



TRANSITION *Patrol* CARBON



🚴 Blake Nielsen
📷 Tim Bardsley Smith

UNFORTUNATELY, TRUE RIDER OWNED COMPANIES ARE QUICKLY BECOMING A DISTINCT THING OF THE PAST IN WHAT THESE DAYS, IS A VERY CUT THROAT BIKE INDUSTRY. SO WHEN YOU FIND A COMPANY THAT LIVES BY THE MOTTO 'RIDER OWNED FOR LIFE', YOU KNOW THAT IF YOU'RE THROWING A LEG OVER THEIR NEW CARBON BIKE, IT'S GOING TO BE SOMETHING SPECIAL. IT MIGHT SOUND STUPID, BUT FOR ME BIKES FROM THESE SORTS OF COMPANIES HAVE A DIFFERENT FEEL. NOT BECAUSE THEY HANDLE BETTER, OR SKID HARDER, BUT BECAUSE YOU KNOW THE PEOPLE BEHIND IT HAVE A SERIOUS PASSION FOR BICYCLES, JUST LIKE YOU. THEY DO IT FOR THE LOVE, NOT THE MONEY. YOU HAVE AN APPRECIATION FOR THE SACRIFICES THAT WOULD HAVE BEEN MADE INTO GETTING THE WHEELS ON DIRT DURING DESIGNING & REFINING THESE BOUTIQUE RIDES.



I had the pleasure of reviewing the alloy Patrol when it was released, this was the first 27.5 inch wheel, 'enduro' bike I ever got to really get used to. Since then, I have ridden almost the whole stable of equivalent steeds and I was really looking forward to getting on the carbon Patrol when it was released. It has not disappointed in the slightest.

The carbon Patrol uses Transition's Giddy up linkage system, which is essentially a 4-bar linkage system. In one way or another, it's used by many different brands and has been for many years. Every brand has its own secret herbs and spices to add and Transition do this very well. With this type of linkage system for me, I have to run quite a lot of air in the shocks to keep things going forwards, instead of just up and down. The Patrol however thrives on running a little more sag, as Transition recommends, they've done very well to make it progressive without wallowing out and feeling squishy. It literally makes you giddy up, it's very confidence inspiring in the way that it's very predictable and stable through the motions of the stroke.

As for the geometry of the bike, the basics are very similar to most things on the market, nice and slack in the front, short in the rear and some room to move up front. As standard as the numbers are, the steering had a very unique feel. It wasn't slow, it wasn't fast but it was different. I've ridden the Pike since day dot and had the same pressure and settings to what I normally run (which is on the stiff side), Maxxis Minion 3C was a familiar feel hooking up underneath me. But I think running the rear that little bit softer was really helping to keep the weight over the back, I felt like I was Chris Kovarik every time I hit a corner - can you really even put a price on that?!

Comparing the alloy and carbon versions of the exact same bike numbers wise, was a tough one. It's been a while since riding the alloy one, but I do remember it quite vividly and enjoyed it a lot. The first few rides I was concentrating too hard on trying/wanting it to feel smoother. As the km's ticked over though and I thought about it less, the more noticeable it was. While I don't know the exact numbers of either frame, the carbon Patrol is damn light and although the shock is in a neutral, vertical position, the centre of gravity on this bad boy is low. This coupled with the confidence inspiring suspension setup made it super easy to blast any and every trail, you always feel in total control. Another noticeable difference over the alloy bike was the increase of lateral stiffness in the back end. The large, deliciously shaped chain stays are the main contributing factor to this I think. I do feel it could have been stiffer, possibly a larger main pivot bolt and bearings could have made the slightest difference it needed, but that's just me.

All in all, if you're looking for a high end, very well finished bike, from a company who is not necessarily pushing the boundaries on what's technologically possible with some whacked out fang dangled linkage systems, but who is doing it for the love of bikes by building some serious fun machines, then you'd be crazy to not put this in the maybe pile. These days there are almost too many bikes in this category to choose from, Transition are good people, doing good things for the industry which is something that can't be said about all the big name brands out there, it's got my approval.

'16 TRANSITION PATROL CARBON

Frame spec // **Full carbon fibre main frame, chainstays and seatstays. Giddy Up Link suspension design, 155mm rear travel, 160mm front travel, 142mm axle, collet style pivot hardware, "Tubes Inside Tubes" internal cable Routing, integrated rubber chainstay protection.**

Wheel size // **27.5"**

Sizes: **S, M, L, XL**

Parts spec // **Our test bike was a custom build spec from distributor. The bike is offered in 3 build kit levels.**

Price // **\$4999.00 (frame)**

Distributor // **Super Sports**

Browse // **supersports.net.au**

