

The Trig has plenty of pep and it accelerates with ease across rough surfaces while the supple tyres ease jars and knocks



**ABOVE** Shimano's gravel-specific GRX levers work well

**LEFT** The Ragley forks have 'guard' and rack fittings

**BELOW** WTB provide both tubeless rims and tyres



The ride of the Trig is full of life. The double-butted chromoly frame may not have a branded tubeset like the Bivi's Sanko or Vitus's Reynolds but it does have a springy character that gives the Trig plenty of pep. It accelerates with ease across rough surfaces; the supple tyres ease jars and knocks, so little of your energy is wasted reacting to the surface's variance. The long, low position combined with a wide bar that has plenty of flare allowed me to get down in the drops and push the pace when I wanted to hammer on the pedals. Even in this long, low position, the Trig's lively, compliant ride made it comfortable.

The bladed carbon fork has excellent torsional stiffness (3) so it tracks straight and true even when the surface you're riding on isn't. Compared to the svelte steel frame, it's a little harder riding, but the great tyres and bar help even out the vibrations when things get jarring.

The WTB rims built up onto Nukeproof hubs are solid items, tubeless ready and smooth-rolling with it. Scrubbing speed comes courtesy of Shimano's GRX 400 hydraulic disc brakes. The lever shape is perfect for modulating your braking and the feel is excellent, though I was cursed with squeaky rotors when they got either wet or warm – so that's pretty much all of the time. The rotors are Shimano's basic units, rather than the much less vocal IceTechs as found on the more expensive 600 and 800 variants of GRX,

**HIGHS**

Great handling that's a mix of nimble and stable

**LOWS**

Noisy brakes; disadvantaged with smaller wheels

**BUY IF...**

You want your gravel experiences to be more mountain trail than mountain road

and that's the one area where I'd look to change this Trig's build.

It comes with a full complement of fittings to find favour from the most adventurous bike packer, with multi-bottle mounts, triple mounts on the fork, rear-rack provision and even mudguard mounts (it would make a great mixed-surface commuter).

The only other thing of note with the Trig – and the same goes for the Vitus – is the use of 650b wheels. These are a brilliant choice when your gravel riding

drifts more towards mountain-bike style off-road, technical trails and singletrack. The nimble wheels are easy to manoeuvre and the larger tyres add grip. But if you ride less technical stuff, you're going to be fighting to keep up with the higher speeds that those riding with much bigger hoops can easily hold.

**THE VERDICT**

An exciting blend of mountain-bike design and road-bike speed



ALSO CONSIDER...



**A LITTLE MORE**  
**NUKEPROOF DIGGER**  
£2199

British mountain-bike brutes Nukeproof built the Digger after an intoxicated conversation in the local hostelry. The Digger is a gravel bike with a mountain-bike soul and as a result is a very capable off-road rig.



**A LOT LESS**  
**RAGLEY TRIG FRAMESET**  
£599.99

If you like the idea of this radical steel gravel machine but you want to build it up to your own specification then the Trig is also available as a chassis so you're free to assemble your very own dream dirt bike.