

A full-page photograph of a mountain biker in a forest, leaning forward on a black and yellow Lynskey Pro 26. The rider is wearing a green jersey, black shorts, a helmet, and gloves. The background is a blurred forest scene with sunlight filtering through the trees. In the top right corner, there is a green circular graphic containing the text 'MBUK Super Bikes'.

MBUK Super Bikes

Lynskey Pro 26

This custom tweaked and painted double twisted sister from Tennessee titanium legends Lynskey might just be the ultimate money-no-object singletrack Super Bike

Words Guy Kesteven Pics Russell Burton

Not many manufacturers have been in our Super Bike section twice. But then not many builders take this most notoriously uncooperative bike metal and constantly insist on working it to the limit. The fact that Lynskey's continuous stream of structural consciousness has been evolving and reinventing itself for over 25 years shows just how deep their experience stretches too. Nobody else tops

titanium off with jaw-dropping custom paintjobs like Lynskey do either, so when they offered to build us a new ultimate ride, there was no way we were going to refuse.

The bike is based around the standard medium Ridgeline LT frame but with a slacker-than-normal 68 degree head angle for more stability at high speed or on the steep stuff, and the oversized BB30 compatible bottom bracket shell gives increased stiffness.

Adding a twist

Where this frame really steps up the exclusivity factor is the tube spec. The distinctive twisted Helix tubes are the default choice on the top level Lynskey Pro bikes and the stiffness benefits of the spiral rotated angular section were very obvious on the down tube of our previous 29er. Now Lynskey have added the Helix twist to the top tube too, which sharpens up the handling further while retaining >>

What makes this bike a Super Bike?

- The latest twisted tube titanium technology
- Custom geometry, bottom bracket, head tube and tubeset create a one-off chassis
- Stunning multi-layer hand painted weintness

the prized pliability and muscular feel of titanium.

The original all-mountain style build-up from Lynskey distributors Hotlines you see here was more about showcasing stiffness, strength and off-piste capability. Since we shot it we've trimmed the 30in bars, and changed the wheels, fork and brakes to drop it down to a feathery 10.1kg (23lb) weight. With 2.35in tyres and 140mm (5.5in) of travel and superbly balanced handling it's still more than happy to mix hardcore confidence with hyperspace acceleration.

What we're talking about here is the frameset. David Lynskey himself designed and built the cold-drawn tube machine that creates the super thin-wall Helix pipeset making it a truly unique technology. The name comes from the spiral 'helix' structures you'll normally only see when boffins are talking about DNA on science programmes.

The idea is that while round tubes can be squared off or ovalised to give them increased stiffness in some vectors, it makes them weaker and more flexible in others. By taking the squared tube section and rotating it along the length of the tube you're spreading the change in physical properties more evenly. Cold-drawing rather than hot forming also realigns the grains within the metal itself for increased strength. It also makes it an extremely slow process - which is why the Pro option is very expensive.

The incisively sharp, yet still whip-sprung ride that results from all this work will be well worth the cost to true titanium fanatics though. Plus there's always the Lynskey Ridgeline family for those with more realistic spending in mind.

Lynskey really pushed the boat out with their proposal this time though, giving us the option of a complete clean sheet custom paintjob. Because the bike was tuned to be perfect for the deepest, darkest British woodland we thought something arboreal and ancient seemed appropriate. Cue the 'Jack of the Green' wood spirit theme and ivy wrapping around the spiralling tubes. After that it was down to Jamie White - one of Lynskey's two custom artists - to make the dreams reality.

It's a nerve-wracking process itself, given that the paint can cost up to \$600 (about £406) a quart and the 'exotic paint' options costs \$1,999 (approx £1,350) on top of whatever custom construction boxes you've ticked.

When Mark Lynskey flew over to deliver the bike to us personally at Coed-y-Brenin it was immediately clear his team had created a unique Super Bike and it hasn't stopped making jaws drop since. ◉

MBUK
super

1 Head tube

With tapered fork availability still really limited, we opted for an inset headset head tube to ensure that the front end was kept low and involving. Lynskey's custom artists then added the medievally inspired 'Jack of the Green' head badge to adorn it.

2 Pimped kit

Nuke Proof kit provides a burly colour match to the yellow detail flashes, while anodised green SRAM X.O is the ideal foil to the unique ivy foliage paintwork. Yep, 2010 just went arboreal and ancient - it doesn't get much more pimped than this!

3 Finish

Finishing options vary from the standard matte satin titanium, through industrial mill, hand brushed and then the \$1,999 (£1,350) full polish, all with custom decal and etching options for those with the money to spend on a true Super Bike. Houseblend, premier, specialist finish or exotic custom paintjobs like this add from \$725 (£490) to \$1,999 (£1,350). The multiple layers of hand-applied paintwork on custom frames like this take days of steady handed devotion to build up, but every hour of the process is crucial to ensure that the ultra high performance paints turn out trail tough.

4 Dropouts

We've no plans of going singlespeed with the bike so we stayed with Lynskey's

standard dropouts. That is if you can call immaculately welded bullet cap stay ends with in-house cut cloveleaf inset titanium dropouts 'standard'. But whatever you choose to call them, they're brilliant.

5 Signature

Lynskey's signature seals the quality from a true family firm who haven't lost any of their passion for ultimate bike building, despite over a quarter of a century in the business.

6 Bottom bracket

The oversized BB30 bottom bracket not only adds stiffness underfoot but the bigger press fit bearings also last a lot longer than conventional FSA external units. An important part of the sturdy kit that makes this woodland creature the alpha male.

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It's all about the frameset: thin Helix pipes make it light and tough



The essentials

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