

FAQ Speed Wheels

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 - Q4: About the EMT core : what is exactly the difference with the classic core (hollow core I think) ? How does the wheel react ? For what kind of use is it (track, road, ...) ?
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Q1: What do Indoor wheels really bring ?

One must first take into account that there are different types of indoor wheels available. First you can find stiff built wheels made of hard polyurethane from 89A to 96A, adapted for “roll on” grounds. These wheels are only used in US Indoor tracks. Then come wheels for indoor parquet or plastic tracks, like we have in France. These wheels are not specially built for indoor practice, they were originally made for slippery surfaces (polished granito tracks or cement) and thus more or less suitable for european tracks where the grip on tracks is not optimum. These differently built wheels are smoother and often convertible without interloc (upper part of the core in the middle of the bearings line) with smoother core like EMT for Matter for exemple. The hardness can vary from 81A to 85A, according to the quantity of plastic in the polyurethane.

Q2: They are built for slippery surfaces, but are they also effective under the rain ?

The Storm surge wheel is available only in one hardness. Moreover, “rainproof” wheels are specially designed for wet surfaces, not slippery indoor tracks. Therefore a storm wheel is not suitable for a track like the one in Pibrac (near Toulouse) for example. On the other hand, the XG wheel is not a proper rain wheel, it is rather made for slippery tracks. Matter now has its rain wheel, the “Black Rain”, which I used during the “Three Tracks” when I won in Gujan. By the way, you can check out the new Matter website with not less than 26 types of wheels. Many hardnesses are available in each category, you just need to click on F0, F1, F2 or F3.

The Matter wheel’s rolling is way better than the Storm one’s, which is very nice when the weather becomes cloudy. In case of drying roads there is no bad rolling problem with the Storm wheel, and also the other way around, if the road is dry and the weather gets close, there is no problem either. These advantages entail indeed a little loss of grip, but it is negligible, the wheel sticks very well to wet surfaces like the « three Tracks » as well as the internationale Gigon race where Alexis Contin and I did respectively second and first.

Q3: What is the difference between the old « super mundo » model and new « juice » one ? Ist it just a name change ? What is the true difference between the wheels core « hollow core » and « EMT » ? What are the new “image” wheels, compared to the “juice” ones ? Has anybody tested the “black rain” wheels yet ? (perhaps not yet available)

Pascal, I find it weird you dislocated your wheel. Indeed the thermowelding system never failed since i have started using Matter wheels, and I have used around 250 sets.... strange. As for the new core, the conception is the same, the only difference is that the wheel discs are casted and not pierced. I mean the holes are not made after the casting of the wheel but their precise locations are set inside the cast thanks to a special machine. Moreover the wheel with the new core has more rolling which allows a lower hardness and a better grip

As for the difference between Supermundo and Juice, it's just a graphic difference. Emt's goal is not to rigidify but to soften the wheel. Indeed, its flexibility gives a better follow-up of the push and a higher adaptability on tracks, specially if the wheel is convertible.

Concerning the Image wheel : it has a one-part casted solid core, instead of the Juice's two-part thermowelding. The compound is approximatively the same and this wheel is a real alternative for tight budgets, as besides the little loss of rolling compared to the juice due to the smoother and less flexible core, the wheel is still very efficient. It would even say it is enough for many skaters.

Concerning the Black Rain, you will still have to wait. For those of you who saw me skating at Gujan during the Three Tracks, the fine-tuning is not over yet, let us some times in order to release on the market a wheel that will threaten all the competitors.

Q4: About the EMT core : what is exactly the difference with the classic core (hollow core I think) ? How does the wheel react ? For what kind of use is it (track, road, ...) ?

Hollow core: full stiffer core and thus dryer wheel which provides a smidgeon more rolling.
EMT core: clear core, so a bit softer and more reactive while pushing (more elasticity), knowing that the wheel rigidity also depends on the fact that they are either « domed » or « convertible ». If the wheel has a “domed” interloc, it will be stiffer. If it has a “convertible” interloc, the wheel will be more flexible and will have more grip while skating. This provides a mechanical and not a chemical grip as it comes from the core of the wheel, and not from the polyurethane used. By the way, more and more grip possibilities are based on different combinations in the core and not on the polyurethane hardness anymore.

For instance during the world championship on tracks, I skated a very hard 87A wheel with a soft convertible EMT core.

So Matter offers not only many hardnesses but also 4 different core set ups : EMT domed, EMT convertible, Hollow domed and Hollow convertible.

Q5: What is the difference between the domed and the convertible core?

The convertible wheels are generally made of translucent polyurethane so you can notice thanks to the transparency that the core has no interlock, moreover a "CONV" logo is written on the wheel, in addition to the weight which is different, it avoids any confusion.

The convertible wheels without interloc are heavier because they have more polyurethane. The domed wheels with interloc are therefore lighter and stiffer.

The wheels with interloc are advised for the road and the convertible ones are mainly used on track.

Q6: What about the matter 105mm? When will it be available?

The 105mm wheels are available in all the matter retailer shops in all hardnesses but only in JUICE.

Q7: (Image vs. Juice) what is the difference? Do we feel any difference or not?

The difference between these two wheels is their conception which is totally different. The Image wheel is built with a one-piece "solid core" whereas the Juice wheel has a two-piece ultrasounds soulded "hollow core". You can also find the Juice with an EMT core which actually gives you more "flexibility" than the hollow core. The conception of the Juice is more detailed and more complex, this fabrication process increases the production cost too and of course the sale price. Furthermore the Image wheel, which is more flexible than the Juice hollow core, has less response and a lower reactivity during the push. So to find a wheel with more flexibility than the hollow core and keep a high reactivity, the EMT core is recommended. About the polyurethane, the differences are less important but the Juice has more bounce and a better rolling during the run. The Image is however very sufficient for a regular training use and even for races like for the Opens for example. The Juice is effectively better and in the end the choice can be more based on an economical reasons.

Q8: Have the Matter orange 110mm ever existed?

Those wheels have been made in a very little quantity because we have quickly noticed that they brought nothing special compared to the yellow ones. We even noticed they entailed some vibrations and a low resistance. For a very good wheel, hard and with a good reaction on the road, the yellow one is perfect.