

FINALLY: THE MADRACE IS HERE!

MAD4ONE HAS FINALLY BROUGHT ITS NEW MADRACE ON THE MARKET. WITH OUR RACING TEAM, CONSISTING OF NIKLAS WOJTEK, NOAH LEBER, SIMON RODLER AND ANDREAS RICHTER, EACH COMPONENT HAS BEEN FURTHER DEVELOPED AND BROUGHT TO ITS FINAL STAGE. OUR FOUR ENTHUSIASTIC RACE-RIDERS WERE FINALLY ABLE TO TEST THE NEW MAD-RACE AND HAVE SHARED THEIR FIRST IMPRESSIONS WITH US:

“APART FROM THE INGENUOUS COLOR OF MY MADRACE, THE FRAME IS SUPER STABLE, SO THAT THERE IS NO TWISTING , EVEN IN SLALOM. A NARROW AXLE ENSURES THAT THE PEDALS ARE AS CLOSE AS POSSIBLE TO THE RIM, THAT REDUCES THE WEAVING WHEN RIDING. THE MAD4ONE 3B-DOUBLECLAMP IS THE PERFECT SADDLE CLAMP TO CONNECT FRAME AND SEATPOST. THE FIRST TRAINING SESSIONS WERE REALLY FUN. THE MADRACE IS A UNICYCLE THAT HAS BEEN CONSISTENTLY DESIGNED TO MEET THE NEEDS OF US RACERS AND FULLY MEETS OUR NEEDS IN EVERY ASPECT. THE NEW UNICYCLE HAS NOT BEEN A BIG CHANGE FOR ME, BUT THE OPTIMIZATIONS IN ALL DETAILS MAY CERTAINLY LEAD TO EVEN BETTER TIME-RESULTS.”



“THE MADRACE UNICYCLE IS, IN MY EYES, A PERFECTLY TUNED RACE-UNI! IT FULFILLS ALL THE FEATURES THAT SHOULD BELONG TO A REAL PRO-UNICYCLE. EVERY PART FITS PERFECTLY AND IS IN HARMONY WITH THE OTHERS. FOR EXAMPLE NOT ONLY THE WEIGHT OF THE ENTIRE WHEEL, BUT ALSO THAT OF THE CRANKS IS OPTIMALLY TUNED TO ENSURE HIGH STABILITY AND STEADY ROLLING OF THE WHEEL. BUT WHAT I LIKE MOST IS THE TIGHT CRANK STAND, THANKS TO THE EXTRA-NARROW HUB THAT HAS BEEN DEVELOPED ESPECIALLY FOR THIS PURPOSE. THANKS TO THIS, WE HAVE A SMALLER LEVER ARM AND WHEN YOU RIDE AT THE POWERFUL START IN THE RACE THIS REDUCE THE USUAL BIG SNAKING LINES. AT THE BEGINNING, THIS WAS A BIT UNUSUAL WITH THE NARROW HUB AND ESPECIALLY WITH THE NEW SADDLE, BUT NOW I WOULD NOT GIVE THEM UP, NOT AT ALL. MARCO AND HIS TEAM ONCE AGAIN HAVE BUILT A PERFECT AND UNIQUE UNICYCLE.”

"FIRST OF ALL: THE NEW MADRACE IS THE LIGHTEST AND MOST STABLE UNICYCLE I'VE EVER RIDDEN IN A STADIUM. THE VERY FINE WORKMANSHIP AND, OF COURSE, THE INGENIOUS MAD4ONE DESIGN IS IMMEDIATELY APPARENT. YOU REALIZE THAT THE PRODUCT COMES FROM ITALY! AS SOON AS I GOT ON THE UNI I IMMEDIATELY NOTICED ITS "LIGHTNESS" WHEN PEDALING. THE FIRST TURNS ARE INCREDIBLY EASY, SO EASY THAT IT ALMOST FEELS LIKE THE UNICYCLE IS RIDING AUTOMATICALLY.

THE MAD4ONE RACE-TEAM IS CURRENTLY TESTING A SPECIAL SADDLE DEVELOPED BY MAD4ONE. THE SADDLE IS STILL IN THE PROTOTYPE PHASE, ITS NAME IS HANDLE-SADDLE.

THIS SADDLE IS SOMETHING NEW IN UNICYCLING, AND AT THE BEGINNING IT WAS A BIG CHANGE FOR ME. THE NEW SADDLE OFFERS A VERY GOOD GRASP— BUT I HAVE TO SAY THAT THIS IS NOT A SADDLE FOR BEGINNERS! ANOTHER UPGRADE WAS AND STILL IS THE GREAT LIGHTNESS OF THE UNICYCLE. BEFORE RIDING THE MAD-RACE, I HAD A DIFFERENT BALANCE, BECAUSE MY PREVIOUS UNICYCLE WAS SOMEHOW HEAVIER AND HAD A DIFFERENT WEIGHT DISTRIBUTION. IN ADDITION TO THIS, THE SEATING POSITION HAS BEEN CHANGED SLIGHTLY. THE MADRACE IS SIMPLY AN INGENIOUS PRODUCT!"



"RIDING A MADRACE GIVES YOU THE FEELING THAT YOU ARE RIDING EXACTLY THE UNICYCLE THAT SUITS YOU. IT'S PERFECT, WITHOUT HAVING TO CHANGE OR REPLACE PARTS!

THE FIRST TRAINING SESSIONS WERE VERY POSITIVE. THE ONLY THING THAT NEEDS A BIT OF FAMILIARIZATION IS THE SADDLE. HOWEVER, AFTER JUST ONE TRAINING SESSION, GOING BACK TO THE CONVENTIONAL SADDLE FELT REALLY FUNNY AND BAD. YOU GET USED TO IT REALLY FAST."

OUR HISTORY IN RACE UNICYCLING STARTS IN 2011

FIRST WE STUDIED HOW TO INTERFACE HUB AND CRANKS — KEEPING THE DISTANCE BETWEEN THESE TWO ELEMENTS AS NARROW AS POSSIBLE.

WHY? BECAUSE WHEN YOU PUSH ON THE PEDALS, YOU PUSH BOTH FORWARD AND LATERALLY, FROM OUTSIDE TOWARDS THE CENTER OF THE WHEEL. THE WIDER THE DISTANCE BETWEEN PEDAL AND PEDAL, THE HIGHER THE DISSIPATION OF STRENGTH. THIS CAUSES THE UNICYCLE TO WAVE MORE AND MORE AS THE RIDER STARTS MOVING. THE ISIS INTERFACE REQUIRES CRANKS ABOUT 27MM THICK. THE SQUARE HUB SHOULD HAVE A SIMILAR WIDTH. THIS WAS OUR STARTING POINT.

TAKING THIS CONCEPT INTO CONSIDERATION, WE DEVELOPED A SHORT-PIN INTERFACE, WHICH IS 7MM NARROWER THAN THE SOLUTION MENTIONED ABOVE. IN THIS WAY, THE STRENGTH WE PUT ON THE PEDALS WILL BE MOSTLY USED TO MOVE OUR UNICYCLE FORWARD, REDUCING THE WAVING.

FIRST WE DEVELOPED THE 5-PIN INTERFACE.

AFTER VARIOUS TESTS WE DECIDED TO GO FOR THE 6-SHORT-PIN SOLUTION, WHICH IS THE ONE MOUNTED ON THE WHEELS USED BY SEISUKE KOBAYASHI FOR THE 2012'S WORLD RECORDS IN BRESSANONE.

THIS HELPED US UNDERSTAND THAT IN ORDER TO KEEP HIGH FREQUENCY IN OUR PEDALING (AND THEREFORE HIGH SPEED!), WE HAVE TO TAKE CARE OF TWO MAIN POINTS: STIFFNESS AND RIM WEIGHT.

SO WE DEVELOPED THE NEW FRAME, AVAILABLE IN TWO LENGTHS. WE DELIBERATELY FOCUSED ON STIFFNESS RATHER THAN ON LIGHTNESS. THE XXL SEATPOST AND THE 3BOLD CLAMP BOTH ENSURE EXCEPTIONAL RIGIDITY.

THANKS TO THE SHORT OR THE LONG HANDLE-SADDLE THE RIDER CAN USE BOTH HANDS, KEEPING THE ELBOWS CLOSE TO HIS HIPS.

IN THIS WAY, THE RIGIDITY OF THE "UNICYCLE-PILOT ASSEMBLY" SKYROCKETS, OFFERING FASTER, MORE STABLE RIDING.

THE 2018'S VERSION FEATURES A RIM THAT IS 30MM THICK (FOR GREATER RIGIDITY) AND 25MM WIDE (WE HAVE NOTICED, THAT IN THIS WAY THE TIRE HAS A WIDER AND ROUNDER SHAPE AND IT IS MORE STABLE WHEN CURVING).

AND NOW LET'S START THE CLOCK... AND MAY THE BEST ONE WIN.