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# Chapter2 Tere

Michael Pryde starts a new chapter with the Tere – a machine that surpasses our expectations



Words JACK LYNCH



## THE SPEC

### The Spec

#### Model

Chapter2 Tere

#### Groupset

SRAM eTap

#### Deviations

None

#### Wheels

Zipp 404 NSW

#### Finishing kit

Chapter 2 aluminium stem,  
carbon fibre aero handlebar,  
carbon seat post

#### Weight

6,790g (size M, no pedals)

#### Price (frameset)

\$2,695 (delivered)

Includes frame, fork,  
C2 fork expansion bolt,  
headset, headset spacer  
kit and seatpost

#### Contact

[au.chapter2bikes.com](http://au.chapter2bikes.com)

**S**o you haven't heard of Chapter2? That's okay, neither had I. But, when word gets out about this emerging New Zealand brand, it's safe to say it'll become a staple in the bunch for cyclists who love riding something different that blends aerodynamic performance with classic simplicity. This bike is light, fast, comfortable and affordable – Chapter2 has a bright future.

Even before riding, the Tere's impeccable component selection and eye-catching appearance gave a favourable impression. No one would ever turn down a SRAM Red eTap ensemble with Zipp 404 NSW wheels, and the teal top tube, gloss white down tube and predominantly matte black rear half of the frame is a great middle ground between fashion and function, appealing to riders of all tastes. This Chapter2 had me at 'hello' and I was ultra keen to climb aboard to see what this arrow from Auckland could do on the road.

But first, I had to know a bit more about the company itself: its origins, its inspiration and its purpose. Who better to fill me in on the details of

this fledgling brand than its owner and product director, Mike Pryde? If his name sounds familiar, it's because Mike is Neil Pryde's son – a name common in windsurfing circles that entered the cycling market in 2010. A former architect, Mike worked at Neil Pryde Ltd from 2004-2015, heading up its bicycle division since its inception in 2008. When Neil Pryde Ltd was sold in 2015, Mike left the business he'd help build and moved from Hong Kong to New Zealand where he'd start his life's next chapter, Chapter2.

Pryde speaks with restraint when discussing his new company, but it's nonetheless clear he's excited about what he has created. He stresses that the Tere was conceptualised from a blank canvas with functionality the primary concern. 'Geometry is at the forefront of the design,' he begins. 'I'm quite traditional when I design – I still use a big black felt tip pen and some tracing paper. I often draw the frame over and over again.'

This hands-on approach is a highlight of the Tere. One of Pryde's goals for was to build a traditional-looking frame with aerodynamic characteristics, making it as

**BOTTOM BRACKET**

The Tere has a generous removable port on the underside of the bottom bracket. Given the increasing number of bikes being equipped with electronic groupsets, it pays to have a little wiggle room for ease of installation and maintenance. Of course, the wireless SRAM eTap ensemble wants for nothing.



● suitable for an everyday rider as a serious racer. After a lengthy period testing the Tere, I can attest he has achieved these ends.

It looks fairly traditional by today's standards with an almost-horizontal top tube and a head tube that's taller than most on thoroughbred race bikes. The carbon tubes are neither round nor squared off – they're a kammtail shape. Made famous by aero Trek bikes, a kammtail has a round leading edge and a flat backside, as though a teardrop has been sliced before it thins. Multiple tests in aero facilities around the world claim that this is the most aero shape possible within the UCI's 3:1 aero rule (where the length of a frame's tube cannot be more than three times longer than its width).

The Tere's geometric elements performed exactly as expected. The taller head tube meant I was sitting in a comfortable position on the hoods but when riding in the drops, I could still get as low as necessary to 'feel fast.' The Tere was remarkably plush because of its quality carbon fibres and low seatstay-seat tube junction – a feature becoming increasingly popular and, in my view, very welcome.

For additional comfort, Chapter2 has opted for raked forks. This caters to those who like relaxed, slower steering, and it took a few descents for me to become familiar. Generally, I prefer a more nimble bike, especially with wheels like these Zips, which dare the rider to fling in and out of corners at express pace. After a couple of rides, I adjusted my style, leaning into corners a bit harder and enjoying the extra stability of a slightly longer wheelbase.



#### COMPATIBILITY

Electronic groups, both wired and wireless, are undoubtedly the future, but Pryde hasn't forgotten the traditionalists who still wish to run cable activated gearing systems.

As I alluded to, the Tere is super quick and appropriately dressed in these components. Every high-end bike feels amazing when clad in eTap and Zipp, but each excels in different areas, which becomes apparent after multiple rides. The outstanding ride feature of this Chapter2 is its acceleration. When pushing uphill, sprinting after a long lead-out or making a surprise attack, the Tere is a weapon. The key to this is its stiffness to weight. Although not the stiffest through the bottom bracket or rear triangle, the frame



**'I'm quite traditional when I design – I still use a big black felt tip pen and tracing paper. I often draw the frame over and over'**

is light, letting the rider spring to action whenever their legs are willing. I weighed the bike on test at 6.79kg without pedals (size M) so, with some creativity, a complete build could easily come under 7kg. Considering it's an aero frame, that's low.

Okay, enough about the ride quality because, let's face it – it's the look of a bike that spins the most heads and draws favourable comments. To be certain, this Tere is a beautiful thing, but it's not the only option a prospective Chapter2 owner can select. Pryde says there will always be two versions of the Tere; a 'black on black' rendition as part of the Essential Collection and a Limited Collection, under which this teal, white and black variety is categorised.

Mike Pryde's passion for design is on show with Chapter2's frame philosophy. He says that his company doesn't have seasonal frames; it has collections, where each Limited Collection is only produced once. When it's sold out, it's going, and a new design will take its place. The Essential Collection – the black bike – is always in stock and available for those who want a stealthier option.

This sales model helps alleviate stock stagnation and builds a narrative to create interest. Pryde says he has 'learnt a bit from brands like MAAP and Black Sheep [cycling clothing companies], who've done a really great job at creating interest in the market.' If this Limited Collection Tere is a sign of things to come, I can't wait to see what design is next.

Entering the crowded bicycle market is a tough assignment. New brands need to do enough to stand out from the crowd while not breaking too many conventions and Chapter2 has nailed its first foray. It performs terrifically on the road, has a credible backstory and should create plenty of groundswell with its exceptional graphics. I expect Mike Pryde will create waves in the industry when Chapter2 gets off the ground, so get in early with the first Limited Collection – it's pretty special. 

#### CONTROLS

The Tere on test was fitted with a stem and handlebar combination resplendent with Chapter2 decals. The alloy pairing may seem a little out of place on a build featuring SRAM eTap and Zipp carbon fibre wheels but for our use, the setup was more than adequate.

#### The detail



Since our review, the disc-brake version of the Tere has been made available. Claimed weights for the disc frame and fork put around 60g heavier (in size M) compared to the calliper version we tested. Given the increasing number of disc-equipped models flooding the market, it's no surprise a new company, with long-standing experience, was so quick to pounce on the opportunity. While far from the first to offer a disc-compatible frameset, Chapter2 is still amongst the first, from the more niche brands, to embrace this booming side of bicycle technology.