



# MISFIT PSYCLES DISSENT

Tester Name: Colin Field, Age: 32, Height: 5'10", Weight: 200lbs., Inseam: 31"

Vital Stats: Country of Origin: Taiwan, Price: \$1300, Weight: 25.5lbs., Sizes Available: S, M (tested), L, Contact: www.psycestore.com

While Bolton, Ontario isn't known for its mountain bike scene, it is home to the unusual and enigmatic Misfit Psycles. With a loyal following in the local cross country mountain bike community, Misfit Psycles has gained a lot of ground over the past few years. Company owner Peter Keiller quit his "regular" job as things started to pick up and he's been going strong ever since. Welded in Taiwan, Keiller finishes 200 frames per season.

Fully embracing the singlespeed 29er world, the diSSent is their first offering in this category. Keiller wanted to design a frame that would feel like a 26"-wheeled bike, only with bigger wheels. So by angling and then bending the top tube, he managed to lower the standover height. Dropping the bottom bracket height by 70mm from the centerline also helped remove the "large" feeling of the bike. It's an unusual looking, but functional design, and in Kieller's mind it was successful.

"The goal was to build two bikes: a 29 and a 26," he says. "Once side by side the rider wouldn't have to adjust position or compensate for the transition from one bike to another. After an entire spring on the diSSent, all production of the 26" frame was cancelled. I couldn't ride the 26" anymore."

And if Keiller doesn't ride it, he doesn't sell it.

Between the frame geometry and the FUbars, this bike looks like its namesake: a Misfit. These bars have a 33° sweep and the look of what many may call "moustache bars." And how could anything

associated with a moustache be wrong? In theory they make a lot of sense. But I'll get to that.

At 5'10", I'm right on the cusp of the medium and large sizes, so



Peter set me up with a 17.3" medium frame, which was perfect. I'd been riding a more traditionally-shaped 29er for the beginning of the season and always felt as if I were towering over the trail. It felt like I had combined a set of stilts and a bike. So we leaned on the smaller side for this frame and it really worked out.

Component-wise, Peter set me up with the "complete disc" package that comes with a Misfit stem, seatpost and hubs. The Avid BB7 disk



photos by Colin Field



brakes worked perfectly, and WTB Speed Disk wheels were hand built by Peter himself, who also cuts and threads his own spokes. The Truvativ Firex cranks never came loose, which is a common problem for me, and WTB's Nanoraptor and Exiwolf tires kept me attached to the ground for the most part. The drivetrain, comprised of a 20-tooth Misfit Psycles Cog, Black Spire 32t front sprocket and KMC Z610HX chain was a tiny bit on the low end (an 18t cog would've fixed that instantly), but nothing ever slipped, skipped or budged.

My first ride on the diSSent I was stoked to find that the towering feeling was gone. It felt like the bike actually fit me, which was nice. And for skinnies and technical terrain it's a lot less scary. The ground seemed a lot closer and my testicles seemed a lot farther from the top tube. Always a good thing.

The downside to the lowered bottom bracket is that getting the front end up takes a little more effort. During slow, very technical terrain, concentrating on maintaining momentum and getting the front wheel over things takes some getting used to. Not really a big deal, but it is something I noticed when comparing it to my other 29er.

Before my first ride, I thought there was no way I was going to like these bars. They just didn't make any sense to me. But by the end of the ride I was converted. Misfit's really on to something there. On a straight bar singlespeed, a serious hill will get you out of the seat and leveraging any kind of momentum through your biceps, which means after a serious ride your biceps will be huge (which is a good thing), but they'll also be killing you. The FUbars put you in a more ergonomically-friendly position, and while you're still getting out of the seat, you manage to get most of your leverage through your core, meaning you can use your much larger pectoral muscles to get you up the hill. The tougher climbs were still tough, but using my core strength instead of my biceps made it considerably easier. And less painful.

Although the bars don't lend themselves to jumping very well, I'm sure Peter won't be too stoked I was jumping this bike anyway. Something that did occur to me in the air is that there is very little clearance between your forward foot and the front wheel during Euro-tables. In fact, clearance is a bit tight when you're on the ground too, but with proper foot position you'll be alright. And if you are the clipless type of rider, then no worries, unless you have



massive feet.

This demo came with a rigid front end and I really didn't have any troubles with it. I love knowing that none of my effort is being lost through sag and the bigger wheels make it easier to get over any tough sections anyway. The only time I really wanted some squish in my front end was while flying down technical downhill terrain. When the front end starts bouncing uncontrollably, things get a little frightening and you just have to lean back and hang on. Which is a strange feeling with the FUbars, but still really fun. Otherwise the rigid fork worked great.

I know Peter bought a suspension fork for his Trans-Rocky experience. And I think that says a lot; the rigid fork works great for non-epic rides. Once you start riding your bike for eight hours at a time, you may want to look into some front suspension to save some energy.

Available in flat black or polished aluminum, the diSSent is available as a frame, or there are a number of different complete packages on offer. Nothing ever failed, came loose, shifted, or lost its true on this bike, so I never had to pick up a tool, which says a lot. Overall, a solid offering from Misfit Psycles.