heavyweight bike-shaped object bought from your local supermarket, to more modest, reasonably specced machines from your local bike shop and even a very well considered machine like Whyte's Stirling, which is probably why Whyte prefers to use the term 'fast urban' rather than hybrid. Fast urban certainly sums it up nicely.

At first glance and ignoring the colour,

it might look a little like the Charge, so you might wonder what you get for your extra £600. Well, it has higher-spec kit than the Charge, most notably in the shape of a carbon fork, Avid's excellent hydraulic disc brakes and 2x10-speed SRAM Via gearing. The hydroformed 6061 aluminium frame is pretty similar to what you'd get on a £1000 road bike, and very well finished too, but the geometry is different.

It's based around mountain bike geometry, with a relaxed head angle and a very long wheelbase: 107cm on our medium model, about 5cm longer than on a similar size road bike. The result is a very stable ride when you get up to speed, and thanks to the reasonable overall weight that's quite easy to do. The stability is balanced by a shorter stem, which offers the sort of nifty handling you need in city traffic. The Stirling also has a narrower handlebar than the Charge - 58cm - with Ergon's excellent rubber grips.

Whereas the Charge is ideal for faster,


flatter riding, the Whyte has more versatility. It's no slouch when required, but it has both a higher number of gears and a significantly lower bottom gear. If steep climbs are part of your daily grind, the 32x32 (small chainring/large sprocket) bottom gear offers a real bailout option, while the 48x11 top gear is higher than 52x12, let alone a compact's usual 50x12 - so you're not going to run out of top end gears.

Nominally a city bike, the Stirling is actually light and comfortable enough and has the versatility to be pressed into longer rides too. It has a full complement of rack and mudguard fittings, and it'll do sterling service whatever you use it for. We even fitted it with mini tri-bars for some fast fitness riding and it performed perfectly. In spite of its stealth looks - or possibly because of them - this is one that thieves might have their eye on, so if you do leave it locked up, make sure you've got decent security. **PLUS**

WHYTE STIRLING

£999.99 ★★★★★

SPECIFICATION WEIGHT 9.65kg (M) **FRAME** 6061 hydroformed aluminium **FORK** Carbon, alloy steerer **GEARS** SRAM Via 2x10-speed **BRAKES** Avid Elixir 1 **WHEELS** Alex Black Dragon rims **FINISHING KIT** Whyte bar, stem, seatpost and saddle, 28mm Maxxis Detonator tyres
www.whytebikes.com



We've had our fair share of positive press since the first UK designed Whyte bike hit the trails late in 1999. At the time the Whyte PRST-1 challenged convention with its innovative design, unique appearance and game-changing performance. Since those early days we've never been afraid to turn convention on its head and push a few accepted limits if we believe it's going to result in a better ride.

Our unique approach has helped us win bike test awards and rave reviews on an annual basis. It's something we're very proud of here at Whyte and inside this collection of press clippings from the UK and International press you'll find some of the standout reviews we've received to date on our current models.

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For more information about Whyte Bikes
please visit whyte.bike

ATB/Whyte photos by Russell Burton



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