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[Eurobike 2010: Report #2.5](#)

September 4th, 2010 by Guitar Ted

We are very fortunate to have a European contributor in “c_g” who can attend the Eurobike trade and consumer bicycle show in Germany. Although the show is over, “c_g” will continue to download a few more reports to us from all the information he gathered. Here is the rest of his tire report:

EUROBIKE II (and a half) – “tire round-up” by “c_g”

Hi folks, as had been mentioned already by your replies, there was some info missing to complete the tire picture – here it comes.

GEAX



The Italian manufacturer that just this late spring has revealed the cutting edge 29er tubular (under review with me [here](#)) is now adding their AKA tread to the 29er ring in size 2.2. This tire features a multitude of trapezoid blocks distributed in a chevron-like pattern with two rows of side knobs for aggressive cornering. I have no doubt that this tread does bite well without digging into the ground and rides fast. The tire does come in a double compound tread and two 120 TPI versions – one tubeless ready version called TNT (which GEAX has believed in for long and has been offering most all their treads in) at 750 gm and one standard folding at 650 gm. There will also be a 26 TPI rigid version at 770 gm.

It has been confirmed by them that the NEW MEZCAL (central tread section of the current MEZCAL with GATO's side knobs) and possibly more new sizes and treads will follow during

the season. Let's see how the expanding 29er market here in Europe will affect GEAX's already strong commitment to 29er. I am curious ... you?

CONTINENTAL:

The German tire manufacturer Continental is also modifying and expanding their tire range with two completely new designs. Like before, the top of the line BLACK CHILI compound or high count casings will be reserved for their elite 26er tire, but are not found in the 29er line. We may see that with higher demand this might well change. For now this is the 29er range:

The RACE KING will be available in 2.0 (new for 2011, 630 g) and like before in 2.2 (650 g) –



While maintaining the name MOUNTAIN KING this tire has received a complete redesign. This design that is said to be highly influenced from their PRO Team riders resulted in more differentiated central knobs for maximum grip while maintaining easy rolling and a pronounced line of side knobs to improve cornering. It will only be coming in 2.4 (the 2.2 is discontinued) at a claimed weight of 840 gm.



For a long time riders requested a tough Trail to All mountain riding tire and now for 2011 introduced to 29er is the TRAIL KING RUBBER QUEEN (in EUROPE, where it will be called RUBBER QUEEN). This open and aggressive tread has been highly successful in 26" and now is carried over to the 29"er range. By looking at the tread I fully believe Conti's claims for a super tractable tire but am pretty curious about its rolling resistance which Conti says to be particularly low. Let's see.



Last but not least we see a complete new introduction – the X-King (pronounced “Cross-King”) which is covering the gap between the Mountain King and the Race King. By being available in 2.2 (700 gm) and 2.4 (760 gm) you will get good cushioning from volume. The total of 6 rows of widely spaced and pretty minimal looking blocks (should be pretty grippy with good self cleaning properties) provide a full coverage with no transitional gap between central and side knobs – giving the X-King a rounded profile.

We are expecting a sample to hit us not too far into the future.

Mentioning tubeless ready to Continental I received a conservative: “It is and can be done but we don’t recommend converting our tires – we are working on a solution to carry over our high end RACE SPORT technology (editor’s note: it’s the high TPI, Black Chili Compound and tubeless ready version by Conti) over into the 29er range but sales aren’t quite there to justify the move”.

HUTCHINSON:

No real news from them but the rumor was heard that their COBRA tread was going to be introduced soon in 29er format – of course for Hutchinson in tubeless ready.

OK this is all I have found at EUROBIKE 2010 in the tire sector wait for news on components, frames and bikes to follow the coming days.

RIDE ON,

c_g

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1. [1 captain bob](#) on [Sep 4th, 2010 at 11:02 pm](#)

Thanks again. I was looking over pics on another site at 29ers from Eurobike and there are many mfg's showing their bikes with Race Kings. I hope conti sees how popular they are. But, those aka's look good to me.

2. [2 Kyle](#) on [Sep 4th, 2010 at 11:22 pm](#)

The Continental guys over here state side say the 29er tires can and should be run tubeless. I believe they honor their warranty on converted tires too.

3. [3 Willie](#) on [Sep 5th, 2010 at 6:34 am](#)

“King rubber Queen” I’m afraid the tire will have sexual identity issues.....
Were there more new 29'r tire introductions that 26 wheel tire intros?
Are all these tires mentioned, 29'r specific without a similar 26'r tire?
Good work as always.....

4. [4 c_g](#) on [Sep 5th, 2010 at 7:11 am](#)

Kyle: i have been informed that the Conti Folks are well aware of the often good tubeless performance of their tires, but just cannot give out an official approval to this conversion. There is a new technology for tubeless ready by Conti but it didn't make its way to 29er yet.

Willie: sorry, there has been a typo; it will be called “TRAIL KING” in the US (to avoid these unwanted connotations) and “RUBBER QUEEN” in Europe (for us the Name has no double meaning).

Honestly i have been so busy covering the 29er news, that I had little time to pay much attention to 26" introductions and news; most tires do have an equally named 26" brother. The 29er exclusives are rather rare (Maxxis Beaver is one of the view)

c_g

5. [5 Willie](#) on [Sep 5th, 2010 at 7:15 am](#)

no double connotations with Maxxis Beaver. I want a minimus beaver, furless too....

6. [6 henry](#) on [Sep 5th, 2010 at 1:13 pm](#)

big thx again, c_g!

did schwalbe tell you a date for the availability of the new tires?

7. [7 Dman](#) on [Sep 5th, 2010 at 7:38 pm](#)

Wow...new mtn king looks horrible. Doesn't look like it would transition into a corner very well.

The AKA looks great tho!!

8. [8 Sam](#) on [Sep 6th, 2010 at 2:52 am](#)

Geax also had a new Gato 29x2.3" which looked pretty sizeable, fairly open tread, decent weight. Very promising all-round use tyre I reckon.

9. [9 c_g](#) on [Sep 6th, 2010 at 3:29 am](#)

Sam: You are absolutely right and the GATO 29 x 2.3 surely IS another important news in tires from the Eurobike. Having tested and reviewed it here on this site (search: GEAX GATO and you'll find a number of posts on it) – I had completely forgotten to mention it altogether.

Thanks for the reminder,
c_g

10. [10 Stevo](#) on [Sep 6th, 2010 at 6:31 am](#)

Is the Aka front or rear specific? It does look a little bit like the Kenda SB8 to me so am thinking the latter?

11. [11 kurti_sc](#) on [Sep 6th, 2010 at 6:00 pm](#)

@Stevo

good question. I wonder if they will market it that way or not. I'm just your average 29er rider and am by no means a tire-engineer-scientist-whatever – but i have been riding for quite some years. My observations have lead me to think that as the knobs have gotten smaller, the desire or need for a front / rear specific tread decreases.

Back when the Smoke / Dart combo or the Conti Pro2.1 / Navigator combo first came out, there was a noticeable advantage to having a specific tire. Those were chunky, meaty, blocks. Now, as we've gotten more low profile tires, better rubber and lower pressures with tubeless, it seems like it's more a question of volume and contact area. When I first saw the AKA picture, I thought hmmm... I'd like to run a 2.2 (or slightly larger if available) on the front and a 2.2 (or slightly narrower if available) on the rear.

Now what would be really awesome is if they could come in under 650g tubeless ready.

12. [12 c_g](#) on [Sep 7th, 2010 at 1:56 am](#)

Stevo & Kurti_sc: The AKA is said to be universal for front and rear and for drier to intermediate conditions I believe this would be a very fast and aggressive set up. Looking at these knobs I imagine they would provide ample traction and cornering control wherever they can bite.

I think on wet/mixed or particularly loose grounds a more knobby front and AKA rear might be called for, just because those minimal knobs are made for BITING rather than DIGGING.

13. [13 Stevo](#) on [Sep 7th, 2010 at 5:57 am](#)

Thanks for the info c_g. Where I live in Australia we have a lot of loose dusty conditions over a rocky hardpack (and sandstone under that!). I think there are a lot of tyres out there

that would make a great rear tyre in those conditions but need something with a little more 'tooth' up front... Did you see anything there c_g that might fit that bill? Cheers.

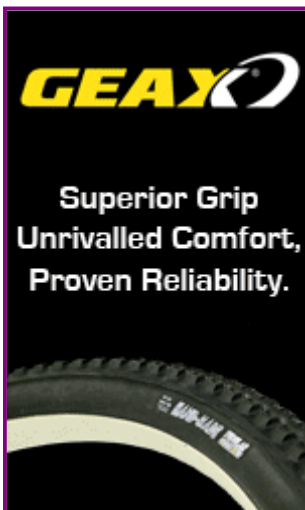
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