

Not long time ago, when the streets were covered with snow, and our Lady Minister became forever famous for her cult commenting on our climate, I have fallen in love with 29+ idea. In that very moment my eye caught titanium Rudy Fat 29+ from Travers Bikes. Now the snow has gone, but Michael Travers is ready for every situation...

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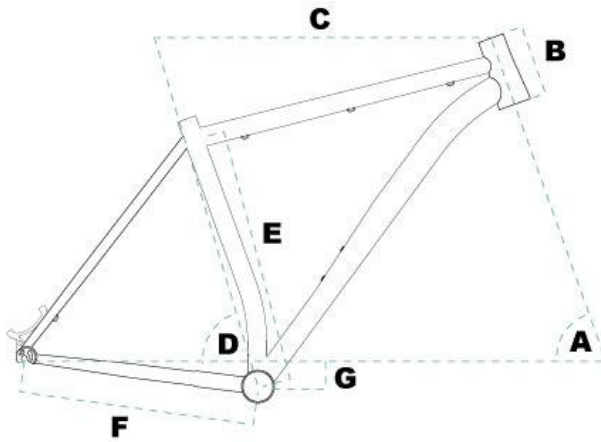
But before I get to the point, let me tease you a little longer, telling one more interesting fact, about which you might not have read on Bikerumour. Well, my namesake, Michael Travers knows our beautiful country a bit better than only from history of II World War. Well, he even does know it from the "ground level" - recognizes very well the taste of soil of the trails near the Polish-Czech border. Rumors even mention that after a stay in the land of the Piast dynasty, Guinness does not taste as good as our brewery. The same rumors also say that the Czech dumplings taste at least as perfectly as porridge and bacon for breakfast.

But let's focus on bicycle kitchen, where „Father Michael” finds himself best. So it seems, that in the laps of his English coat he secretly hides slimmer version of Rudy Fat. And to be really honest, Rudy 29 isn't a new product, but the one from which the evolution to XXL size began.

Anyway, Rudy 29er is a chick machine, made of titanium – particularly from commonly used Ti3Al-2.5V alloy that combines relative stiffness and elasticity with mechanical resistance. The project and final touch is local – “Made in EU”, but making is carried out in “apiaries outside the European Union.” (a phrase that regards to honey produced in China).

However, I will point it out once again, that for the retail client it means only lower price and shorter delivery time. It's worthy to emphasize too, that Travers Bikes has so good relationship with outsourced factory that they can order a single, individual Rudy – tailored for the end-user – and there's still no need to order a whole container of identical frames.

Rudy 29er shares almost same geometry with his fat son – Rudy Fat 29+:



	S	M	L	XL
<b>A</b> HEADTUBE ANGLE	70°	70°	70°	70°
<b>B</b> HEADTUBE LENGTH	100mm	100mm	100mm	100mm
<b>C</b> TOPTUBE LENGTH HORIZONTAL	580mm	600mm	619.8mm	640mm
<b>D</b> SEATTUBE ANGLE	73.5°	73.5°	73.5°	73.5°
<b>E</b> BB CENTRE TO TOPTUBE CENTRE	330mm	390mm	420mm	465mm
<b>F</b> CHAINSTAY LENGTH	430mm	430mm	430mm	430mm
<b>G</b> BB OFFSET	52mm	52mm	52mm	52mm

FRAME SIZES ARE FOR THE 29ER RUDY

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What draws attention, is a very short tail – only 430mm meaning that our titanium scrag will theoretically turn back at once and in conjunction with the angle of the head and seat tube we can safely assume that Rudy is quite reactive machine. Sizing will please almost everyone from dwarf to a really tall NBA player.

Titanium 29er is throughout a modern project, equipped with short, tapered head, rear brake PM fitting. Hydroformed down tube is delicately bent near the front end – a very often found element in today's bike designs. Its purpose is quite obvious – making room for the fork crown and stiffening the front node by joining both tubes with a long weld. Geometry is optimized for fitting 100mm front suspension or analogical rigid fork. Travers Bikes offers such, signed with own logo and in QR15mm or standard quick release option.

Seat tube has been also treated with bender – so it made possible to shorten the chainstays and make enough room for fatty 29" tires. What is however missing is the direct mount fitting for front derailleur, which could be expected in such an advanced frame with so short tail. In reply to my doubts, Michael Travers convinces that there is enough space to mount 2x10 drivetrain operated by standard clamp-on front mechanism.

Since we are in bottom bracket area, it is no way to omit characteristic, asymmetric half-horseshoe that binds right chainstay with BB muff. It's mighty profile and shape make enough room for the mud and stiffen the whole BB zone. You can find similar technology implemented in other MTB frames from Travers Bikes. Visual effect is another pair of shoes. Regarding BB itself, 73mm wide PF30 unit was applied in Rudy 29.

As I have written in the beginning, Rudy 29 is not a novelty for 2014 season, but Michael Travers implemented few serious changes in comparison to previous models. What has changed? First of all he re-designed the profile of rear triangle so that now it provides more tire clearance and gained more stiffness. You might also notice a short, but though plate – joining the chainstays close to bottom bracket muff. But perhaps the most noticeable change is the presence of an integrated 31.6mm seatpost. Of course there is no problem with the trimming to a reasonable amount, or total resignation for the ordinary seat clamp.

“Our customer is a king”. Furthermore, all frames badged with Travers Bikes logo have replaceable gear hanger in standard, which is yet not a common feature in titanium builds.

I bet, you will ask about the weight of Rudy 29. Well, it’s very promising, as for titanium frame:

**S 1760g**  
**M 1795g**  
**L 1810g**  
**XL 1840g**

The least attractive, but on the other hand, relatively not expensive, is the price for such sophisticated, English product. Michael Travers wishes 1,199 pounds for Rudy 29, which is exactly the same as for the fatter successor. It is worth noting that the competition in this regard wants a much more in for similar class hardware. That's all folks!

As you can see in the photos attached – Travers Bikes is not just a “single model company”. (meaning famous Rudy Fat 29). Virtually everyone will find something for themselves, especially since each of these "ready builds" can be still tuned to client’s own needs. Meanwhile, we are waiting for the arrival of the Fat Man – “Rudy Fat”. If only snow would shower heavy enough...