What is Tru-Geo?

Tru-Geo, or True Geometry, is our exclusive take on what we believe is correct frame geometry as it pertains to modern frame design. It's a blend of history, our own experiences, and our commitment to innovation.

What makes it so different?

Instead of just following modern trends, perpetuating myths, or designing our frames around one isolated idea, we take a more wholistic approach. For us, fit and performance is primarily based around a riders Centre of Gravity (CG) as it relates to Wheelbase. One dimension will not give you an indication of how a bike fits or rides. For example, saying something like "16.75 chainstays climb better than longer ones" or "Long top tubes give a roomier cockpit" is meaningless unless it is used as part of a total description of a frame.

How does it work?

Tru Geo is designed to place a rider optimally between the two wheels, providing what we believe is the best blend of fit and performance. We don't pick an imaginary median chainstay length and call it 'optimal'. Nor do we try and squeeze every rider into a similar magical wheelbase.
Tru Geo is designed to give every rider, regardless of size, the optimal frame for them. Here's how we do it.

1) Seat Angle / Chainstay Symbiotics

Our seat angles are designed for modern seats and straight, zero offset seatposts. This means that they're typically 0.5 –1 degree slacker than you're used to seeing, which we know will scare some people, but hey, in the 'Revolution', some things have to be sacrificed. =]
We change the chainstay lengths to match seat angles. What this means is that every rider has a similar weight distribution between both wheels. This is the best way to achieve optimal handling. It works for every other form of personal transport, now it finally works for bicycles.

2) Cockpit Length

Top tubes on our frames would be regarded as 'moderate'. Cockpit lengths that are too long make climbing a chore and take too much weight off the front wheel, which encourages front wheel wash outs, encourages you to shift more weight off the rear wheel when climbing, which compromises traction. None of which are good.

3) Steering Precision – Regardless of how tall you are.

All our bikes are designed around a 100 – 120mm stem, and all but the smallest sizes share the same head angles. Why? So all our bikes handle and steer the same, regardless. Steering stability and speed should remain constant, regardless of how tall or otherwise you are. Changing head angles on larger and smaller bikes to make all bikes fit into some imaginary 'golden wheelbase' figure only compromises handling, rather than improves it.

4) Geography – It's about where you are.

We here at Thylacine know our geography. We know where we ride, what our local trails are like, and design bikes for our local terrain. We sell bikes everywhere people have legs, so we know what effects different types of places have on different riding styles and how that effects the design of bikes.

At the end of the day, all this translates into is how the angle of your bike makes you shift your CG around to keep the bike upright and balanced, and the rear wheel in traction.

We realise that fit and geometry is an ongoing process – a never ending quest if you will – so we're not going to say that True-Geo is set in stone or the most miraculous thing since the discovery of fire. We will however promise to think more about it and do more ongoing research into fit and geometry, simply so you don't have to.

One thing is set in stone though – we think we have a more symbiotic approach to fit and geometry than most companies.

Warwick Gresswell
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