

TRANSITION PATROL THE GENERAL LEE

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THANKS TO ITS ORANGE COLOR AND WILLINGNESS TO GET AIRBORNE, WE NICKNAMED THE TRANSITION PATROL THE GENERAL LEE AFTER ITS HEMI-POWERED BIG BROTHER FROM *DUKES OF HAZZARD*. WITH A FOLLOWING OF CULTISH RIDERS, TRANSITION HAS SET THE PACIFIC NORTHWEST ON FIRE. "RIDER OWNED FOR LIFE," IS THEIR MOTTO AND THEIR PASSION SHINES THROUGH IN THEIR MACHINES.

THE TECH

Never being a company that takes itself too seriously (and we love that!), Transition felt it pertinent to play off the newly expired Horst Link patent and release their Giddy Up frame design to riders looking for a bit more efficiency while on the gas. While speaking to Transition sponsored rider and marketing manager, Lars Sternberg,

(pg. 122) we asked him about the deviation from their trusted design. "We'd like to think we know what our customers want, based on what and how we like to ride," Lars said. "We've built our company on super simple, durable and quality designs. We build bikes for the type of riding we enjoy, and we really listened to our growing customer base. We heard their concerns about pedaling efficiency. It's been interesting 'cuz you can never please everybody but we want people to know it's not just a standard four-bar style design."

While the look is a standard Horst style design, engineers were adamant about keeping that Transition feel. The Patrol did not have that hammocky, uneven character that some other bikes with similar designs have. Instead the bike is very lively and predictable in its path through the travel.

This "Up and Down Mountain Bike" comes with a dialed spec and forward thinking geometry. In 2012, Transition departed from the standardized sizing and went to extremes with long top tubes and low BBs. During their testing they noted benefits from running shorter stems and longer top tubes. "You don't get that weird swinging effect while steering," said Sternberg. Now several years later Transition tests and tries to improve, and they have established themselves as a company that adapts to the changing terrain and riding styles. Oddly enough, this forward thinking in trail bike geo shares a pretty impressive link with the past. The geometry on the Transition Patrol is nearly identical to that of the Iron Horse Sunday, which piloted Sam Hill to countless DH victories years ago.

While the long and low geo helped the bike ride so well, the Collet style main pivot hardware, Syntace 142 axle, threaded 73mm bottom bracket and other creature comforts helped make the Patrol a modern masterpiece of aluminum frame design. The styling is basic yet sexy, and while some may thumb their nose at the lack of carbon, the \$5,999 price tag for a top-of-the-line spec and impressive ride will make you think twice.

THE RIDE

Some companies may have a finger on the pulse, but after riding the Patrol it's clear Transition has a tight grip on aggressive trail rider's jugular veins. Without a doubt, this bike is aimed at those who want to ride up and down mountains and thoroughly shred the earth beneath them.

It's going to be hard keeping the ride section short since the bike had so many strong suits, but let's start with the only negative we could find. The low bottom bracket, (which you will read about again in the positive section under cornering), was the culprit in many dismounts and curse words when we struck pedals climbing through

High-speed stability was more than impressive. Riders felt instantly confident aboard the Patrol.



“ROLLS FAST, CORNERS LIKE A DREAM, PEDALS REALLY WELL AND IT HANDLED ROCK GARDENS REALLY WELL. IT'S EASY TO ACCELERATE AND IT'S SILENT! KIDS SHOULD SEND THEIR SPONSORSHIP REQUESTS TO TRANSITION, HOLY SHIT! CAN I BUY IT? I WANT IT, SERIOUSLY.” -FRENCHIE

rutted out sections or deep rock gardens. At 13.35 inches, the bottom bracket height is crazy low. We debated running shorter cranks to see if it would help ground clearance and not take away too much from our long distance rides. It's something to consider if you live in really rocky areas. We do wish it was a bit lighter than the 29.6 pounds our medium weighed in at.

The long list of strengths begins with cornering. Due to availability, we had to test a medium, which surprisingly fit like most companies' large-sized frames. The 17.01-inch reach was comfortable with the short stem, and although a large would have been preferred for our six footers, none of us felt cramped. The 16.9-inch chainstays and 46.49-inch wheelbase worked with the 13.35-inch BB height to give us the ideal combination of high-speed stability and insane confidence in the corners. All of our test riders raved about the cornering prowess of the Patrol. We could brake less, push harder and lean farther than we were comfortable doing on other six-inch bikes.

The suspension on the Patrol was also impressive as the bike felt very deliberate and stiff. There was no guessing where the bike sat in the travel. The top of the stroke wasn't squishy or soft by any means, yet it did a great job of tracking over small hits. The bike was up in the travel and ready for action. It popped off terrain and absorbed big hits with ease.

OVERALL

The Cliff's Notes version for those with A.D.D. is, holy shit! We're so stoked a smaller brand has been able to benefit so greatly from the once patented Horst Link design and made it their own. Transition's Patrol has made the rounds with the decline testers, and we haven't yet had someone come back without a smile of disbelief and ask if they could buy the bike after the test. The efficiency on the climbs is really impressive, even without the lockout. Riders in very rutted out or rocky areas may have some issues with pedal strikes – however, the benefits of descending ability will make up for the stubbed toes. Available in a variety of travel and wheel sizes, Transition's new Giddy Up line looks poised to buck the big brands. The General Lee rides again – this time it's got two-pistons and one loony pilot aiming it off any jump in sight. You'll have so much fun riding this bike you'll swear it's against the law. Hazard County's finest will have a hard time catching you aboard this charger. 🍌



CHASSIS
FRAME: Patrol Alloy; 155 mm
FORK: Rock Shox Pike RCT3; 160 mm
SHOCK: Rock Shox Monarch Plus RC3 Debonair

COCKPIT
BRAKES: Shimano XT; 180 mm
HANDLEBAR: Race Face SixC; 800 mm
HEADSET: FSA No.57E
SADDLE: Anvi Forge Chromoly
SEATPOST: Rock Shox Reverb Stealth, 150 mm
SHIFTERS: SRAM XX1; 11s
STEM: Race Face Atlas; 35 mm x 50 mm

WHEELS
HUBS: DT Swiss 350
RIMS: Stan's No Tubes Flow EX
TIRES: Schwalbe Magic Mary 27.5 x 2.35 (f); Schwalbe Rock Razor 27.5 x 2.35 (r)

DRIVETRAIN
BOTTOM BRACKET: Shimano
CASSETTE: SRAM XGI1195; 10-42t
CRANKS: Race Face SixC; 175 mm; 32t
DERAILLEUR: SRAM XX1

Price: \$5,999; **Weight:** 29.6 w/o pedals;
Sizes: S, M (tested), L, XL; **Country of Origin:** Taiwan; **Contact:** transitionbikes.com



A GREAT BIKE AND A PRETTY GOOD VALUE. IT'S NOT CARBON BUT IT'S 27.5 SO YOU CAN RIDE IT WITHOUT GETTING MADE FUN OF. THIS IS A BIKE I'D LOVE IN MY STABLE – FUN, FAST, FLICKABLE, FU\$* YEAH! - YUROSHEK

