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\$4.00

A Globally Sourced Bike That Is Right At Home In America

The Ellsworth Glimpse

The 2010 Glimpse is a departure for the Ellsworth Handcrafted Bicycle Company that has the company holding its breath. After years of touting that every Ellsworth was made in the U.S.A., the Glimpse is welded in Taiwan. Can this Ellsworth continue the tradition of the American-made Ellsworths?

WHO IT IS MADE FOR?

The Ellsworth Glimpse is a rough and tough trail bike for the rider who gets bored on groomed trails. While it could be pressed into service for flowy singletrack, it needs drops, rocks, roots and lots of nasty obstacles to really strut its stuff.



WHAT IS IT MADE FROM?

While the Glimpse is welded offshore, the tubeset is all American. Ellsworth uses proprietary, drawn, seamless aluminum tubing that is swaged, shaped and tapered. Gussets are added at the downtube/head tube junction, at the top tube/seat tube junction, and on the seat tube where the suspension rocker link pivots. The rocker links are machined in the U.S.A., and the chainstays are asymmetrical.

WHICH COMPONENTS STAND OUT?

Ellsworth chose to deck out the Glimpse with the greatly underestimated Shimano SLX drivetrain and brake system. This group is the sleeper of the year. While the Fox shock looks like an off-the-shelf item, it is uniquely tuned to work with the Glimpse's Instant Center Tracking. The wheels are Ellsworth's own All Mountain wheels.

HOW DOES IT PERFORM?

Our test Glimpse was a size large (keep that in mind

when looking at the spec chart and weight), and it is truly proportioned for a large rider. It offers a long, 25.5-inch top tube, nice wide bars, and a slack seat tube angle that puts the rider's weight bias to the rear of center.

Off the line: A bike with over 5 inches of travel and no ProPedal lever on the shock? Don't worry. The Ellsworth Instant Center Tracking keeps pedal-induced suspension movement to an absolute minimum. You have to look down at the shock while pedaling to notice any movement, because from the saddle the suspension stays firm when you move out.

Hammering: The Glimpse does not depart from the ride characteristics of other Ellsworth models, and that's a good thing. In or out of the saddle, the Glimpse just motors away with a firm rear suspension, remaining responsive to the trail surface. Even out-of-the-saddle efforts don't create squish in the rear suspension.

Cornering: The Glimpse falls on the quick side of trailbike handling. It has a nimble feel for a bike with this much travel, and the low standover height makes it fun to toss the bike around. A balanced suspension allows both tires to grip the trail without much gymnastics from the rider. When the pace is fast and aggressive, the best results come from keeping your torso low to weight the front wheel.

Climbing: The active rear suspension definitely lends a hand when climbing rough terrain. It softens the worst humps, but it doesn't feel all that supple. The upside of the Ellsworth's firm ride is that it pedals as well as the best stable-platform trailbikes. The rider needs to concentrate on keeping a light touch on the bar while climbing, or he'll end up wandering along the trail.

Descending: The big tires, great suspension and quality frame make the Glimpse a relaxed and confident descender. It doesn't hurt that you've got ample rear wheel travel to soak up the harshest impacts. The fork and rear suspension work well together once you get them dialed. Ellsworth has done a good job of reducing the lateral flex that was once the ICT's weak link. Riders may be tempted to look at a full 6-inch-travel fork to slacken up the front end.

TRICKS, UPGRADES OR TIPS?

The Glimpse requires time to balance the fork settings with the rear suspension, because we have found the ICT rear suspension tends to overdrive the fork. Starting with 20-percent sag at both ends will get you close.

Globally Sourced

The rear derailleur cable housing, interrupted at the top tube and chainstay, doesn't have the crisp shifting performance that we know the SLX system possesses. The shifting requires a lot of thumb pressure to operate and feels more like that of a fully enclosed housing system. The route that the cable takes may be to blame, so our best advice is to keep the system clean and lubed.

We had a less-than-stellar introduction to the Ellsworth wheels when we tested the cross-country version (*MBA*, November 2009), so we watched the All Mountain wheels closely. We are happy to report that we didn't have the flex issues that plagued the cross-country versions, and the wheels held up strong and true.

BUYING ADVICE

After years of making all their frames in the United States, it must have been a tough decision to take the Glimpse offshore for production. The result is a bike that stands shoulder-to-shoulder with the American-made Ellsworth bikes.

The Glimpse fills that gap in Ellsworth's line between their cross-country race bikes and gravity-specific, big-hit wonders. The Glimpse is a trailbike for the rider who wants to set his suspension and just go ride. No need to throw levers or push buttons. It is a bike that is unmistakably an Ellsworth. □



Just ride: No ProPedal lever on the shock? Don't worry. The Ellsworth Instant Center Tracking keeps pedal-induced suspension movement to an absolute minimum. Keep your hands on the grips and ride.



Getting a Glimpse: The Ellsworth seat tube collar is not an afterthought, and the height markings of the Race Face seatpost are welcome. Gusseting beefs up the high-stress areas. The Easton handlebar and stem make minute adjustments easy.

ELLSWORTH GLIMPSE

Price	\$3299
Country of origin	Taiwan
Weight	29.3 pounds
Hotline	(760) 788-7500
Frame tested	19" (large)
Bottom bracket height	13.5"
Chainstay length	16.9"
Top tube length	25.5"
Head tube angle	69°
Seat tube angle	73.5°
Standover height	29.5"
Wheelbase	44"
Suspension travel	5.5" (front)
Suspension travel	5.25" (rear)
Frame material	Aluminum
Fork	Fox 32 Float R
Shock	Fox Float R
Rims	Ellsworth All Mountain
Tires	Kenda Nevegal (2.1")
Hubs	Ellsworth
Brakes	Shimano SLX
Crankset	Shimano SLX
Handlebar	Easton Monkey Lite XC (27" wide)
Shifters	Shimano SLX Rapidfire
Front derailleur	Shimano SLX
Rear derailleur	Shimano SLX
Chainrings	Shimano (44/32/22)
Cassette	Shimano (11-32)
Tallest gear	27.22 feet (per crank rotation)
Lowest gear	4.68 feet (per crank rotation)
Pedals	None (weighed with Shimano XTR)



Firm grip: The active rear suspension softens the worst bumps, but never feels all that supple. The upside of the Eitsworth's firm ride is that it pedals as well as the best stable-platform trailbikes.