



RAGLEY TRIG

£1699.99 » British mountain-bike steel meets gravel

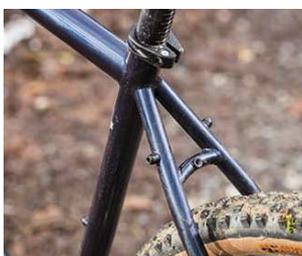
WE SAY...
Riders looking for adventure will appreciate the mountain-bike qualities of the Trig

Ragley's specialism is hard-tail mountain bikes and steel with bikes, such as the highly regarded Big Wig, Piglet and value-packed Marley, constantly exciting our stablemates over at *Mountain Biking UK*. The Trig takes its cues from mountain biking too, with its slack 70-degree head angle and steep 74-degree seat angle: an interpretation of classic mountain-bike geometry. This aids control and boosts confidence when riding over rough terrain.

The 587mm stack on our XL bike is sportily low and the 402mm reach is long. Ditto the wheelbase at 1052mm while the chainstays, at 425mm, add heaps of stability when the surface is slick.

The Trig comes with mountain-bike style 650b wheels (1), while the huge 47c tyres take every advantage of the 2.1-inch tyre clearance on the frame. You can run the Trig 700c with a reduced clearance of 40c, too.

Ragley has put together a good-value package with the complete Trig (if you'd prefer your own



TOP Easy fix with a BSA standard threaded bottom bracket

ABOVE The rack and mudguard mounts will please commuters

build, you can get the frameset for £599.99). At its heart is Shimano's gravel-specific GRX (2), here in a mixed build of 400- and 600-level equipment. The gearing of a 40-tooth chainset and broad 11-42t cassette brings a broad enough range for serious off-road duties.

SPECIFICATIONS

Weight 10.8kg
(XL) Frame 4130 chromo
Fork Carbon
Gears Shimano GRX 400
Brakes Shimano GRX 400 hydraulic disc
Wheels WTB ST125 650b on Nukeproof Neutron hubs
Finishing kit WTB Sendero 47 650b tyres, Vitus Cr/Ti rail saddle, Vitus alloy stem & bar

Praise also goes to Ragley's tyre choice of WTB's Senderos. These wide-spaced block-patterned tyres are among the best I've tried when it comes to gravel tyres in wet, muddy conditions, while the tubeless set-up means you can run lower pressures for more bite. The trade-off is that on tarmac the Senderos squirm a little on road corners. That's because the deep shoulder blocks that add so much bite off-road deform and spread on harder surfaces. The central strip of the tyre, however, is firm enough to allow you to hold onto road speeds of 18-20mph.