



## Tech spec

### Stooge Dirt Tracker

**Price:** £780 (frameset).

**Sizes:** one size (18in).

**Weight:** frame inc EBB 2.93kg, uncut fork 1.74kg. Bike (as shown but no bottles) 15.0kg.

**Frame & fork:** Double-butted, ED-coated, 4130 chrome-moly frame with 73mm threaded bottom bracket in EBB insert, 34mm head tube, 30.9mm seat tube with dropper port, 148mm thru-axle, and fittings for rear rack, mudguard, two bottle mounts, one triple cage mount. Chrome-moly biplane fork with 1 1/8in steel steerer, 110mm thru-axle and fittings for rack, mudguard and two triple cage mounts.

**Wheels:** front: 76-622 Maxxis Minion DHF tyre, Light Bicycle RM29C15 50mm (ext) carbon rim, Hope Pro 4 hub. Rear: 76-622 Bontrager XR2 tyre, Jones Spec 45/50 aluminium rim, Jones Spec rear hub.

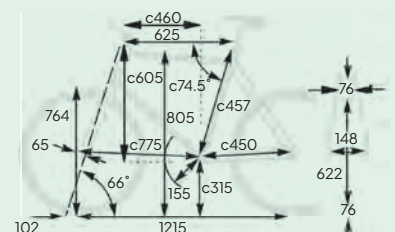
**Transmission:** Nukeproof Neutron Evo pedals, 155mm Hope Evo chainset & 30t ring, Hope 30mm BB, Surly 20t cassette cog. One ratio, 46in.

**Braking:** Avid BB7 MTN callipers, 180mm rotors.

**Steering & seating:** Wolf Tooth Karv grips, Stooge Junker bar, old bar ends, 40mm x 7° stem, FSA headset. Charge Spoon saddle, 30.9mm Specialized Command Post dropper.

[stoogecycles.co.uk](http://stoogecycles.co.uk)

Dimensions in millimetres and degrees



## Stooge Dirt Tracker

Retro style, modern geometry and big tyres combine to create a bikepacking-ready trail bike that's way more capable than it appears, says Dan Joyce

"Looks like a Raleigh Bomber," said a friend. A fair assessment. The Bomber had US clunker vibes but was really the last flowering of the tracker bike, the UK's own off-roader of the '50s, '60s and '70s. Stooge's Andy Stevenson calls it: "My bikepacky, trail-shreddy ode to the glorious British tracker bikes of post-war Britain."

It's not a period piece but a modern iteration with up-to-date geometry, contemporary standards, huge tyre clearances (29x3.25in front, 29x3in rear) and abundant frame fittings. Like its Stooge stablemates, the Dirt Tracker is only available as a frameset, which includes thru-axles and an eccentric bottom bracket (EBB) insert.

I built it up with an eclectic selection of used components – with one gear, like many Stoooges, because I had the parts from my singlespeeding past.

### Frame and fork

The butted chrome-moly frameset is made in Taiwan to Andy's design, with a tracker-bike kink in the top tube and a distinctive 'biplane' fork. There are three colour options but only one

**Top:** As its name, kinked top tube and big handlebar make clear, the Dirt Tracker pays homage to an older, simpler kind of off-road bike. And it rides great!

size: 18in. That's fine if you're average male height like me but limits you to a short dropper post or an awkwardly long stem, respectively, if you're much shorter or taller. Stooge suggests riders from 5ft 7in to 6ft 2in will fit.

It's a rigid-specific bike. The fork has an axle-to-crown height of just 455mm so you can't sensibly fit a suspension fork, even one with a straight 1 1/8in steerer. The shorter fork means the stack height is modest despite a 140mm head tube. A high-rise handlebar like Stooge's own Junker 85 (£78), which Andy also sent, is required if you want to avoid a poker-chip stack of headset spacers. (The test bike has those as well as I like a high bar position on a rigid bike.)

The Dirt Tracker's 66° head angle isn't much steeper than the functional, sagged head angles of the progressive trail hardtails I tested last issue, and the wheelbase is about the same. But with a longer-offset fork, there's less trail and wheel flop. Compared to a Jones Plus LWB, the chainstays are shorter – although not short – and the front-centres →