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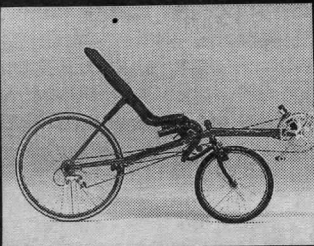
**DOUBLE  
ROAD TEST  
ISSUE!**

.....

**The  
Legendary  
Easy Racer  
Gold Rush  
Replica  
&  
The ATP  
Vision**

*"Editor's Choice for Best  
Recumbent of the Year 1994"*

.....



★★★★★★★★

**4th  
Anniversary  
Issue**

★★★★★★★★

# **Recumbent Cyclist NEWS**

**RCN #21 Spring 1994**



*The Amazing Don Gray-photo by John Swanda*





## EDITORIAL LICENSE: A 'Bent Spring!

.....

by Robert J. Bryant, Publisher

Email: (America Online): DrRecumbnt@aol.com

### Welcome Recumbent Enthusiasts,

I guess I've got the best job in the world. I order deluxe recumbents, ride and test them. Most of the recumbents that are sold today are of good value and quality. We have only encountered a few bikes with problems. Every so often, a really special bike and manufacturer come along. With RCN#21, we had the delightful opportunity to test two of our all time favorite recumbent bicycles, from two great recumbent manufacturers, the Easy Racer Gold Rush Replica from Gardner Martin and the ATP Vision from Grant Bower and Joel Smith. These two bikes were a joy to test and make our job extremely easy.

Easy Racers is a recumbent institution, as is the company's owner Gardner Martin. This has been my personal recumbent since 1987. My current bike is a Gold Rush Replica (mine has a trick sling/ mesh seat—but don't ask Easy Racers about it...). In NW recumbent riding circles, I have become well-known for changing bikes like I change socks, but a Tour Easy or Gold Rush has been in my 'Bent stable for going on seven years. I have always been very impressed by Easy Racer's high standards, quality bikes and the fact that Gardner Martin is accessible and still (occasionally) answers the phone. I also have yet to find a recumbent that is as fast, stable and easy to ride as the Gold Rush Replica.

ATP is a local company located about an hour from RCN World Headquarters. I guess that I'm lucky because they stop by all of the time to show me the new & secret stuff. ATP has become the most progressive "enthusiast" 'bent manufacturer there is. My prediction is that they will be the SWB sales leader for the year by the time most of you read this and next year everybody else will be scrambling to keep up. Besides building great bikes and listening to readers, riders and us, their bikes are an excellent value. The (new for '94) ATP R-42 is priced almost \$500 lower than the competition. The sub—22 pound R-45 is priced at half that of the competition. If that is not enough, they offer a great line of accessories—some even fit on other manufacturers bikes.

### RCN Critics

Two vocal critics turned up on the Internet and really trashed RCN. We understand that RCN is not perfect and we are fully aware of our shortcomings. I would like to ask critics of RCN to cut us some slack, after all who else is promoting recumbents the way RCN is. Admittedly, the RCN staff responds very poorly to "trashings" of our work. Give us some time, if you haven't seen our early issues,\*\* you really should. RCN has been on top of the recumbent world for going on four years. One thing that I am proud of is the fact that with every issue, we try to improve over the last.

\*\* To see the evolution of RCN, the issues to see are: RCN#2, RCN#6, RCN#9, RCN#10, RCN#15 and RCN#18. We will offer a special price for these back issues. \$19.95 for all six mailed first class. Add \$7 for an RCN#19 buyers guide. Offer good through Aug. 1, 1994.

### RCN '94 Buyer's Guide

We feel that the buyers guide (RCN#19/20) is probably the best reference ever done for recumbent bicycles, however, we understand that

this is by no means a perfect example of RCN. We attempted this huge project without really considering what it would take to complete. The bottom line is that we settled for quantity (of information) over finish quality (lack of typos), which is something that we would not do again. The buyer's guide had a budget of 32 pages. We went to 64 and actually needed an additional eight pages to thin it out. Readers must keep in mind that RCN is a part time business (as it does not make enough money to afford luxuries such as paychecks for the Editor/ Publisher & Office/ Circulation Manager) or a staff. But we are committed!

### Ill-Fated & Rated

Our buyer's guide rating system has lost us a few advertisers over the past two months. We rewrote the rating card several times, and at best it is an experimental system that could stand to be dialed in a bit more. Keep mind that a ☆☆☆ bike will please most riders and there is nothing wrong with a ☆☆ or ☆☆☆ 1/2 Readers need to understand that we compared static items of any given bike/ manufacturer with their recumbent peers. How we personally liked the design did not play as big a part in the rating as you might think.

Readers must remember that we are comparing recumbent bikes and manufacturers against their peers—the competition. We hope that those manufacturers who did not understand our ratings would, rather than get upset, learn from the ratings and improve your products.

### WANTED RCN READER/ WRITERS: Reader/ Rider Profiles

We will be implementing many new features into RCN in upcoming issues with the idea of making RCN more reader based and people friendly. We plan more frequent, but smaller road tests. We are also planning a new "rider profile" article in each issue as well as touring & commuting articles. These will be reader submitted articles. We will need more reader written articles of all types, but we would really like to have some readers who want to write an article about themselves drop us a note. By the time you read this, we will have come up with an outline form that all you need to do is fill it out and send it in with a picture. Think of it, you could be famous, impress all of your friends and be in RCN!

### Recumbent Cyclist International Bike Sales:

As of April 1st, 1994, our parent company, Recumbent Cyclist International (publishers of Recumbent Cyclist News) will venture back into the recumbent bicycle sales business. This is something that we must do in order to subsidize our publishing efforts. Our former company, Millennium Cycle, was the largest recumbent dealer in North America during 1992. We understand that there is the possibility for conflict of interest, however, being aware of this will keep us honest. With this change, we plan to print more reader written road tests which will give readers a different perspective than is currently being offered. If you would like to share a bike perspective or review that offers findings different than ours, we would very much like to hear from you.

**Viva Recumbency!** Robert Bryant, Publisher ☺



# RECUMBENT MAIL-BOX



**RECUMBENT TOURISTS SPEAK OUT;**  
 " 'bents are not just a novelty for bored engineers."

Dear Robert,  
 Here are some thoughts on the direction I would like to see RCN heading. The majority of people that write to the magazine seem to be the obnoxiously biased types that always feel they are surrounded by nitwits and can't understand why the rest of the world doesn't agree with them. On occasion these are fine, but too often gives the mag a negative tone. There are other riders/ readers out there but they are not as vocal and thus become left out. From my perspective, I feel there should be three or four main areas for the publication to concentrate on.

**\*1. Touring / Commuting:** I would estimate that 50% or more of 'bent riders commute regularly. As for touring, I am into touring as I know many others are too. Monica and I are members of Adventure Cycling (formerly Bikecentennial). Their newsletter would be a great place for RCN to advertise. The new readers will expect some touring articles to let them know that 'bents are not just a novelty for bored engineers.

**\*2. Road Tests:** I feel they are too specific and lengthy. 'Bents are still developing and comparisons can be severe, hell, the worst 'bent is more comfortable than the best diamond frame. More, simpler, road tests would be my preference.

**\*3. People Profiles:** "Here's a photo of John Doe and his 7 year old Tour Easy on his ride across Pennsylvania last summer" or "Jane Doe

on her Ryan in the St. Patricks Day Parade" etc. etc. People love pictures and love to see themselves. It gives perspective and life to these bikes and makes the new reader feel they are real. A short profile each month of a rider and his/ her general comments on the bike, 'bents and stuff, kind of a "form" outlined format. Consider the cover page photo/s to be a sharp photo of a 'bent/s being ridden instead of a bike sitting.

Maybe a "volunteer core staff" that could do regular or semi regular bits. Maybe some kind of perk for volunteers. Less "techie" stuff overall, and keep the overall attitude light, fun and positive. You have done a great job of getting RCN going and I don't know if anyone else could have done it. Let me know if I can help.

Relax & Ride  
 BJ Strass

*Great ideas, BJ! Look for a new RCN column for BJ in RCN#22. Also, we are preparing a "bent people outline format. If you would like to be featured in this new RCN feature, please write.*



**Egyptian Pencil**

Dear Robert,  
 My wife just brought me RCN#18 with my article about the "Pencil." Thank you once again for publishing it. I have had a few inquiries about plans so I have begun to draft them. It will probably take me a couple of months because I have a new job. I am the publications and reports advisor for a United States Agency for International Development project in Cairo,

**Contacting RCN: The Impossible Dream**

Now that you know a little bit about our operation, you can hopefully appreciate these tips about contacting RCN. If you would like to have a question answered about RCN, bikes or products, the **ABSOLUTE** best way is for you to send an SASE (self addressed stamped envelope). It is really hard for us to return every call, card & letter that we get. Send all letter, questions, complaints and inquiries to: RCN, PO Box 58755, Renton, WA. 98058. If you have a UPS or FEDEX delivery, send this to: RCN, 17650-B6-140th Ave. SE, #341, Renton, WA 98058. To reach RCN at our new office in Kent, Washington, call (206) 630-7200. We should have a FAX line in operation by the next issue of RCN. Email: (America Online) DrRecumbnt@aol.com

**RCN PUBLICATION INFORMATION**

Recumbent Cyclist International is a sole-proprietorship in the state of Washington. Recumbent Cyclist News is 100% dedicated to promoting recumbent bicycles and providing and encouraging communications between HPV enthusiasts, home-builders, dealers and commercial manufacturers of recumbent bicycles. We are the only recumbent-only news publication in the world today. We are cycling's future.

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**RCN SUBMISSIONS:**Please write or call for our reader/ writer submission information sheet. This is information is important. Ph:#206-630-7200

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**RCN#21 COVER:** Don Gray and the Easy Racer Gold Rush Replica cover photo courtesy of John Swanda. Logo graphics provided by Mark Colliton of Kensington Design.

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Egypt. I arrived in Cairo in November and will be here for the next two years. I have lived in the middle east previously, both in Egypt and Saudi Arabia.

Enclosed is a check for my subscription renewal. I have enclosed my Egyptian address in case you choose to publish this letter. Keep up the good work.

Sincerely,  
Kevin C. Haupt  
4 Yehia Ibrahim St. #9  
Zamelek, Cairo, Egypt

Kevin, congratulations, and best of luck in your new position. Did you bring your 'bent with you? Also, you are the first RCN reader in Egypt! Viva Recumbency! Robert.

## HUMAN POWER

Dear Robert,  
Your big issue #19/20 has just arrived, and I'm looking forward to going through it in detail. Congratulations!

I wrote a short review of the last issue, on page 5 of the latest Human Power (Vol. 11, #1). We're both toiling away, sometimes appreciated, sometimes not. Keep the faith!

You're doing a great deal of good!

Sincerely  
David Gordon Wilson  
M.I.T., Cambridge, MA.

David, thank you. The latest Human Power is one of the best ever. RCN readers will be especially interested in Mike Eliasohn's, "Building Aluminum Recumbents," on page 10.

## RESPECT FOR THE KING....KINGCYCLE THAT IS

Hello Robert,  
I have to comment on your view of the KINGCYCLE. I have owned several SWB recumbents and since working the INTERBIKE trade show in Las Vegas and riding the Kingcycle and WindCheetah, I am "hooked," and have since started a recumbent business. I have had one customer sum-up the KINGCYCLE as "ULTIMATE SIMPLICITY." "The two straight elliptical Reynolds 531 tubes combined with the rear 24" (600 x 28A) and front 18" (450 x 28A) tires and webbed seat allows the rider to have both feet on the ground and makes for easy start in low or high gears.

The KINGCYCLE company has over ten years of HPV racing and commuting experience before offering their product to the public. They also have many other experimental racing and other designs for the future. It appears to me that they have done their homework across the pond.

Add the front and lockable rear trunk fairings along with wheel covers, you will find the pleasure of speed without being totally concealed in a body stocking. With just the lockable rear fairing and the front drum brakes, you have a trouble free commuter bike.

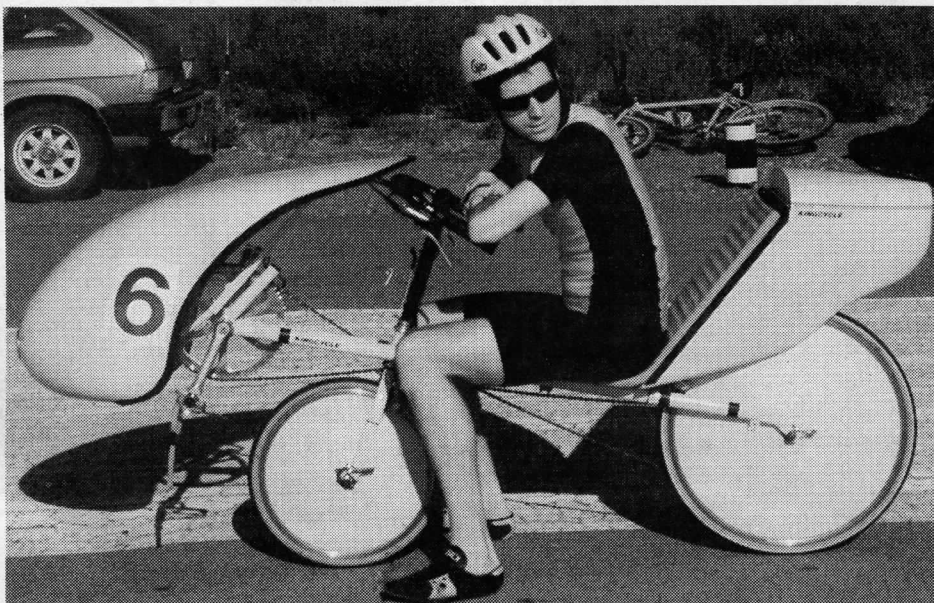
Robert, I hope that you get to try a little English riding pleasure sometime and to those who have already, this is one that doesn't leak oil.

Hal Schaffer  
HAL'S CUSTOM BIKES  
Redondo Beach, CA.

O.K. Hal, so my comments on the Kingcycle were a bit hasty. The Kingcycle is new to the US, where I am sure you will find out, the SWB recumbent market competition is hot and heavy. We have seen the Kingcycle at IHPSC events in the past. The fact that Linear is now importing them into the USA, will make them a force to be reckoned with. At this time, we are making arrangements to acquire a Kingcycle test bike.

## RESPECT FOR THE KING II

Dear Robert, Thanks for the latest and ever more comprehensive copy of Recumbent Cyclist News.



The Kingcycle, imported by Linear Mfg. Inc. -staff photo

In RCN#19/20 you rightly draw attention to the good crafting of the Kingcycle. For some reason, you recommend Moulton equipped Lightning in preference to a Kingcycle for "fast cruising" despite having said that you had never ridden the Kingcycle yourself. It's worth noting in fact that Kingcycles are available with Moulton front wheels. I wouldn't particularly recommend that for US buyers because Moulton spares are both expensive and not easily obtainable on your street corner store.

You describe the Kingcycle as having a "really odd 18" front tyre size." In fact the front tyre is a 450A not an 18," and the only thing that is really odd about this is the world's greatest republic (USA?) still operates on imperial sizes when just about everybody has gone to metric including the boring old imperialist U.K.

450A tyres and tubes are manufactured in quantity by both Michelin and Hutchinson. The problem is that they choose not to distribute them in the USA because there is not a market there. One quick phone call to Michelin's head office in Paris corrected this situation within 5 minutes, and these tyres are freely available here now. You can order them through our distributor in the USA, Linear Manufacturing at the usual address if your local stocklist isn't sensible enough to have them. Keep up the good work.

Yours Sincerely,  
Graham Bell  
Neatwork, U.K.

Dear Graham, Thanks for your letter and updates. I stand corrected. RCN is currently in the process of negotiating both Windcheetah and Kingcycle test bikes for upcoming issues. We hope to experience these "World Class" bikes for ourselves.



## THE \$399 DEFENSE

Dear Robert,

Great magazine! Survey good! Why do you keep defending high priced recumbents. ReBike is \$450-\$500.

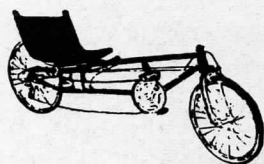
Huffy & Murray sell 26" coaster brake bikes from \$90 and up.

The average person will buy a recumbent when they are competitive with upright bikes. ReBike is the best seller because it is easy to ride, and priced LOW compared to other recumbents. Have you noticed the new bikes looking more alike? SWB, easy to ride and lower prices. The manufacturer who comes out with a \$100 recumbent will make a mint. Sure there will always be people willing to spend for quality designer bikes, but the majority want a good serviceable recumbent for the price of a mass produced upright.

Thanks for listening.

Pete Lardo, Florida

Dear Pete, for the time being, \$90 recumbents will be limited to homebuilders. We also don't want to pick on just the ReBike. Most recumbents are double + the cost of a conventional bike. When you get up into the \$1300+ recumbent range the price gap narrows as you compare hand-built custom uprights to hand-built custom recumbent models. The "mass bicycle market" are those bikes sold in discount stores, price clubs and auto parts stores. These are typically not the types of bikes that RCN readers want. Even homebuilders look for nice lugged frames or quality bike-shop bikes to hack apart. RCN has become an enthusiast publication, but we try to touch on all aspects of recumbency, including your \$90 bikes.



## COUNTERPOINT OPUS IV

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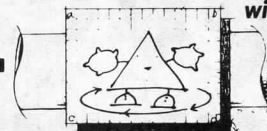
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## BUYER'S GUIDE COMMENTS (RCN#19/20)

"You rated the \_\_\_\_\_ frame quality better than my bike, what gives?"  
Dick "the Godfather" Ryan.

Ed. Note: what would RCN be without the "spicy opinion" .....another engineering design monthly.....sounds fun.

"This is the best issue ever and the best buyers guide I have ever seen for anything! I am sending a copy to the Smithsonian." Gardner Martin, Easy Racers, Inc.

Ed. Note: I hope they put RCN BG#19/20 right next to the legendary record breaking Gold Rush!.....Oh yes, the check is in the mail.

"The most comprehensive resource in the recumbent world." Kelvin Clark, Angle Tech

Ed. Note: I'm blushing.....Thanks!

"That picture on page 10 of the Presto fairing & body sock has got to be a joke! Is the body sock meant to be a Gutt Warmer?" Ron Schmid (Presto Rider), Portland, Oregon.

"Absolutely the best source of recumbent information available anywhere." Steve Hansel, Linear Mfg. Importers of Radius, Windcheetah, Kingcycle and Brompton.

"How about basing your editorials on some fact rather than emotions for a change?" "On a positive note, the Buyers Guide was the best looking issue year, with the color and graphics." Tim Brummer, Lightning Cycle Dynamics.

### ANONYMOUS COMMENTS

"I completely disagree with several of the manufacturer's listed bike weights in the buyers guide. You need to come up with a fail-safe method of listing bike weight. Some of these manufacturers are fudging by upwards of ten pounds."

"Where was Gene Lemle of Lightning Cycle in Ohio." Anonymous.

Ed. Note: Gene is still building recumbents if somebody tracks him down, but was not interested in a buyer's guide listing in RCN.

"The three pages in the buyer's guide devoted to the Presto look suspicious, as does voting the Presto best SWB 2nd year in a row."

Ed. Note: Some manufacturers may think so. I guess that I should have bought stock in Counterpoint? All kidding aside, we feel that the overall package of component selection, superior quality of materials and craftsmanship & service make the Presto the best overall SWB.

"This latest issue of RCN had a record number of typos....."

Ed. Note: RCN has a new copy editor and we have added some new safety mechanisms that will solve our proof reading problems. RCN strives to make each issue better than the last.

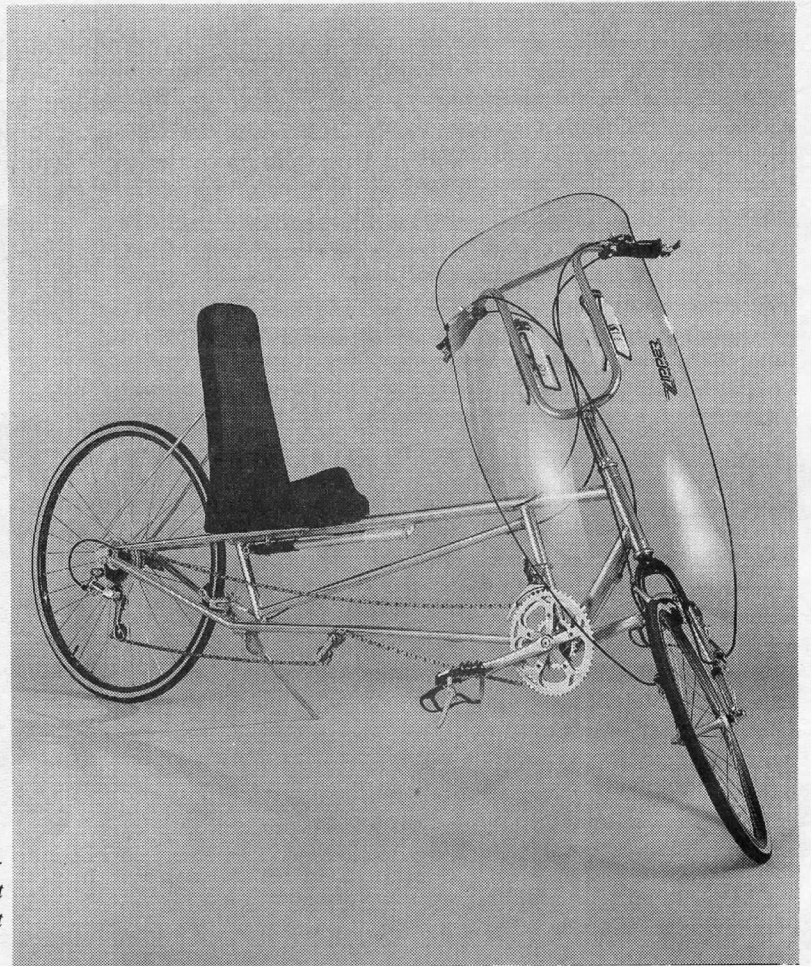


# Recumbent Legend: Easy Racer Gold Rush Replica

by Robert J. Bryant

*"So you want a comfortable bicycle, but you don't want to sacrifice speed, you also want to go on a world tour. Well here I got the bike for you. One other added bonus, it's also the fastest production bicycle in the world."*

*Robert J. Bryant, RCN#6, May 1991.*



Gold Rush Replica-photo courtesy of Easy Racers, Inc.

## GOLD RUSH REPLICA:

A fast recumbent performance bicycle that is also suitable for racing, touring or your daily commute. People of all ages ride them in all conditions on a daily basis. A bike that the "average" guy can feel like Fast Freddie when zooming down the bike trail. You don't need to be an athlete. You don't need to be a lifetime cycle enthusiast. It does not take any special training or skills to climb on this street version of the fastest production bicycle in the world and have fun. Even the "body stocking" is easily adaptable and no problem to install and ride. It actually stabilizes the bike at speed. It also comes off in a matter of seconds and can be stowed in a handlebar bag. The Gold Rush Replica is unlike other high performance recumbents that have a long learning curve. This bike is the fastest recumbent we've ever ridden and as user friendly as a recumbent can be.

## EVOLUTION:

The evolution of the Tour Easy began nearly twenty years ago. In that time the bike has become the best known design due to its original chopper-like looks and streamlined appearance. Gardner Martin, owner of Easy Racers, has sold nearly 2000 bicycles in that time and more than 8500 sets of plans. There is no telling how many Tour Easys have been home-built.

This gold-plated bicycle is the ultimate upgrade for Tour Easy riders. The original racing Gold Rush was built for a Dupont prize attempt in 1985. Gardner's idea for a limited production version came a few years later. The name Gold Rush was a natural. The beautiful gold color of the Kevlar body, the race for the pot of gold (Dupont Prize) and attempt was made in Northern California's Gold Rush Country.

## Gold Rush Racers:

- \*Original Gold: Dupont Prize winning bike.
- \*Old Gold: This is the twin of the Smithsonian Dupont bike.
- \*Double Gold Rush: This is the back to back Gold Rush tandem.
- \*Gold Rush America: This is the HPV RAAM bike with suspension. (Fast Freddie sometimes trains & commutes on this one—this one has foot & hand holes, mirrors, headlights, taillights & suspension).
- \*Gold Rush LeTour: built for the special invitational race at the Tour de France.
- \*Gold Rush Colorado: The latest racer built more like Old Gold with a mono leg front fork and lighter and faster.

The first batch of Gold Rush Replicas were done in the late 1980's and went mainly to longtime customers. The actual limited production versions have been available since 1990. The bike is quite different from it's chro-molly counterpart. The frameset is made of light weight aircraft grade aluminum tubes. They are then TIG welded by Stephen Delaire (Rotator Bicycles) and the beads are not ground to preserve strength. Each frame is then aerospace heat treated to assure full strength and hardness. This frame along with a lightweight Kevlar seat add up to significant weight savings. The frameset is 5 pounds lighter than the Tour Easys. The complete bike offers even more weight savings. The



limited production GRR is the closest thing you can get to the bike that is in the Smithsonian Museum. This is not an exact duplicate-there are some minute changes and rightfully so. Most people who buy a GRR are not planning to go out for the Dupont Prize.

**FRAME & COMPONENTS:**

The finished bikes are striking. The aluminum is highly polished to a mirrorlike shine. The component selection is a bit different than the stock Tour Easy. Gearing is, of course, higher and the drivetrain is upgraded. The Shimano drivetrain performance is better than the Tour Easy and offers excellent shifting and braking. A feature that really stands out is the outstanding dual-pivot point Shimano 105 SC brakes. These brakes have excellent stopping power and they are simple to adjust and repair, unlike the complicated fluid filled hydraulics available today. Although I have nothing against Shimano 105, the only part that we would like to see upgraded are the hubs. The Tour Easy actually has nicer Specialized Cartridge Sealed Hubs, the Gold Rush deserves better than 105 SC.

**E-Z ZZIPPER:**

The Gold Rush comes with the standard (small) Zzipper fairing. The optional Super-Zzipper is an additional \$99. and highly suggested. The Easy Racer Body Stocking is being reintroduced for '94. This is a Lycra soft-fairing that has a zipper sewn into the Lycra and onto the thicker Lexan Zzipper fairing. The body wraps around you and fastens onto a custom mount behind the seat on a modified Blackburn Mountain Rack. Your head sticks through the top and your arms stay inside the Lycra. For this reason thumbshifters are used instead of the Bar-Cons that come on the Tour Easy. There are nylon zippers on each side for your hands and one in front of the opening for your head. The Lycra body attaches to a pole on a custom fit Blackburn Mountain Rack. The lower rear mounts are to the bottom of the Blackburn rack. To get in and out you loosen one side of the bottom lower mount, stick your head in through the opening and climb in. It is extremely easy. Mounting and removing the Lycra body is very easy and takes only a minute or so. Whereas Streamliners are difficult for regular riders to handle, Gardner Martin has found the perfect advanced fairing for the rest of us simple, clean, hot looking and a most definite performance advantage.

**GOLD RUSH TECH:**

The upright handlebar steering is a confidence builder for first time riders and the lower bottom bracket height is easier to handle in traffic or for starts and stops. The trademark low-slung Easy Racer design is a very fast bicycle. We wanted to know why the Easy Racer performance is better than other simi-



*Wayne Boone, Ron Bobb, and Don Gray on thier Gold Rush Replica's-- photo courtesy of Easy Racers, Inc.*



*Easy Racer & rider-photo courtesy of Easy Racer*

lar recumbent designs. Gardner Martin says that is mainly the low slung design, direct drivetrain and Zzipper fairing, but other factors play into the picture. When compared to SWB recumbents, many have more drag in the drivetrain due to their chain idlers. Also, the smaller diameter wheels make a difference. Gardner has proved this with his racing bikes. The Gold Rush LeTour had smaller wheels and a tensioned intermediate drivetrain. The LeTour also has a much smaller frontal area than any other Gold Rush. Most would have thought that this would be the fastest Gold Rush, but it was not. Gardner believes that the "Old Gold/ Gold Rush America" design with it's standard (Easy Racer) size wheels and frontal area is the superior design and a proven faster bike. Gardner

states that during recumbent riding up to 10 mph you are fighting 50% friction drag and tire drag. At 20 mph aerodynamic drag can account for 80% overall. Given his account, the Gold Rush design is a superior performer when compared with any other recumbents with the equivalent fairing or lack thereof.

**THE RIDE:**

There is nothing quite like riding down the bike trail on a long low slung Gold Rush. The experience is unlike any other recumbent. For a LWB, the steering is very sensitive. Unlike other recumbents, that have a "steering groove" that makes them automatically track, the Gold Rush



*Jim Norton on his Gold Rush Replica*

begs for rider participation. The aluminum frame is sensitive, more shock absorbent, and has more feeling than the steel Tour Easy. The aluminum Gold Rush frame is lively and very responsive and it makes acceleration, hill climbing and flat land performance faster than most recumbents. Even though it looks very similar to the Tour Easy, the Gold Rush is lighter, lower and has a slightly different geometry. It also takes much less attention to the road than its high performance SWB counterparts. Some riders like this and others do not. About the only thing that could catch a Gold Rush would be the Lightning F-40.

**DRAWBACKS?**

Yes, we have found a few drawbacks on this near perfect bicycle. The LWB design does not offer the perfect weight distribution, the front wheel is lightly loaded, but in our experience, the Gold Rush has fine road manners and offers great stability in most all situations. Riders



should be careful to watch for the possibility of the front wheel sliding out in sand or gravel and the heavily loaded rear wheel requires a good quality hub & axle. The biggest problem with the LWB recumbent design in general is transporting the bike. Pickups and vans are best, but we have modified a Yakima rack to hold the Gold Rush without much problem. We have used the short rear wheel tray with a front fork mount and sometimes an extender kit. Other times, we have just laid the bottom frame tube into the rear wheel tray over foam and clamped it down. We have carried Easy Racers this way many times and it works better than the more expensive tandem mounts.

## STEEL vs. ALUMINUM:

The decade old frame building rivalry. The venerable Tour Easy steel frame is among the toughest that I have ever seen and virtually indestructible. It is stiff, rock solid and has very few problems. The one drawback is the weight. A Tour Easy recumbent weighs 31 pounds rock stock out of the box, add a kickstand, water bottles & cages, a Super Zzipper and a rack and the weight quickly jumps up to 35 pounds in no time. The Gold Rush immediately drops 3.5 pounds off the bike. This makes for a faster accelerating, better handling and hill climbing. All Easy Racer bicycles come with a limited lifetime warranty.

## WHAT TO RIDE?:

Most riders "click" with a certain recumbent design. You will most likely know if the bike is for you with just one look. If the low-slung, chopper-like looks get you excited, it may be time to move up to the Gold. For Easy Racer fans, there is nothing better than a Gold Rush Replica. Easy Racers has offered a \$50 discount on all Gold Rush bikes sold through the end of June '94.

If you have to own the best you should consider the Gold Rush. The Gold Rush heritage is two decades worth of race proven technology. Who wouldn't like having Gardner Martin, Stephen Delaire and Fast Freddie Markham as their own personal HPV consultants. Prices range from \$1900 for a frameset to \$2500 for a ready-to-ride bike. The body stocking with special Zzipper fairing is custom made to order and cost \$695.

or more information write:

Easy Racers Inc.  
2891 Freedom Blvd.  
Freedom CA 95019-0255  
Call (408) 722-9797.

## HISTORY OF AN EASY RACER

The Gold Rush is a classic among modern recumbent bicycles and HPV's. The driving force behind Easy Racers and the Gold Rush is the HPV designer/ builder/ racer Gardner Martin. It all started back in 1975 when Gardner entered a prone (design) recumbent in the first HPV Speed meet at Irwindale Raceway in California. It was at this event that Gardner realized the possibilities for a very comfortable laid back (supine) recumbent that would be suitable for street use.

Gardner's background in race car and motorcycle building along with his wife's request for a practical street recumbent, led him to the drawing table in an attempt to design a bicycle. For several months he had no luck. The inspiration finally came while riding an old tandem bicycle. The tandem had a lady's style rear frame section with a low top tube. He realized that if he hack-sawed off the front riders seat post and installed a "Stingray" style laid back handlebar, he could sit on the rear section of the frame and pedal at the front rider's pedals. The rear seat post was then removed and some old partially inflated innertubes were wrapped on the seat area. This was the first Easy Racer, a ready to ride recumbent in less than an hour.

In 1976 the first Easy Racer appeared at the Speed Championships. This was not a streamlined vehicle and did not win any races; however, it was by far the most comfortable and practical vehicle at the event. Over the next three years and several thousand miles the Easy Racer continued to evolve. During this period six prototypes were built. The frame tubes generally came from cut up old bicycles. With each new frame more changes and improvements came. The front wheel size originally was a 27" on the modified tandem. This was first changed to a 24" and then to a 20" which is what the bikes come with today. The first commercially built Easy Racer was delivered to the customer in 1979. In early 1980 the bikes went into a limited production. These early production bikes were all hand brazed in Gardner's Watsonville, California shop. Easy Racer #2 is still in use today as an exercise bike in Gardner's home.

Along with the desire for a comfortable road machine Gardner Martin had a keen interest in HPV racing. In 1978 Kurt Miller won the IHPVA Speed Championships riding a streamlined Easy Racer. In 1979 Fred Markham (Fast Freddie) won the speed event and was the first human to break 50 MPH. Through the course of Easy Racer history they have won many speed awards. The most coveted is the Dupont prize for the first human powered vehicle to break 65 M.P.H. On May 11, 1986, Fast Freddie Markham piloted the Gold Rush Easy Racer Recumbent bicycle to the amazing speed of 65.48 M.P.H. Even though the Cheetah Team surpassed the Gold Rush record in 1993, the Dupont prize winning Gold Rush currently rests in the Smithsonian Museum in Washington D.C.

Gardner Martin's history in recumbent bicycles is unequalled by anybody in the business. Many come and go in modern recumbency, but the Easy Racers have been a driving force since 1975 when Gardner Martin first entered the speed championships at Irwindale Speedway. Wannabe recumbent manufacturers should pay close attention, as Gardner has done it right. First by establishing himself as a force in HPV racing and earning a name for Easy Racers. Gardner Martin has refined his bicycles over the years to what we would describe as "the recumbent by which all others are judged."

What we like is the commitment to excellence by the Easy Racer crew, each bike sold is treated like it was for the very first customer. Head E-Z cheer-

## GOLD RUSH RECORDS:

- \*First Bicycle (single rider) to break 50 mph Fred Markham
  - \*World's One Hour Record 45.3 mph Fred Markham
  - \*Dupont Prize—65.48 mph Fred Markham
  - \*IHPVA Road Race Champion 1982, 1983, 1984, 1985, 1986-1988, 1989 and 1992 Fred Markham
  - \*1 Kilometer Fred Markham 60.360 mph Colorado Speed Challenge 1993 Fred Markham
  - \*First place 200 Meter Time Trials IHPSC 85-92 Top Speed at Speed Championships
  - \*200 Meters Multiple Rider-Double Gold Rush 65.03 mph Colorado Speed Challenge Fred Markham 1993
  - \*1 Kilometer Multiple Rider-Double Gold Rush 63.73 mph Colorado Speed Challenge Fred Markham 1993
  - \*500 Meters Multiple Rider-Double Gold Rush 63.73 mph Colorado Speed Challenge Fred Markham 1993
- (Colorado Speed Challenge Records pending IHPVA certification)

## Go Up Grade! by Don Gray

I bought a beautiful black Tour Easy from Gardner Martin in December of 1988. I hadn't ridden a bicycle in 30 years. In January of 1989, I

managed a few wobbly miles and then joined in for a few club rides during February and March. Although there was always a nagging fear that I'd be too slow or laughed at, I was having too good a time to let that worry me too much. By the end of the '89 season, I had completed seven or eight centuries, including The Chico Wildflower, The Sierra, The Grizzly Peak, and the Banana Classic. I had a thirst for more speed. On went the narrow high pressure tires, on went the 24/40/54 chain rings, on went clipless pedals. After a few more miles, more centuries and more climbs, I still wanted more speed.

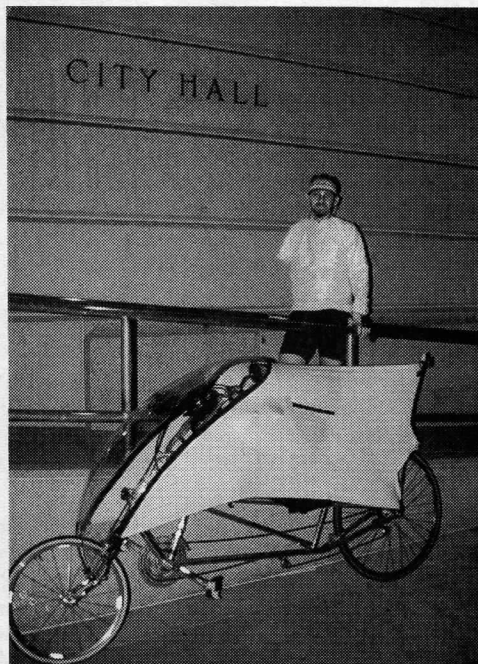
The Gold Rush Replica, in all its high polish aluminum splendor, has the advantage of weighing three pounds less than the Tour Easy. While there is some advantage in having less weight in sprints and standing track starts, these are of little concern except to USCF racers. The advantage for most riders is moving weight over distance, but primarily for climbing. In August of 1990, I sat down on a new Gold Rush Replica for the Pajaro Century, which leaves from Corralitos just two miles from Gardner's Easy Racer shop. The first climb is immediate—five or six miles right up Eureka Canyon. It was a blast; passing riders that looked more fit, and were certainly younger, making heads turn back to check some rumbling noise coming up from behind. "Hey recumbents can't do that!" Oh sure I got passed, and still do, but the smirks were few and my grin bigger. I was in adrenaline and endorphin heaven.

Loving a challenge and tired of hearing, "Recumbents can't climb," "How's that thing on hills," "Where's your radio?" and "Go Back to Iowa," I rode the Gold Rush Replica over all five passes of the Markeville Death Ride, over 508 miles and 35,000 feet in the Furnace Creek RAAM Qualifier, San Francisco-Over the Grapevine-Los Angeles, The Terrible Two (211 miles) with 16,300 feet in Napa and Sonoma counties, and up Gold Hill from Carson City to Virginia City. So, if you like it, if you train for it, you can do it. There's nothing extraordinary about my cycling abilities. Although, the Gold Rush makes it a lot more fun.

Any improvements over Gold Rush standard equipment are just a matter of money, but here are a few suggestions: Use the lightest wheels that will support your weight and riding style: A Sun Aero rim with 18 spoke radial lacing for the front wheel; Fiber Flight spokes for the rear wheel; Regina Americana hollow pin chain; Milled aluminum cranks; Titanium is a weight saver, but very costly: Ti bottom brackets and hubs from White Industries and a stem binder bolt; Next add Ti chainrings to your crankset. Anything else is weight against money in diminishing returns, but skewers, nuts, bolts, and pulleys add up—or rather down—on total weight. I do recommend Speedplay Ti pedals, not only for weight savings, but they mount further back on the shoe under the metatarsal area providing greater efficiency for recumbents. The 34 degrees of rotation will also save your knees.

For commuting, touring, and centuries, the Tour Easy offers a solid stable ride, and it is nearly indestructible. It is excellent for reentry and recovery; it certainly helped me complete a recovery from a severe addiction to a couple of legal drugs. If you are still unsure, Tour Easys offer an unusually high resale value, which makes it easier to upgrade when you decide to move up to a Gold Rush. If you have more potential and want to go faster, go Gold Rush Replica. A sub twenty four pound Gold Rush Replica and finishing RAAM is the goal for 1994.

Don Gray  
Oakland, CA.

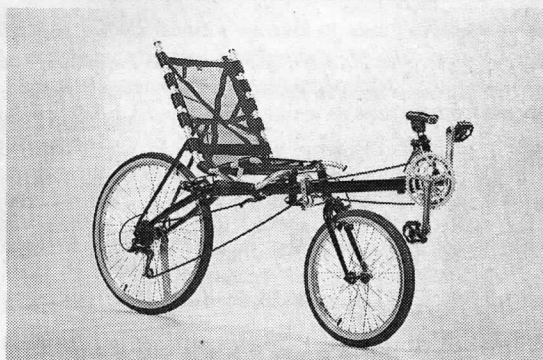


Don Gray at LA City Hall-photo courtesy of Easy Racers

### Gold Rush Riders Speak Out-I

As a proud owner of both a Tour Easy and Gold Rush Replica, I have had the unique opportunity of thoroughly testing these machines to the limit. Living in Ventura, California is a recumbent riders dream. We have long flats and challenging mountains, which both of these bikes

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were bred for. It always amazes the upright bike riders, they just shake their heads as we blow past them. My wife now rides a Tour Easy, and yes, she did sell her mountain bike after it sat in the garage for six months gathering dust.

The Gold Rush Replica is without a doubt the ultimate in recumbents. This polished aluminum rocket is like piloting a Lear Jet. It's easy to control and very fast. The handling is precise at both slow and high speeds. I ride this bike hard, and it has never let me down.

In health & recumbency

William L Ross, D.C.,

Ventura, CA.

#### Gold Rush Riders Speak Out-II

I am 48 years old, 5'10" tall, 180 pounds and I rode my Gold Rush 9,503 miles last year. This includes all five passes of the Markeleville Death Ride and a two week, 1100 mile self contained tour of Oregon. The rest of the miles were here in the Santa Cruz mountains and on nearby Century Rides. To say that I am pleased with the Gold Rush is an understatement.

I bought my first recumbent, a Tour Easy in March 1992. I literally could not believe how fast, how far and how comfortably I could ride. I will never forget blasting past a heavily muscled, lycra encased young rider in full tuck, astride a composite framed 21 pound speedster descending one of the long hills in the "Death Ride." He was going about 45 mph, my computer max'ed out at 56.3 mph as I passed him.

To quote Gold Rush rider, Don Gray on recumbent riding, "recumbent

riders—not recumbent bikes climb hills." If the rider is in shape and practices climbing hills, the recumbent bicycle will climb hills very well indeed. On the Gold Rush, I can keep most upright bicycles in sight going up hill, downhill they rarely see me again after I pass them.

Ron Bobb

Watsonville, CA

#### Gold Rush Riders Speak Out-III

I started out in 1988 with a new Tour Easy (TE) after years of wishing that I could ride comfortably. My TE was a great bike on which I rode 9,650 miles in five years that I owned it. I upgraded to a GRR in 1993. I ride all year long whenever the weather is dry. I ride in all types of terrain. I've learned that I can ride all of the hills any other road bikers attempt. I particularly enjoy high speed descents with are easy on the GRR. I was once clocked at 60 mph while descending a steep hill near the Easy Racer Factory.

I commute regularly on my GRR, as I used to do on my TE. The route is 8.2 miles one way. I have ridden it in as little as 24 minutes, which is an average speed of 20 mph, and that includes stopping at red lights. On the days I drive my truck it takes me at least 18 minutes. Switching from my TE to the GRR on this commute gave me an excellent chance to compare performance. What a big difference! On the TE I could ride 27 mph with great effort. Now on the GRR, 27 mph is commonplace and expected. If, however, I put the body sock on, then the same effort gets me 30 mph, and I can reach 33 mph on the level.

One Happy GRR Owner,

Glenn Garner

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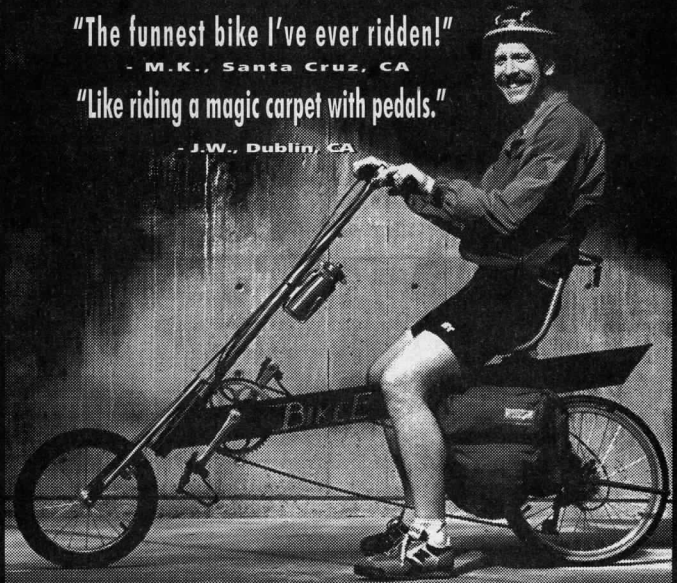
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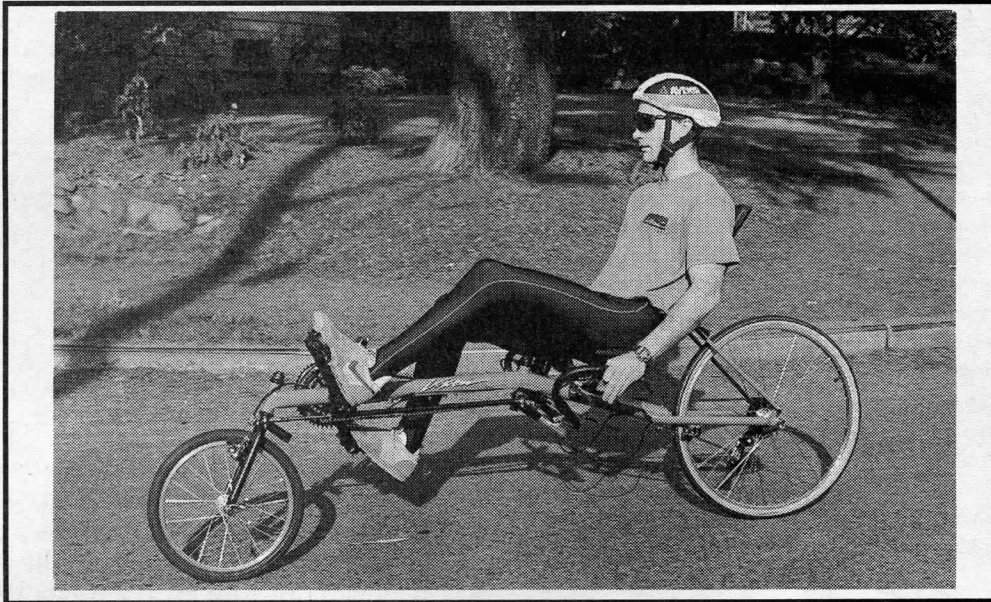
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BIKEE



## ATP "Vision" Test

### "Editor's Choice for Best Recumbent of 1994!"

Until recently, SWB recumbent shoppers had to choose between the "frame-kit" SWB-recumbents and the \$2000 dream bikes. This is one of the contributing factors that has made the LWB recumbent the "Enthusiast Best Seller" over the past several years. Then along comes ATP, an excellent entry level SWB recumbent at almost HALF the price of the SWB dream bike competitors. ATP has set the pace for SWB value in 1994 with the R-40 Vision. Also introduced this year are the R-42 and R-45, which are going after the SWB dream bike manufacturers directly. What has started out to be an entry priced SWB has now evolved into a complete line of recumbent models, prices and options.

Our primary test bike was the SWB underseat steering R-40 Vision. After spending several months with the Vision, we are convinced that this is the single **BEST** enthusiast recumbent that we have seen for under \$1,000. And it is also the single best SWB underseat steering recumbent that we have ever seen.

#### VISION EXPERIMENTER KIT

For around \$1200, you can order up enough Vision parts to try out SWB, LWB, upright steer, underseat steer and try and figure out what your personal tastes are for a recumbent bicycle. The Vision could be marketed as the "Ultimate Recumbent Bicycle Experimenter's Kit." If there is a drawback to the Vision it is the almost limitless adjustments and options to dial-in the bike just for you. It is the perfect entry level/ beginner enthusiast recumbent.

#### VISION HISTORY

The SWB Vision takes advantage of nearly fifteen years of SWB technology. The very capable designers, Joel Smith, former Boeing Engineer and founder of ATP (R-20) and Grant Bower, Engineer and BowerBike SWB designer. The Vision has the best attributes of the original ATP R-20 (RCN#9) but none of the complications. Grant Bower has

been experimenting with his SWB "Bowerbikes" for longer than I have been involved with recumbents (they have never been sold commercially). Anyone who has spent any time in the Northwest or at any of the IHPVA speed events has seen the exquisite BowerBike.

#### DECIPHER THE MODELS:

At first glance, you may get the impression that you should enroll at your state University's Engineering program in order to decipher the ATP model letter/ number descriptions, but hey, it's not that hard. One look at the ATP Vision ordering "menu" and it starts to make sense. With this new modular system, ATP has become a leader among SWB recumbent manufacturers.

\*The ATP Vision VR-40AU is the SWB-direct underseat steering version. The VR40AT is the upright steering version of the same bike. The original "R-40 Vision."

\*The ATP Vision VR-40BU is the LWB-remote underseat steering version. The VR40BT is the upright steering version of the same bike.

\*The ATP Vision VR-42AU is the SWB-direct underseat steering version. The VR42AT is the upright steering version of the same bike. The R-42 has upgraded components and an aluminum boom & seat stays.

\*The ATP Vision VR-42BU is the LWB-remote underseat steering version. The VR42BT is the upright steering version of the same bike.

\*The ATP Vision VR-45AU is the SWB direct underseat steering version.

\*The VR45AT is the upright steering version of this bike. The R-45 is a sub-22 pound dream bike. The frame is of the same design, but lighter and uses a smaller diameter 1.75" main-tube. The R-45 comes in SWB only and will be built to order.



The R-40 & R-42 models are fully convertible from SWB to LWB and back as long as you have the correct set-up. This is the only recumbent in history that offers this feature.

### VIVA La DIFFERENCE

So what's the scoop? Well, we are partial to the VR-40AU SWB, or in simplified terms, the original Vision. This bike costs less than one thousand dollars, offers great wheels, a great entry level drivetrain and a bulletproof frame, fork & seat. For the bucks, this is the bike. Those (like me) who have "one-step-itis" may want to step up to the R-42 with it's aluminum boom, seat stays and Shimano/ Grip Shift drivetrain. The R-45 is strictly for the advanced riders club. An R-45 customer may be one who wants an ultra-light recumbent, a super-high performance recumbent or as an upgrade from your venerable R-40. The R-45 is a custom built bike. The frame uses nicer stays and a 1.75" diameter chro-moly main-tube. Best of all is the ultra-light weight, at under 22 pounds, it is the lightest recumbent under \$2500. The only other bikes that even approach this feather-weight are the composite Lightning R-84 and the \$5000 Titanium Presto. The R-45 is most definitely a "break-through bike" and with this model, ATP has entered the SWB dream bike market.

### LONG WHEELBASE

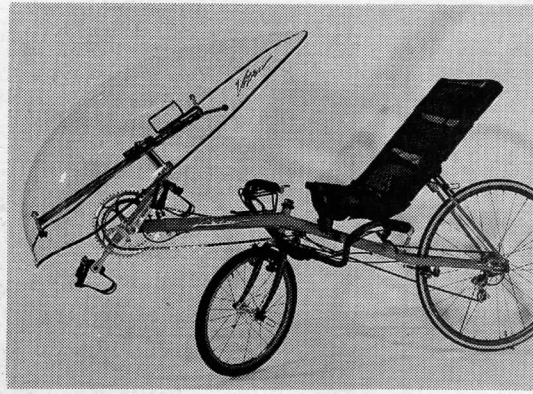
Anaheim, California: I can still remember the day back in the fall of 1992. It was late in the afternoon, and I was headed back from a long day at the Interbike Trade Show to RCN headquarters (Candy Cane Motel behind Disneyland). As it turned out, home to the ATP Crew, too. I ran into Joel Smith in the parking lot, he then proceeded to describe to me a SWB recumbent that would easily convert to a LWB. Four months later, during a light snow in Kent, Washington, Joel demonstrated the bike to me. "Truly ingenious," were the only words that came to mind. Joel was able to convert the bike from SWB to LWB in a matter of minutes. The deluxe "ATP Experimenters Kit" will allow ATP customers to experience both and choose what they like best. ATP has also incorporated two-steering linkage settings that allows the rider to select between two steering settings. This basically controls how quick the steering geometry is. Compared to other LWB recumbents, we found the ATP a quick handling bike that could be described as, "a SWB rider's LWB." The bike is sporty feeling, compact and unique compared to the other LWB recumbents available today. The most unique option of the ATP is the ability to convert it back and forth between LWB & SWB. We prefer the SWB Vision, but recommend you try both versions.

*SIDE-NOTE-A: In areas of the USA that have four seasons, a recumbent rider may want to own a SWB recumbent for the summer and a LWB for the winter. With the ATP, you can have one bike that does both.*

*SIDE-NOTE-B: When RCN subscribers ask us what we prefer LWB or SWB, we always say, "a dedicated recumbent rider should both a LWB & SWB." With the Vision, you can accomplish this and own just one bike.*

### UPRIGHT STEERING ATP

At the 1993 Interbike Show, ATP unveiled the new upright steering option. The one we tried was a pre-production prototype. Zach Kaplan (RCN's Zach-Tech) had this to say in RCN#18, "They also had a slick version of folding (upright) handlebars that will retrofit on Vision models. It uses internal cable routing inside the bars." As the LWB kit changes the Vision's personality, the upright steering kit does as well. The ATP underseat steering is so nice, but I cannot say that I liked the upright steer as well on this bike. In saying that, we still highly recommend trying this option. The Vision has the unique ability to easily convert to many different recumbent variations.



The ATP Vision R-40AU & Zzipper-ATP

### OPTION LIST

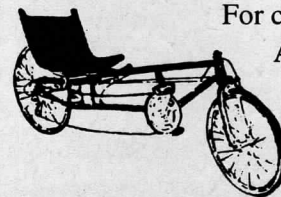
The option list is extensive. ATP has a new clear lexan chainguard. The idea is great, however, we haven't ridden a bike with one of these yet. The Seat Back Bag is designed for those who don't want a rear rack. The Cordura nylon bag has a capacity of 550 cu. inches and has a shoulder strap for use off the bike. This new bag gets a five star rating from us. It is expertly designed by and for recumbent riders who really use their bikes. The new Vision fairing with Zzip bubble is another breakthrough. The bubble is similar to the Presto Zzipper (slightly different shape—but same size), but the mounting system is ultra-simple and should work (with minor mod.'s) on many different SWB models. A computer mount that fits on top of the front derailleur tube also is a great place to mount a headlight. This option is not needed if you have

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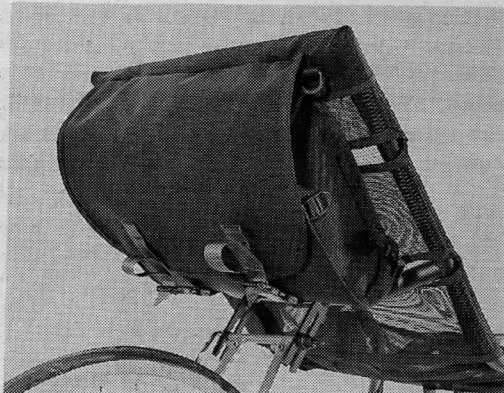
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the Vision fairing, because there is plenty of room on the fairing framework for computers, waterbottles and headlights. Also available is a Thermarest seat bottom cushion. Read all about it in the next paragraph.



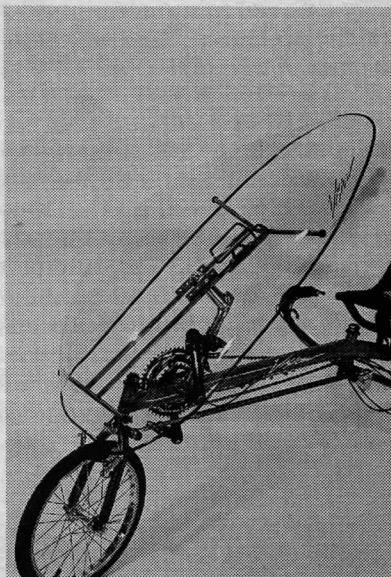
*The Vision quick release seat and Seat-Back-Bag-ATP*

### THE ATP SEAT

The ATP seat is another breakthrough—kind of. From a design standpoint, this is a five star seat. In a matter of seconds, it pops right off the frame through the use of two conveniently located quick releases. The seat stays either fold down, or come off with an allen wrench. The seat frame now sports a black finish, is made of aluminum and is light weight. The seat-back height is great for all sizes of riders. Here is where the “kind-of” comes in. Some recumbent seats have what we describe as “seat-horns.” This is where a metal fixture of some kind protrudes forward from the front edge of the seat frame to pull the material tight and keep the rider from sliding forward. Our findings show that riders of bikes with seat-horns don’t even notice them until someone (like me) brings it up. Also, light riders (160 pounds or less) will not notice it as much as large riders. Larger riders may notice that the Vision seat has a smaller base than either a Presto or P-38. Dick Ryan’s Vanguard has a similar seat-horn and Dick claims that only a few riders are bothered by the seat horn. As it turns out, I am

of the chosen few and I’ve always rated “horned seats” lower because of the potential for irritation.

ATP is a local company and well aware of my idiosyncrasy. Prior to testing, ATP, brought over what I consider the “best upgrade” option that they offer, the Thermarest Seat Bottom Cushion.” We were introduced to these neat cushions while testing the Thebis (standard on the Thebis), then later with the Ryan (optional on the Ryan, too) and now the Vision. ATP has a unique way of mounting the cushion; it straps under the seat mesh providing superior comfort from this self-inflating air/foam seat cushion. With the addition of this optional cushion, the ATP seat is right up there with the very best. In fact, we can think of quite a few manufacturers who should take a serious look at how this seat mounts on the bike. It is quite certainly the best seat mounting system available on any recumbent.

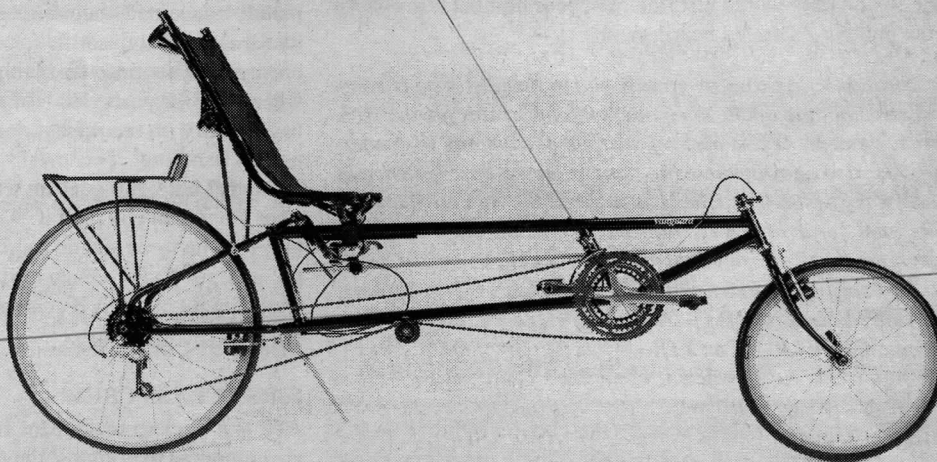


*The Vision Zipper mounts on SWB & LWB models-ATP*

Another Vision breakthrough is the adjustable seat recline angle. Every recumbent rider that I know wishes he/she could adjust the angle of the

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seat, or at the very least experiment with it. This is a built in feature for all Vision recumbents. This very important feature alone is enough reason to buy this bike over other SWB models.

#### R-40 FRAME

The Vision utilizes a 2" diameter seamless chro-moly mainframe that is ultra-stiff and worthy of the LWB conversion that makes it possible to convert any R-40 or R-42 model. The seat stays, chain stays and custom 16" fork are all TIG welded chro-moly. All of these parts are over-built, durable and tough. The Vision realistically weighs in at just under thirty pounds, which is not exactly a light weight, but could be the lightest recumbent under \$1000. For gram counters, ATP weighed it's first production R-45. Get this, 21.75 pounds. This bike is less than half the price of a Ti Presto or Lightning R-84! Of the dream bikes, the R-45 is the most realistically priced and deserving of our highest rating (as admitted retro-grouches, we like chro-moly anything).

R-40 and R-42 models come in the ATP trademark Teal color. The R-45's come in your choice of Teal, Red-Baron Red, Royal Blue, Grape Purple (the official RCN Crew Color), White and Black Powdercoat. This is the perfect coating for this bike and it is just as durable as you would expect from ATP.

#### R-40 DRIVETRAIN

Our test R-40 had a SunTour drivetrain. When discussing \$1500 and \$2000 bikes, we look for the name "Shimano" emblazoned on the componentry, but for \$995, the SunTour drivetrain does what it is supposed to do. The gears index about average compared to other recumbents. The shifters are SunTour twist-grip shifters. They shifted adequately, but we'll take Grip Shifts or Bar-Cons if given the choice (Grip Shifters do not have a friction shift option). The crankset is a SunTour X-1 and has alloy crankarms & steel chainrings. It is a proven, durable and heavy crankset. Overall, the drivetrain is durable and should be trouble free—everything you'd want it to be on a recumbent that retails for \$995. For those hyperglide fanatics, order an R-42 or R-45.

The Vision bikes come with a derailleur pulley on a custom mount as a chain idler. This proven system is right off Grant's BowerBike (Vision forerunners). I have criticized these on other recumbents, so we'll throw our two cents in. I prefer delrin or skateboard/ Rollerblade wheel chain idlers, but the Vision idler works just fine. So, your best bet is probably to upgrade the pulley to a sealed bearing unit.

*SunTour vs. Shimano: As a retro-grouch and enthusiast who is completely against the thought of one component manufacturer having 99% of the component market and is also against the cheapening of components and who is also against the whiz-bang planned obsolescence in the bike industry, my first impression is to outfit a bike with no Shimano. I instinctively want to run directly to SunTour or Sachs. But, I must say, that Shimano components work better than any others currently available. If you don't care about index shifting, Hyperglide or Grip Shifters, stick with the other brands, but for pure shifting elegance, there is nothing like Shimano Deore LX, XT or XTR.*

#### ATP BRAKES

The American bike buying public reveres the cantilever brake as it's sweetheart choice of brake. If a Specialized Stumpjumper or Giant Iguana has anything buy cantilevers, the American MTB buying public would just plain freak out. The Vision brakes are good quality SunTour cantilevers. They are strong and give the bike superior braking. We didn't care for the "feel" or modulation of these brakes as compared to their Shimano counterparts, but they work fine and you should never be short of

braking power. Cantilever brakes work well, are very strong and are serviceable by just about any bike shop in the free world. The downside to these brakes is that they are difficult to set up and adjust by the inexperienced. Your best bet is to find a gonzo local MTB mechanic who lives, eats and breathes dirt, slip him a few bucks on the side to get an A-1 adjustment job. We know of just the place if you live in Renton, WA.

#### ATP WHEELS

The wheel build quality is very good and we had no trouble with the test bike's wheels or tires. The 26" rear wheel is a strong MTB wheel, and the bald slick Fat Boy 1.25" tire is a perfect choice. The real breakthrough for the Vision is the new Kenda 110 psi 16" X 1-3/8" front tire. This tire is 100% responsible for me changing my mind about "tiny tired" recumbents. This new tire should eliminate the need to use the rare and difficult to find Moulton 17" as an upgrade. This makes the Vision even more appealing.

**LATE NOTE:** ATP is now offering a high performance 16" x 1" high pressure performance rim/ tire combination on the R-45. We were able to see this new wheel/ tire at Bike Expo and it is tiny.

#### PRACTICALITY

The Vision is probably the most practical recumbent available today. First of all, it is a terrific bargain. Second, it is small enough to be stowed in small places, trunks of cars and on standard bike/ roof racks. To give you an idea, I have a small shortbed pickup. When I haul my LWB, it takes up the whole bed (set in diagonally with the front tire sticking out of the bed). I have put three SWB recumbents in the same pickup bed. Third, the Vision can be used for just about all forms of riding. HPV racing, touring, commuting and best of all recreational use. Generally, a SWB would not be the best choice for touring. This recumbent design was originally considered by most to be a "sport-bike," but, who I am I to judge, both Joel & Grant (ATP partners) have done extensive touring throughout Washington state on the forerunners of the current Vision. Grant & Debbie Bower have climbed every major mountain pass in the state on their SWB recumbents. This is truly a multipurpose bike.

#### SWB HANDLING

The Vision has a 36" wheelbase. ATP feels that this is the optimum wheelbase for a recumbent bicycle and in no way causes any problems in handling. Many riders consider this too short. These riders were mainly concerned about high speed handling abilities and the possibility for quick weight shifts forward in panic situations. Grant Bower has been experimenting, designing and building SWB recumbents of this wheelbase for years. He told me the other day he is on design #6. He has a theory on recumbent design whereas he wants a bike with 100% neutral handling. This means that he does not want a steep head angle "twitchy" bike, nor does he want an "oversteering" SWB that wants to steer more than you steer it. The completely neutral handling SWB will turn with no force and no fight. Just point it in the direction you want to go, and go! Every characteristic of the Vision recumbent handling is well thought out. It is precise and among the best you could ask for in a SWB in any price range.

#### FIRST CLASS CREW

ATP is a modern recumbent company, part of the "new breed." They are committed to bringing the recumbent enthusiast bikes that you want. Their goals are to offer the best SWB recumbents at upright competitive prices. The R-40 is a terrific start, the R-42 knocks nearly \$400 off most of the "dream bike" competition and the R-45 is a bargain for a made in the USA sub-22 lb. high performance bike. And it's chro-moly steel too! ATP does not need space age (plastic) technology or industry

buzz words to build a light high performance recumbent. Over the past year, we have thought of ATP as the new kid on the block. After this season, ATP will be considered the standard of the SWB recumbent market. Seasoned SWB builders in the industry will be scrambling to keep up with this forward thinking company and their high quality products.

## DESIGN CRITIQUE

1993 brought us some incredible new recumbent companies and models. The Vision is an exceptional recumbent bicycle, however, it has one minor glitch. It was designed as a "one-size-fits-all" frame-size that would offer all riders with "no heel interference," which is rare for a SWB recumbent. This was a difficult task that ATP handled well with this one side-effect. Many large and/or tall riders feel like they are too close to the front wheel. When comparing the ATP to the Presto, P-38, Haluzak or Laid Back, you will find that the seat is rather far forward (close to the head tube). From an enthusiast point of view, there is really no reason for this. The seat appears to have room to move back three + inches. We were not alone in our judgement. We heard the same comment from California, Colorado, Washington state and Washington DC. Two enthusiasts had modified their bikes to mount the seat further back. Just prior to press time, ATP announced that all future models would come with two seat mount positions, the second being 1.5 inches farther back.

Is the ATP wheelbase too short? Riders of long or medium wheel base recumbents may think so, we would have agreed in the beginning of the test, but now realize that there is no apparent rationale for this, other than the conception that it is a shorter bike. Once you get accustomed to this wheelbase, you will most likely love it. We have been extremely impressed with the Vision. It is truly a bike worthy of being named "Editor's Choice for Best Recumbent of 1994!"

## USER FRIENDLY SWB

The Vision series of recumbents is the most user friendly of any SWB currently available. First of all, there is virtually no heel interference (never say never) with the front tire. There is no knee interference with the handlebars as on some SWB models. The 16" front wheel makes the bike significantly lower than SWB models with the taller 20" front wheel. This helps in traffic, restarting from a stop and anytime there is slick or loose pavement—you are closer to the ground. Probably the most important factor is the low bottom bracket/ spindle height. With the Vision models, you actually pedal at a downward angle. This makes the bike extremely easy to get accustomed to and use in virtually any riding situation.

*DESIGN NOTE: We want to be very careful about this "Design Critique." Riders who noticed the forward seating position were large and/or tall riders or experienced SWB riders. Many ATP riders we spoke to have never even considered this until we brought it up. If you have an existing ATP Vision, they can be modified to move the seat further back. We recommend that you give B.J. Strass at Introspect Cycle in Sacramento, CA. a call, Ph#916-481-2906.*

## VISION INTO THE FUTURE

Well, where do we start. The guys at ATP are selling a bunch of ATP Zippers and they are now working on a weatherproof "top stocking" which we hope to see by Fall. We expect to see many more surprises from the ATP Team. Stay tuned to RCN for the latest Vision Reports.

## VISION FEE SCHEDULE:

There are so many prices and variations that it would be best for readers to get ATP sales information or see the RCN buyer's guide. Basic pricing is as follows: VR-40AU SWB \$995; VR-40BU LWB \$1150; VR-42AU SWB \$1390; VR-42BU LWB \$1470 and the R-45AU (SWB only) \$2275 custom built to order. Be sure to call ATP for prices on the "Ultimate Recumbent Bicycle Experimenter's Kit."

Can you tell that we loved this bike? ATP has become the LEADER in SWB recumbents. All of their offerings are A-1 and get our highest approval rating. We have not found a "perfect" recumbent yet, but the Vision is sure to please a lot of recumbent riders in 1994. We can hardly wait to receive our ATP R-45 test bike (an excuse to keep riding one) with Zipper fairing and the new 90 psi Kenda tire. For more information, contact your local recumbent dealer or: ATP, 6201 Ravenna Ave. NE, Seattle, WA. 98115 Phone: #206-789-7323

## VISION FACTS

- \*ATP bikes fit riders from 5'2" to 6'4." One Vision rider is 6'7" and has a custom extended boom.
- \*R-40 SWB weighs under 30 pounds/ R-40 LWB weighs 31 pounds.
- \*R-42 weighs 27 pounds/ R-42 LWB weighs 30.5 pounds. (lighter upgraded Shimano/ SunTour component mix with aluminum boom (SWB)& seat stays).
- \*R-45 weighs 21.75 pounds (different frame with lightweight top of the line components).
- \*Weight distribution (seat in back position) is 59% front, 41% back.

These are the advertised numbers taken ATP with Grant Bower on the bike. His further comments, "since the human body's CG is at the navel, the numbers should not change dramatically with other sized riders."

*Seat height: 22"	*Rear wheel size: 26"/ front 16"
*Crank height: 19"	*SWB wheelbase 36"
*Head tube angle 70 degrees.	*LWB wheelbase 60"

## BREAKTHROUGH LIST

The Vision may look like your average run-of-the-mill SWB recumbent, but we have found some really neat features that put this one above the rest.

- \*Quick release seat—pops completely off the bike with the flip of two QR's.
- \*16" X 1-3/8" 110 psi tire! ATP was instrumental in the bringing to market of this tire. (Early Spring delivery/ imported by J & B Imports, Kent, WA.)
- \*Convertible Design: Most ATP models are available as LWB, SWB, Underseat or Upright handlebar steering.
- \*A sub 23 pound recumbent for less than \$4999.99. The new R-45 is a light, agile & gorgeous bike.
- \*A quality recumbent for less than \$1,000. For this alone, ATP deserves congratulations.

LATE NOTE: ATP expects the new front tires in by the end of May.

<b>THUMBS UP!</b> Affordable Price Bang for buck Excellent quality Good componentry mix Progressive "New" manufacturer Convertible design 16" X 1-3/8" 110 psi front tire	<b>THUMBS DOWN!</b> "hard" brake feel (R-40) Limited color choice (although we do like turquoise)  R-40AU SWB was our test model.
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Bill on his LWB Vision.

## Vision Quest

by Bill Dowling  
Palm Harbor, FL.

I bought the Vision R-40 for one reason: comfort. Boy did I get my money's worth. On my old hybrid I could only go for about an hour before "sore butt" set in. My wrists hurt after 2 hours. My typical ride was about 25 miles. Now I do 50 to 65 miles each weekday morning. On weekends, I "go long." Last weekend I did 111 miles Saturday and 126 miles Sunday. My first "double century." The only sore muscles are just above the knees. Nothing else hurts! The seat has a lot of adjustment for back angle. I've found that 1/2 down position still allows you to press your back into the seat for speed, and removes enough weight from your butt, to allow sitting in it all day without any discomfort. As you adjust the seat-back angle you will find it necessary to adjust the boom for proper pedal length too. The seat is a breathing mesh on aluminum frame. I weighed 250 lbs. when I got the R-40. Now I'm down to 220 lbs. Comfort? a 10 out of 10!

### Long Wheel Base vs. Short Wheel Base:

I bought every back issue of the Recumbent Cyclist News and read the reviews of every bike. I then ordered an R-40 Vision long wheel base. I rode it for 2,500 miles as a LWB. I really liked it, and had no reason to even try the SWB. Then we got 5 days of rain here in Florida. Sitting around the house, with perhaps too much spare time on my hands I decided, why not try the short wheel base configuration, I can always switch back to the LWB. In RCN, comparisons between LWB and SWB were also comparisons of bikes with very different design features. In other words, something other than LWB and SWB may be causing the perceived difference in handling. With the R-40, everything stays the same except for the placement of the front wheel. So you are comparing apples to apples with the only difference being the wheel base! In the SWB mode the bike seemed very quick, even "quirky" at first. But after an hour or so, you get used to it. The SWB bike is far more easily started and more maneuverable than the LWB. After 2 days of riding in the SWB mode, I called the company to order the short boom (no head set ahead of the crank, and 5 lbs. lighter) because I had decided to never go back to the LWB mode. That's right: I liked the long wheel base mode so much I almost didn't even try the SWB mode. Then, after getting used to the SWB mode for 2 days I vowed to never go back to the LWB mode. As my SWB technique grew, I found it to be even more stable at high speeds than the LWB. I think anyone who gives both LWB and SWB a fair test (say minimum of two weeks) will strongly favor the SWB mode. It's cheaper, too!

### Learning to ride a recumbent:

The LWB is very difficult to get going (especially on the up-hill). I gave about 20 people test rides while in the LWB mode. They all took two or three false attempts to get rolling. After getting going, they seemed to be able to easily ride in a stable position. So far, I've given about 40 people a test ride in the SWB mode. All but one had no trouble getting rolling, but all seemed jerky or quirky after getting going. I believe all would have gotten used to (adjusted their steering technique) the fast response, as I did, in about an hour's time, but I was unwilling to allow test rides of that length (it was, after all, my new bike!).

### Teaching people to ride a recumbent:

Simply telling someone that they will have to re-learn balance is not enough. After a person first learns to ride a (normal) bike the knowledge moves into their sub-conscious. Their conscious mind forgets what they've learned and they are running on auto-pilot. If you ask them how it is that they are able to ride a (normal) bike they cannot tell you anything about the actual technique. So, if you don't want to scratch up the paint on your new recumbent bike by letting people test ride it, here's what you should tell them: (1) As you tip/lean to the left, steer the bike even farther to the left. (2) As you tip/lean to the right, steer the bike even farther to the right. (3) In other words, steer the bike to keep it between you and the ground. (4) Pulling or pushing on the handle bars will do nothing on a recumbent, even though it can be used on a normal bike to make minor balancing corrections.

### Above or Below Seat Steering:

To the factors previously discussed in back issues of RCN add: (1) With under seat steering, swatting off bugs or biting insects on one arm using the other arm requires considerable technique especially if they are on the back side of one's arm. Also: (2) with under seat steering a snarling dog running along side produces a more serious situation than with above seat steering. Personally, I still prefer under seat steering, because it eliminates any possibility of wrist pain which I used to get on a ordinary bike.

### "No Bike Passes Me!"

I bought the R-40 for comfort, nothing else. I'm 47 years old, and it shouldn't matter to me if I get passed by another bike. The Vision has changed me. Over the last 6 months I've been seduced by speed. My attitude now is "no bike passes me." No exceptions. It all started innocently enough, while riding the Pinellas Trail with Bob on his

home built recumbent. Some roadie would not respond to a "good morning" hail, and Bob would remark "Well, there's another one you've pissed-off, Bill." I'd say "I've never seen that rider before, honest." On my old bike, I just let faster bikes pass. On my Vision, I found I could easily catch up to any that passed me. Then, I discovered, that I could actually re-pass anyone who passed me. And one thing led to another, and now I have this whole new attitude. It was after I was riding the R-40 for about two months, and I was just beginning to see this speed and new attitude in myself. It was a morning ride with Bob. We were doing 17 to 18 mph., when a 4 rider pace line passed us. Bob was just about to say we didn't have to chase them down, but he had already seen the look on my face and knew it was useless to protest. I had joined the back of their pack in about 4 minutes. They were doing 21 to 22 mph. The wine of their fat tires told me all were over 100 psi. My R-40 had 60 psi in front and 90 psi in the rear. They were 3 mountain bikes and 1 road bike. Two aluminum Cannondales, and one carbon Trek, I couldn't see the road bike brand name. After catching my breath by drafting for a minute or two, I gave them the old "on your left" and spun up to 24 mph., which is about all I'm capable of, with a 48/12 top gear. As I passed, I could see the look on their faces. They were very near their maximum effort already. The guy on the road bike hollered out "A recumbent animal! Look at that animal go!" For the next five miles, I managed to stay out in front of them. The guy on the road bike had no trouble catching up, but the guys on the mountain bikes would pull along side, and some how, I found enough to increase to 26 mph. They turned off the trail and I barely escaped being re-passed because I had nothing left at that point. I told myself that was going to be the last time I tried mixing-it-up with strangers. I thought the three riders on the mountain bikes were pro athletes. The guy on the road bike seemed to be their coach. After nearly killing myself with the exertion, I vowed to drop

my new attitude and go back to being a mature adult. I was a "good boy" for the next week. Then one morning a guy pulls up to Bob and me on the trail. It was the "coach" from the week before. His name was Frank. He owns a bike shop in St. Petersburg. He was their mechanic. Those other 3 riders were Pro mountain bike riders. He said two of them won serious cash the weekend before up in Brooksville, and the other was considered an up and coming talent in Florida. (I was thinking, mountains in Florida?, we don't have no mountains?) Well, his face seemed sincere. He said they were out on a very fast paced training ride doing 20 miles at 20 to 22 mph. before I "attacked." Even so, He and they were shocked a recumbent could go so fast. Well, as you could imagine, this incident put me over the top, and from that point on I was

**"Bob says, I need professional help."**

**"The Recumbent Animal."** No one passes me! I bought a heart monitor. No one passes me! Bob says, I need professional help. No one passes me! I think it was two weeks

Later, when I dusted the moped, that put me over-the-top, in Bob's eyes. OK, racing every fast bike that comes along, that's one thing, but racing motorized vehicles? Bob says I've "crossed over" and there's no going back. Bob says I hide in the bushes and attack the first pace line that goes by. Not true. I sit in the shade (on side roads) to eat my power bars and drink my Gatorade. It simply appears I'm waiting to ambush a pace line. OK, one with three tandems and two singles, did out run me, fair and square! But I replaced the 48 tooth big ring with a 52. The next weekend I stuck with a carbon Kestrel. He would try to drop me, and

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Bill's SWB Vision

**Religion/ Zen = Vision**

Above I've referred to getting used to the quick and quirky handling of a SWB recumbent. Some may think I was saying: enduring a handling "problem," until one develops techniques to allow for a design deficiency. No, that's not it! If you piloted a super tanker and then were given the helm of a 12 meter racing yacht, you would call it "quick and quirky" in comparison. If given a couple of months skippering both, there isn't a single sailor that I know, who would choose the handling of the super tanker for his next boat, even though it could be referred to as "smooth and stable." Some boat reviewer might say the racing yacht needs "steering dampening." Don't believe it. You want to be "as one" with the bike and road, this SWB delivers the feel. Looking back to my LWB experience (3 months, 2500 miles!), the feeling of the bike was pretty lackluster by comparison. It was good, solid, smooth and generally OK. But it didn't have soul. With SWB you're "wired to the road." It's almost a Zen or a religious thing. In other words, I really like SWB!

**Short takes:**

On my old bike, the only way I could do a 50 mile ride was to ride away from my house for 25 miles, so I had no choice but endure the sore butt & wrists and re-do the 25 miles to return. Last weekend, after doing a 100+ mile loop on my Vision, I continued past my home because the weather was perfect and there was another hour until sunset. I added another 14 miles before ending the day. That's a comfortable bike!!

we would hit 28 to 30 mph. for a 1/2 mile. He backed off to 24 mph. for a mile to regain strength. He attacks for another 1/2 mile. For the next eight miles this goes back and forth. This stretch of road ends at a gas station in Holiday, Florida. I got there first (just barely!). He remarks that that's the fastest recumbent he's ever seen. I say "Well, for a 36 pound (with full tool kit, rain poncho, spare tubes, and full camelbak, etc.) bike..., on fat tires..., with ATB components..., pedaled by a 47 year old..., it ain't too shabby!" Now, if I can just find some room on my credit cards for the new R-45 racing model, then all the roadies in Florida are gonna' be in real trouble!

It shouldn't matter, but it does get to you. There is nothing to compare to passing a class of school kids out on the trail, on their field trip, and hearing 60 to 100 shouts of "awesome bike mister," or "trade'ya bikes, dude?" all shouted with glee.

In the first 6 months I've lost 30 pounds riding my Vision R-40. A friend has spent the cost of an R-40 in a commercial diet plan, buying prepared meals, going to meetings, and only lost 12 pounds, and of course he doesn't have a "world class" bike when he's done!

Ed. Note: By the time you read this, Bill will have just taken delivery of his new '94 Vision R-45.

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# HOMEBUILDERS CORNER

## Amateur Frame Building and the Pocket Rocket

by J. Gaerlan

Frame building was one do it yourself project that I always wanted to do. I would go to libraries to look for specific books on frame building without any results. I even called up bike shops for book recommenda-



*J. Gaerlan's homebuilt road bike-photo by J. Gaerlan*

### The Pocket Rocket Recumbent

After doing other framesets for friends and acquaintances, it was time to try something else. A *Lightning* review in one magazine prompted me to design one similar to it, but using two 20" wheels. The Presto recumbent is similar to my bike, but they use a larger main tube. I decided to cross both designs, using 20" wheels like the Presto, but with a triangulated frame like the *Lightning* or a conventional bike. Having never ridden a recumbent posed a real challenge. The design was based on pure assumption. Looking at available specs & pictures for the SWB bikes was an important part of my design.

Since my jigs were designed for a smaller frame, I had to fabricate a frame-building jig out of half inch particle board. The process was similar to a conventional bike, until we got to the seat. My seat is made up of very thin plywood strips. I soaked it overnight in water to bend it to the right contour. Three layers of fiberglass were then laid for rigidity and strength. About three inches of foam give it a good cushioned ride. I designed the seat to be only eight inches wide so it can be packed into airline bike boxes without disassembly. To provide extra shock absorption, the seat was mounted on polyurethane bushings from the Flexstem as used in the Pocket Rocket Road Bikes. With help from my mother, a checkered seat cover was sewn.

tions but they did not know of any. A lucky break came about three years ago. An ad for a frame building course appeared in a major bicycling magazine. I called them up and explained my situation. I was self-employed and was unable to take the two weeks required. More important, the two grand needed for the course was no where to be found. Luckily, they recommended a book named the Paterek Manual.

This book has helped me into (hopefully) a frame building or bike related career. I have to date close to 15 frames under my belt. Through trial and error in the initial stages of frame building, I have improved my production process. My once wooden jigs are now all metal. The tube miting done manually is now done using an electric powered tube notcher.

### The Pocket Rocket Road Bikes

My first frameset was the Pocket Rocket Road Bike. I wanted to build a frame different from all the rest. After looking through back issues of my bike magazines, I took fancy on the Moulton and Browning bikes. Both of which use 20" wheels, both were made by Englishmen, both had some form of suspension and both were expensive. To achieve some form of suspension, I used a Girven Flexstem for the handlebar stem. To suspend the riders rear from road shock, I used a suspension seat post from Wonderide. This design evolving from the use of 20" wheels has worked out well for me. The original Pocket Rocket Bike has gone with me to Hawaii and France without any glitch.

I nicknamed my 20" wheel bike "Pocket Rocket" because of it's unique appearance and handling. Because of the small wheels, it can fit in a small pocket or area of my cubicle. It accelerates tremendously fast with out much shifting because of it's light small wheels.

### Specifications:

TYPE: SWB recumbent

FRAME: 4130 chro-moly. 1-1/8" seat and down tube. 1" top and bottom bracket tubes.

DRIVETRAIN: 21 speed, triple crank with thumbshifters.

FORK: RST 150A suspension fork

RIMS: Sun 1.75" x 20"

TIRES: Odyssey Barefoot 1.75" x 20" 65 psi

BRAKES: Odyssey Sidepull BMX brakes

SEAT HEIGHT: 25 inches

WHEELBASE: 39 inches

HEAD ANGLE: 70 degrees

WEIGHT: 35 pounds



The second obstacle was doing the handlebar. It had to be cut high enough to clear my knees when pedalling. Using a steel stem, I cut the extension and welded a one inch tube to run parallel to it. At the end, I welded a clamp to hold the MTB handlebar.

After the frame was finished, I installed all of the components to see if it would run (before it was painted). The chain length on the return side was a problem. I had to fabricate a chain idler. Two rubber wheels from seat casters were sandwiched between two one inch plates. The idler was then bolted onto the frame.

Once everything was running, the frame was stripped down and painted with red Imron paint. For those unexpected long trips, the bike has five sets of water bottle braze-ons and the rear rack can carry two panniers.

My first ride on the recumbent was a real blast. Going to the Pumpkin Festival in Half Moon Bay on a recumbent presented me with a totally different outlook on biking. Aside from being in a (recumbent) seated position to enjoy the view, you have more eye contact with motorists. I felt like a political candidate waving in an election year.

A few changes are on the way for the next models. Having the stem mounted further away would be more comfortable and to save weight, I will use a mesh seat and rigid fork. For speed, 1-1/8" rims and IRC tires should be used instead of the 1.75."

As for frame-building, we our continuing are commitment to the 20" Pocket Rocket Design. A LWB recumbent design is on the way.

I would like to make it easier for amateurs to get into frame building. I am currently working on a picture book for amateur frame builders. Its main purpose is to give amateurs the confidence to get into the hobby with the smallest investment possible. I have also started an Amateur Bicycle Frame building Section of America Online. I am also trying to drum up enough interest so we can start an amateur frame building group. If you are interested, please write.

Happy Frame building and Long Live the Backyard Builders!

J. Gaerlan  
838 Grant Ave., #410  
San Francisco, CA 94108

*(Ed. Note: Please address letters regarding this article to RCN, we will forward them to Mr. Gaerlan.)*



*J. Gaerlan's homebuilt SWB  
photo by J. Gaerlan*

The article above was written close to a year ago. Ever since, a lot more things have occurred. I have finally convinced my father to carry bicycle products in small family owned import-export business. Our first project is to sell mail order framebuilding supplies and bicycle components initially targeted to amateur frame-builders.

When we were starting out, it occurred to us that amateur frame-builders are in a CATCH 22 dilemma. Not having the clout or business reference, they are forced to purchase at retail making the cost of a home-built fairly high. To lower cost and still keep margins decent, we are carrying only the basics of framebuilding. A few tube-sets, two fork crown, etc. In short, only the basics. As for components, we are sourcing Taiwan for a few items. In the past year, we have tested hubs, brake levers, cantilevers, cranks, etc. It amazes us that a few of these companies have products which surpasses Shimano on a given price level. We have tested high polished anodized blue hubs (comparable in our opinion to the 105's) which we expect to retail at \$15. That's \$15 a pair (front and rear) !!

As for building bikes, we have done a lot more of the small wheel bikes for mostly friends. We are an advocate of the small wheel technology which the likes of Alex Moulton and Robert Browning started. We are currently planning a long wheel base recumbent (ala Tour Easy but with both 20" wheels).

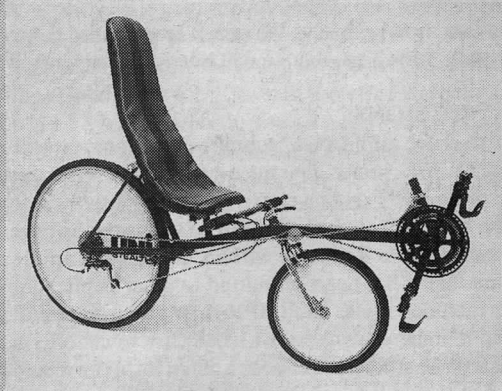
We started an amateur framebuilding section on America On Line's Bike Net Forum. The hardest part of being an amateur is finding someone you can ask. We feel that going on line is the most cost effective method of getting your questions answered. The board is increasingly getting active with messages from people with all levels of experience and interest.

Happy Framebuilding and hope to hear from you soon !!

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## The World's Most Advanced Bicycle



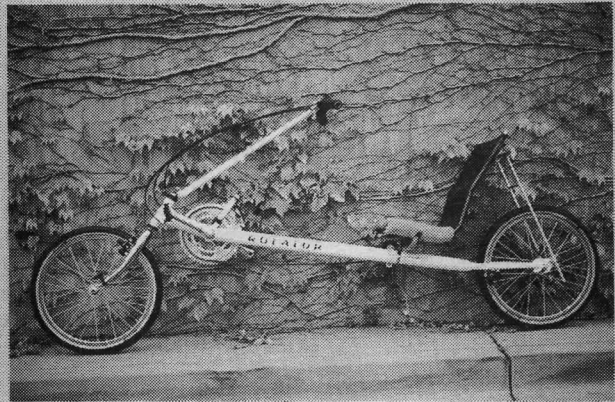
The Turner LB Recumbent: One ride says it all! Complete frame-kit...including fork, seat & handlebars. From \$375! For complete information:

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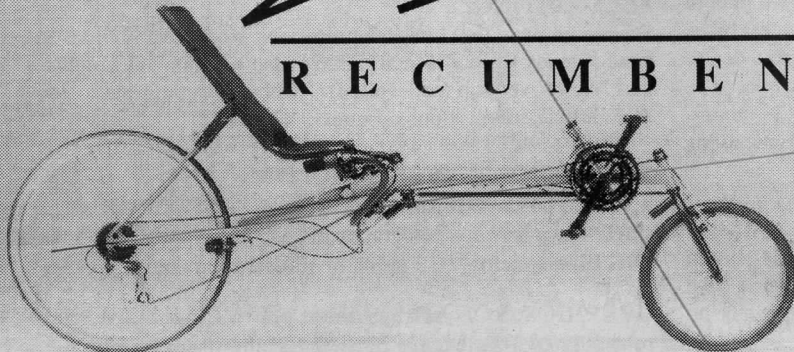
## The future is fast and affordable.....

The VISION offers a high performance, high quality recumbent at a breakthrough price - \$995! (VR40au). Our unique convertible wheelbase and above or below steering options allow you to choose your style. Ten configurations available for 1994 - including a Deore LX equipped R42 and our **23lb** R45! Call or write for details today.



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### *New for 1994*

- Three different models - ten different configurations!
- Zip fairing - fits long and short wheelbase VISIONs and many other recumbents -- \$350.
- Seat back bag -- 550cu. in. -- \$65.
- Chainguard -- \$19
- Computer mount -- \$5



# RCN POLICIES ON ARTICLE SUBMISSIONS & RCN ADVERTISING

## 'BENT STORIES & SUBMISSIONS

**ARTICLE SUBMISSIONS:** Starting in early 1994, the new RCN format will allow for much more reader submitted material.

**ARTICLES:** Road tests, reviews, comparisons, shoot-outs, event reports or home-builder stories. We recommend 1-2 pages (400-1400 words). Remember, if you want to do a feature story, the article should be complete and with pictures.

Most reader written material that we receive is too long! It is much easier to place a 1 page article than a 2 or 3 page article. The exception is homebuilder articles that can be 3 or more pages. If you are using a computer, you may want to self-edit your work into a short, medium and long format so we can fit it in better. Anything over 1 page will need photos. Anything over 1 page should be recumbent related. Tech or bike parts articles should be short.

## RECUMBENT NEWS, F.Y.I. & CALENDAR:

This can be as short as one line or as long as a few paragraphs.

## LETTERS TO THE EDITOR:

This is your forum to comment or react to RCN articles, policies or anything else. If you disagree with us or love RCN, please let us know.

## COMPUTER INFO:

RCN is produced on a Mac IICI with Write Now 3.0, MacWrite Pro & Pagemaker 5.0. We accept 3.5" discs in Mac or Mac/ PC ASCII text files as long as they are on 3.5" discs ONLY. Please send a printed copy and label all discs with article name, format and software used. Be sure to label EVERYTHING you send us. We use Macintosh commuters exclusively! *F.Y.I. Your nearby Kinko's copier rents Mac's.*

## EDITOR'S CHOICE:

Articles sent on computer disc with a printed copy and photos have the best chance of being printed in RCN. We accept letters, articles or any type of submissions on anything from the backs of candy wrappers, to scratch paper or what have you. It makes our job easy if you can at least type the article and submissions on computer disc make our day and make your article more desirable.

## READER WRITTEN ROAD TESTS:

If you own and ride a particular recumbent bicycle, you are the perfect candidate. If you have owned more than one brand of recumbent and want to do a comparison—this is even better! In the future, we plan to do more reader written road tests, however, we cannot supply test bikes to readers. Writers should obtain the bike themselves, through a dealer or manufacturer. We can sometimes arrange the purchase of a bike to be used in a road test. Please do not represent yourself as an RCN recumbent road tester to manufacturers. We advise anyone with questions regarding this to call our office.

RCN recommends short tests of less than two pages + pictures (two pages single spaced, justified, 10 point. Times text with 12 point. leading. If you don't understand all of that, just send two pages of text (remember—we prefer everything on computer disc—and it does improve your chance of being printed. Please include an SASE with questions & comments.

Feature road tests must be timely. We cannot accept a road test when one was just printed on the same bike—but we will always take opposing views.

## RCN RESTRICTIONS:

Remember that not all articles submitted are guaranteed to get published in RCN. We cannot guarantee how long it will take to get your article into print. RCN retains copyright of any articles that get printed in RCN. The only exception to this will be with prior arrangement. The primary reason for this is that we will not consider an article for print if we are aware that it has been submitted to other publications. Exceptions to this include articles from HPV-rider group newsletter, which we like to reprint. If timing is a concern, we request that writers offer us a six month right of refusal on all articles and enclose a return SASE for the article.

## YOUR ORIGINALS:

Do not send us originals. Make copies of what you send. We cannot return articles, letters or photos unless special steps are taken. 1) Request return when you send your initial package. 2) Label EVERYTHING you send. 3) Send a SASE. 4) You must allow us six months to use your submission.

## TIME LIMITS:

Preferably, we like a one year option on your printed works. If this is a problem, please let us know. If you request a time-limit, please send a large SASE for us to return your works. (Most writers just submit articles and are not necessarily concerned about this time limit/option element.)

## COMPENSATION:

RCN does not currently pay for article submissions. If you are a frequent writer or if we accept your idea for a permanent column, we sometimes "comp" subscriptions and/ or ad space. Exceptions? Maybe. If you have something really special, such as reporting on a special event, rare bike etc. drop us a line or give us a call.

## WRITING STYLE:

### COMPUTER SUBMISSIONS:

RCN is produced on a Mac IICI with Write Now 3.0, MacWrite Pro & Pagemaker 5.0. We accept 3.5" discs in Mac or ASCII text files. Please send a printed copy and label all discs with article name, format and software used. We use Macintosh commuters exclusively!

### SELF-EDITING:

We recommend that you self-proof your work several times before you send it to us for consideration. We also recommend sending a "long" and "short" version (self-edited). RCN retains the right to edit ANY & ALL article submissions or letters as needed.

### TYPE/ FONT/ SIZE/ SPACING:

**TYPE/ FONT:** Times; **SIZE:** 10 point; **SPACING:** single spaced, single space between paragraphs and NO paragraph indentation; **LEADING (line spacing):** 12 point. or standard (no double spacing).

**GRAPHICS:** RCN always needs photo's, drawings and any HPV related artwork. Please be sure to label each item that you send.

## RCN GOALS & FEATURES FOR 1994

### "RCN Crew Report" or "Bent People"

For 1994, our goal is to become more connected with our readers. As a recumbent-enthusiast & rider, RCN readers ("Crew") are out in the midst of the cycling populous promoting recumbency. We want to show our appreciation to you with a column devoted to recumbent people. This can be what you are up to as far as a project, how you (or your rider group) are promoting 'bents, interesting tips/ and or modifications that you would like to take credit for. This will look like "Recumbent News" for RCN readers. Please do not just send us a clipping or a page of stuff. Submissions should be short & sweet. A paragraph at the longest. Anything longer should go to another column. **NOTE:** This is not for commercial use, if anything it will be noncommercial.

### "My 'Bent"

We are preparing an outline for this new RCN feature. In the time-being, you can send a story/ article about you and your 'bent and please don't forget a picture. Print your name on the back of anything sent to the RCN office so we can credit the source. Picture & story should be one page. Figure the picture at normal print size (approx. 2" X 3") and type size is 10 point Times with 12 point leading.

### MODIFICATION & CUSTOMIZATION:

Yes, besides "Homebuilders Corner," we plan to offer another column for reader modifications of both homebuilder bikes & commercially built bikes.

## ADS, PHOTO'S & HALFTONES

### PHOTOS & GRAPHICS:

We halftone all photos that go into RCN, so sharp and crisp B/W is best, color is OK, and we DO NOT need negatives. Computer art should be output on a laser printer and hand done art should be clean and crisp black ink on white paper.

### ADS/ HALFTONES:

If you are preparing an ad for RCN, here is the info regarding to 1/2 tone/ scan preparation: Mid-Tone-Open; Shadow Dot-85%; Hilite Dot-5%; halftone resolution-85 dots per inch. RCN charges advertisers \$25 to make a halftone of their photo. SEE "ADS & RATES" BELOW

### AD COPY:

We love "Camera-Ready" ads. We can accept previous Pagemaker files even some PC Pagemaker files. SEE "ADS & RATES" BELOW

## ADS & RATES:

### COMMERCIAL AD RATES:

Ad rates vary from issue to issue. For an updated ad-sheet just give us a call as soon as you decide to place an ad. Please state whether you are a manufacturer, dealer and/ or first-time advertiser. Call the RCN "Recumbent Hotline" at Ph#206-630-7200 (our new number).

### COMMERCIAL CLASSIFIED ADS:

Ad rates are \$1 per word prepaid with a 35 word minimum. The only exception to this is the buyer's guide. Company name, address & phone number counts as 10 words. Ads must be prepaid or add 25%. Commercial status is achieved if you are in the business of selling recumbent bikes or parts.

### SUBSCRIBER AD RATES (NONCOMMERCIAL) :

**Bikes For Sale:** For bikes \$200 and over, a 25 word classified ad is \$8.

A 50 word classified ad is \$15. (each additional 25 words is \$8). This rate is per-insertion. **Bikes For Sale Photo Ad:** Send a picture and we can do a photo ad: Prices include halftone photo-prep of your photo, and up to 50 words: \$40 per insertion.

### FREE RCN ADS;

**Bikes For Sale:** If your bike is for sale and priced under \$299, the ad is **FREE!** **Parts For Sale:** For noncommercial subscribers, these ads are **FREE!** **Recumbent Personal:** Do you want to connect with a reader for a tour, project or advice? These ads are **FREE!** **Other:** If you don't see a classification that fits your needs, we'll invent one.

### NONSUBSCRIBER AD RATES (NONCOMMERCIAL) :

**For all above ad classifications:** Up to a 50 word classified ad is \$25. (each additional 25 words is \$10). This price is per insertion. **Bikes For Sale Photo Ad:** Send a picture and we can do a photo ad: Prices include halftone photo-prep of your photo, and up to 50 words: \$40 per insertion.

### ADS/ HALFTONES:

If you are preparing an ad for RCN, here is the info regarding to 1/2 tone/ scan preparation: Mid-Tone-Open; Shadow Dot-85%; Hilite Dot-5%; halftone resolution-85 dots per inch. RCN charges commercial advertisers \$25 to make a halftone of their photo.

### AD COPY:

We love "Camera-Ready" ads. We can accept previous Pagemaker files even some PC Pagemaker files. We charge for ad layout. The cost works out to be up to \$50 for a simple 1/8 or 1/4 page, \$75 for a 1/2 page and \$100 for a full page. These prices include one halftone for one picture within your ad. Otherwise, 1/2 tones are \$25 each.

## GETTING IN TOUCH WITH RCN

The impossible dream. Please keep in mind that as of this writing, RCN is run part time by Robert & Marilyn Bryant. Your best bet to get ahold of us is by letter or Email at America Online or Internet. An enclosed SASE will almost certainly get a response. We should have a FAX installed by the next RCN issue.

### GENERAL MAILING ADDRESS:

RCN, PO Box 58755, Renton, WA, 98058-1755, USA

### UPS/ FEDEX

RCN, 17650-B6-140th Ave. SE, #341, Renton, WA 98058.

### RCN "Recumbent Hotline" Ph#206-630-7200

Email: America Online: DrRecumbnt

Internet: DrRecumbnt@aol.com (will work on GENie, Prodigy, CompuServe or any other online system (see Internet mailing directions).

## IN CLOSING:

### BE SURE:

To mark everything you send to RCN with your name, address & phone. We get many photos with no markings on the back. Be sure NOT TO mark the photos you send with felt-tip or marker pens. Pencil or ball-point pen or post-it notes work best.

### THANK YOU:

For 1994, our goal is to make RCN into more of a by-the-readers and for-the-readers publication. We will continue to maintain your favorite columns, letters and feature tests, but we want you to become more of a part of RCN. Thank you for your interest & support of RCN!



## BAKERSFIELD HPU RACES 1994

I have just returned from the Bakersfield Californian HPV races. Although I did not enter myself, I was on Pete Penseyres' support crew. He set a new 24 hour record riding a Lightning. This was despite a rear tubular blowing out, and a 100 degree during day, and winds in the evening and following morning. The only other competitor in the 24 hr. time trial was Don Gray riding a Easy Racer Gold Rush Replica. He maintained a slower but very steady pace. He was using this as training for entering RAAM. There were quite a few TV cameras present during the event. ESPN should have a short piece on the race in a week or so.

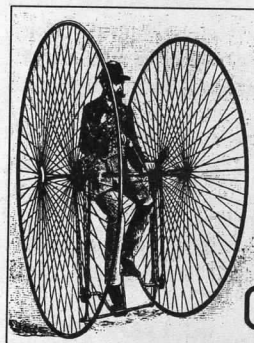
The next day there was an electrathon race, Gold Rush vs. pursuit team race, and 1 hour HPV record attempt. It wasn't a very good day for Gardner Martin. A couple days before the event Fast Freddy had to cancel. Gardner had to find some other riders who apparently weren't as strong and didn't fit into the bikes as well. The top of the windscreens on the Gold Rush Colorado and Gold Rush Le Tour had to be cut to make room for the rider's helmets. In the pursuit race, Gold Rush Colorado got off to a slow start. Although it was able to catch up to and pass the four man time trial bike team, it wasn't able to lap them, so Gardner had to pay the team \$100. Later on in the 1 hour race, both Gold Rushes ended up dropping out with mechanical problems.

There was some interesting competition in the 1 hr. race. Sam Wittingham was riding the super low FWD Varna that he had done 63.785 MPH in during the Colorado Speed Challenge. Chris Huber was riding the Cheetah. This is the first time I am aware of the Cheetah entering an event since its record run in 1992. Steve Delaire entered a few Rotators including a very interesting FWD LWB vehicle which had a frameless monobody using some of the molds from the Gold Rush. One of the Rotator Super 7s had what looked like a 100 tooth chainring. Tom Traylor rode his Critical Mass and Bryant Tucker rode the only upright bike, the partially faired Bad Cat.

The start of the 1 hr. race was frantic with last minute taping and difficulty getting the Varna out of its stand. The Cheetah led initially, but the Varna caught up to and passed it. Soon the Cheetah dropped out to have a different seat put in. While the Cheetah was having its seat exchanged one of the Rotators got in the way of the passing Varna. The Varna rode off onto the grass and skidded on its side for quite some distance, going through the pit area, taking out a parked upright bike, and almost hitting the Cheetah and the crew working on it before coming to a stop. Righted back up, it continued the race, ultimately taking first place but no where near breaking the hour record set by the Bean. The Cheetah rode around some more but dropped out again, apparently because the rider was overheating. I took a look at seat #2. It was a very crude looking sling fabric assembly. The fabric wasn't under much tension and I have seen better from homebuilders. They should just put an R-84 seat in there! An experimental ventilation system with an air intake at the front apparently wasn't enough to keep Huber cool in the Bakersfield heat.

Matt Weaver arrived with his Cutting Edge, unfortunately the race was almost over at that point. After the race I saw him doing very fast laps around the track. Too bad he didn't arrive on time.

RCN Reporter  
Zach Kaplan



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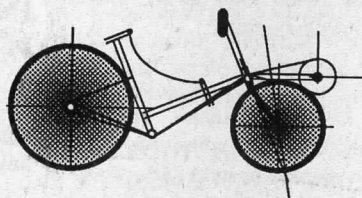
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# RECUMBENT CYCLIST CALENDAR

## MAY 21, SATURDAY, RECUMBENT CYCLIST 3RD ANNUAL SHOW & SWAP.

Somewhere in WA. State. The event will be held on a Saturday from 11am to 5 pm. We will **CANCELLED** reschedule this event later on this summer.

## JUNE 4th, SATURDAY 11th ANNUAL MIDWEST HUMAN POWERED VEHICLE RALLY

Waterford, MI. For more information, send an SASE to: Linda Jayne, 2878 Renshaw, Troy, MI 48098. Ph#810-689-7898.

## SUNDAY, JUNE 5, 1994 RECUMBENT RALLY & RIDE

Jim Fentress (The Whistle Stop) announces a 45 mile ride over mostly flat terrain along the front range of farmlands outside of Ft. Collins, CO.,. Riders will be separated into "leisurely" and "performance" groups. Riders should call Jim at The Whistle Stop ph#303-224-5499, or Dave Yust ph#303-484-0675, for more information.

## SATURDAY, JUNE 25, 1994 RCN RECUMBENT RIDERS CRUISE THE GREEN RIVER TRAIL.

30 or so miles, flat terrain. Pace depends on group. Meet at 10:45 am, ride leaves at 11:00 am sharp! Meet at the Van Doren's Landing (park behind Holiday Kennels) along the Green River on Russell Road in NW Kent (down the road from Boeing Aerospace).

## JULY 15-17 SEER (SOLAR ENERGY EXPO & RALLY)

Redwood Empire State Fairgrounds, Ukiah, CA. Alternative energy expo & vehicle races which include a class for Hybrid Pedal/Electrics, and for the first time, there will be HPV races on the Fairgrounds 1/4 mile oval track. Contact SEER Ph#707-459-1256

## JULY 22, 23 & 24 DA VINCI DAYS:

Oregon's annual HPV fest. This is the best event in the NW. For more information regarding the HPV segment of this community event, contact Paul Atwood Ph#503-752-6410. DaVinci festival information Ph:#503-757-6363.

## AUGUST 1-7, 1994 IHPVA SPEED 20TH ANNIV. CHAMPIONSHIPS

These are the dates for next years event to be held in Eureka, California (not to be confused with Yreka, Ca.). The newly formed official IHPVA Chapter Redwood HPV Assoc. is the host chapter. If you would like to offer advice, sponsorship, or volunteer to help, contact: REHPV, Al Krause, 2338-18th St., Eureka, CA 95501\*Ph:#707-443-8261.

## AUGUST 26-28 EUROPEAN HPV CHAMPIONSHIPS

Contact: Jurg Holzle, Future Bike, Spizackerstrasse 9, CH-4410, Liestal, Switzerland. FAX 33-28-30-39

## SEPTEMBER 9-12 INTERBIKE 1994 Bicycle Industry Trade Show. Anaheim, CA.

**SEPTEMBER 21-23**  
Bicycle Industry Organization (BIO)  
Trade Show in Las Vegas, Nevada ph#303-444-4BIO

**SEPTEMBER 26-28**  
1994 INTERNATIONAL HPV SYMPOSIUM 1994  
Human-powered flight. Contact: Museum of Flight, 9404 E. Marginal Wy. S., Seattle, WA 98108.



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Phone 916 / 973-1945**

## RCN Notes:

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The US Postal Service has a tendency to misplace approx. 1/2%-1% of bulk mailings. This means that a dozen subscribers will not get their RCN issue. Please be sure to let us know if you did not get any RCN issue. Bulk subscribers please allow four weeks longer than Supporter subscribers. We will be happy to quote you an upgrade subscription rate. Please leave us a message at: Ph#206-630-7200

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\$1 for a brochure and \$5 for an action video of the Trice and Aero Trice



# RECUMBENT NEWS

**RCN-ONLINE:** Robert J. Bryant's Recumbent Cyclist News has just moved to a new online home at America Online. We chose AOL because of their commitment to cycling with both Bikenet and Bicycling Magazine online. We will be in the "Bikenet" area. Just log on and from the "GO TO" menu, type "Bikenet," click on the "message center," click on "Bikes" and then look for the "Recumbent Forum." We may start a "Recumbent Cyclist News" topic along side if there is demand. We hope that all of you will come visit us online. AOL offers free software kits for DOS, Windows and Mac. With a major credit card and a modem, you can be up and running within a half hour of logging on. Please drop by and say hello (this is the easiest way to correspond with RCN!). We plan to stay on AOL for awhile, but we also plan to look at Prodigy later this month. To get your Free software and trial membership, give AOL a call at Ph#1-800-827-6364 ext. 7420 and leave your name, address & phone number. You can also Email RCN for the AOL software. Our new Email address: DrRecumbnt or DrRecumbnt@aol.com Internet/ outside of AOL.

**ADVANCED TRANSPORTATION PRODUCTS (ATP):** We inadvertently listed an incorrect phone number in the buyer's guide. The correct number is Ph#206-789-7323.

**BIKEE:** We have heard ramblings in and around Corvallis, Oregon of a 2nd generation BikeE. The frame differs from the '93 model with a more upright head angle 58 degrees vs. 53 degrees and a new frame "extrusion." By the time you read this, the '94 BikeE will be available. A super-enthusiast model with (more gears?) a lighter frame, different (performance type) seat and a Zzipper fairing may be available later on this year.

**BULLSEYE:** The company that brought you the handmade cranksets and bottom brackets has just introduced the Bullseye "Speed Roller," a \$40 chainstay mounted chain idler. It has a tubular aluminum roller with chain-depth flanges. This product should work on any 'bent with standard chain stays (the idler' hose-clamps to the stay).

**BENTS TO BE BUILT IN CHINA!** When Eric Klepsvik on the British designed Trice recumbent trike rode into Tiananmen Square in Beijing it caused more interest than a Ferrari. The Trice, which is already built under licence in the USA, will be built in China for the Chinese market, will be built in China for the Chinese market. The design is particularly suitable for this project due to the use of many standard cycle parts which are also made in China. Give Eco Cycle a call for the US built Trice or EuroTrice models.

**J.T.B. "Just Two Bikes"** A new company that was at IHPSA this past summer offers a SWB side-by-side 120 lb.(!) recumbent tandem. It looks neat. Fitting it through the shop door will be a task. Let them know you read about it in RCN!

**ANGLE-TECH/ COUNTERPOINT:** Our spec's were a little off on the new Triad. We took the RCN#19/20 photo two days before press time. We also rode the (semi) final prototype. It is very trick, trike lovers should it check it out. As we were going to press, I received a call from Kelvin at Angle Tech. Apparently, they have found their hands on a new braking system for the Triad. Somebody is making a Sachs drum front brake with Magura hydraulic activation. This will be the hottest braking system around as both front trike brakes can be controlled via one brake handle and with totally equal pressure! This is hot!

**INTROSPECT CYCLE:** Call B.J. if you would like to convert your underseat SWB to an upright steer. He is quickly becoming THE MAN to see for these conversions. B.J. is also one of the most knowledgeable recumbent dealers in the western USA.

**LAID BACK** in the high desert: Milt Turner is busily working on the latest incarnation of the famous Laid Back "E," this is the square tube frameset that sells for under \$400. Milt has just unveiled a limited edition model that will sell for \$599. This bike is a steel wheeled 12 speed with the low-back seat. For more information, give Turner a call. This is the model with a square main tube. Also, we made a mistake in the Buyer's Guide regarding the Laid Back "E." This bike is TIG welded, not MIG welded as we previously reported. Laid Back does not build ANY MIG welded recumbents.

**RYAN RECUMBENTS:** After a wild cross country move that included the theft of the (new) company truck and building jigs, Dick Ryan & Co. are up and running in their new Nashua, NH home, hey guys, say hello to Nancy Kerrigan for us. Maybe you can get here on a recumbent?

**PEOPLE MOVERS:** The largest recumbent dealer in the USA? Jim Wronski is the largest RECUMBENT-ONLY shop that we know of in the world! He has the LARGEST ad, that's for sure! Give Jim a call and question him about these & other statements. "Cautious rides through pot-hole filled, drug infested, and crime ridden back alleys of Orange County." Is Jim charging for this tour?

**LINEAR Mfg. Inc:** The new anodized black bike has been a real hit. Linear is, once again, the best selling enthusiast recumbent in North America. We plan a revisit review of the Linear soon. Linear Mfg. now offers the classy Brompton folder. This 16" wheeled, 3/5 speed with rear suspension upright bike is in the country and available for delivery. **RADIUS:** A successful negotiation has landed Iowa based Linear, Mfg. Inc. as the North American distributor for Radius, makers of the many recumbent models, but known for the "Peer Gynt," a Ryan/ Avatar like LWB with rear suspension. We are also aware that Radius builds a gorgeous SWB recumbent too???

**CANADIAN READERS:** Cycles Norus is proud to be the first recumbent frame-builder in Quebec. Call them for more information at Ph:#514-963-2073. S & B Recumbents: Those guys from LA dropped by People Movers to show off their new SWB tandem. We can hardly wait to see it!

**CYCLO-PEDIA NEWS:** Gaylord called to tell us about a new high-performance 16" X 1" Sun Rim and a tire that goes with it. This seems to be a 100% performance tire. There is also a 20" X 1" (actually only 3/4" wide) that is also available from Sun through Cyclo-Pedia. This tire will fit the Sun M13 rim. New variations of the popular Econ-Bent homebuilder/ kit bike will be available soon. A Junior "kids" version and get this, a front wheel drive Econ-Bent. Call Gaylord for more information or send him \$1 for the new, improved and editorial filled, one-of-a-kind 1994 HPV Catalog, PO Box 884, Adrian, MI 49221—this has long been an RCN favorite.

**MAXAM MFG.** Called to say that their new value-priced recumbent was well received in the RCN buyer's guide (RCN#19/20) and at the Chicago CABDA show and is available now. The regular price for the new Rev-eille model is \$435 (+shipping). An upgraded model with more alloy components is also available at this time. Maxam Ph#513-741-0420.

**RCI Sales (Recumbent Cyclist International):** After a one year absence from the recumbent bike sales business, Robert & Crew are back! RCI is a recumbent dealer specializing in long distance/ mail-order sales. RCI are authorized dealers for: ATP (Vision), Rans, Ryan, Infinity, Linear, Easy Racer, Kingcycle, Radius, and others. We offer a truly unique approach to recumbent sales. The World's #1 Recumbent Source." For a current bike listing, send \$1 or SASE to: RCI Recumbent, PO Box 58755, Renton, WA. 98058-1755 or Email America Online to: DrRecumbnt or Internet: DrRecumbnt@aol.com

# F.Y.I. / Rumors

**WARNING! This rumor is so Hot (tsssss.....!!!)** please be careful not to leave this page in direct sunlight as spontaneous combustion may occur. **WARNING!** We have seen the future of recumbency and so have a few other RCN readers on the west coast. We can hardly wait to share this one with RCN readers. This could E-Z-ly be the most exciting new bike of the year. A new CLWB with performance as well as maneuverability and it looks like a REAL bicycle. The official unveiling of this bike should be early summer—and you will be impressed.

**NEW RCN TALENT!**

RCN Newsletter business News: RCN is pleased to announce two new "RCN Crew" members who have come on board. Paul Arends, a recumbent rider from W.H.I.R.L in the Virginia/ Washington D.C. will be the Associate Copy Editor. Welcome aboard Paul! B.J. Strass of Introspect Cycle in Sacramento, California, will have a new RCN column in the next issue. B.J. has a strong interest in recumbent commuting, touring and manufacturing custom accessories for 'bents. B.J. and his wife Monica recently finished a 'bent tour from Victoria, British Columbia down to San Francisco. B.J. is a welcome addition to the "RCN Crew" and a highly respected member of the recumbent community. Also, give him a call if you are in the market for a new ride. We would love to hear from any of you who may be interested in writing for RCN.

**RCN ROAD TEST STABLE UPDATE:**

Rotator Pursuit: We expect our test bike in to arrive RCN world headquarters soon. Haluzak Horizon: Our Horizon has been returned to the

manufacturer for repairs, but should be back by the time your read this. Linear: Our limited edition black test bike is here! Screaming Yellow Speedster from the U.K. —our Kingcycle is on the way! Our most recent (test bike #3) Lightning F-40 test bike had it's frame replaced ....there are many other odd twists and turns to the story. We're thinking about writing a mystery novel about this one.

**BUYER'S GUIDE UPDATES:**

**ANGLE TECH/ANGLE LAKE:** Wrote to say that in Colorado (Angle Tech) besides Counterpoint, they sell: ReBike, BikeE and Ryan. At Angle Lake, in Seattle, they sell Counterpoint, ReBike, BikeE, Linear and ATP.

**ADVANCED TRANSPORTATION PRODUCTS (ATP):** We inadvertently listed an incorrect phone number in the buyer's guide. The correct number is Ph#206-789-7323.

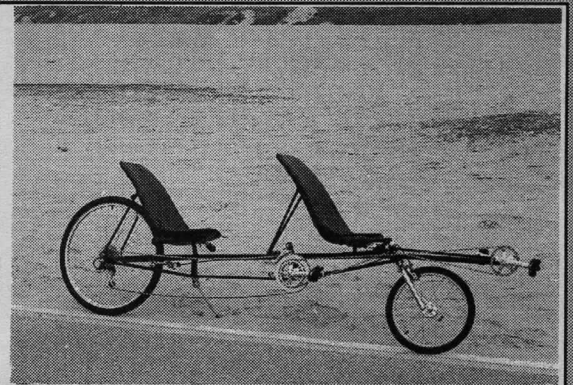
**COUNTERPOINT:** Wrote to comment on: Cranksets: "cold forged cranks are becoming extinct in reasonably priced models. The Mavic upgrade would raise the price by approx. \$100, what do you think?" Presto Weight: "the performance wheeled format Presto SE weight was 26 pounds." Fairings: "Root's Exists! Despite all of the hoopla over the Zipper. (Root's)..is still a superior system for the rainy day commuter." Idler cover: "we have a new skate wheel cover, it was on the Ti and Triad at the show (Seattle Bike Expo)."

## RCN SECRET SPY PHOTOS



Secret spy photo of a new CLWB recumbent. The name "EZ-1" was inscribed in the back of the photo that was mailed anonymously and postmarked Watsonville, CA. in late March. Manufacturers in the geographic area deny all knowledge of the "EZ-1."

The New S&B Recumbent Tandem Photo courtesy of S&B



The RCN Secret Spy Heli-Cam followed Fast Freddie and the Gold Rush Colorado to a recent photo-shoot.



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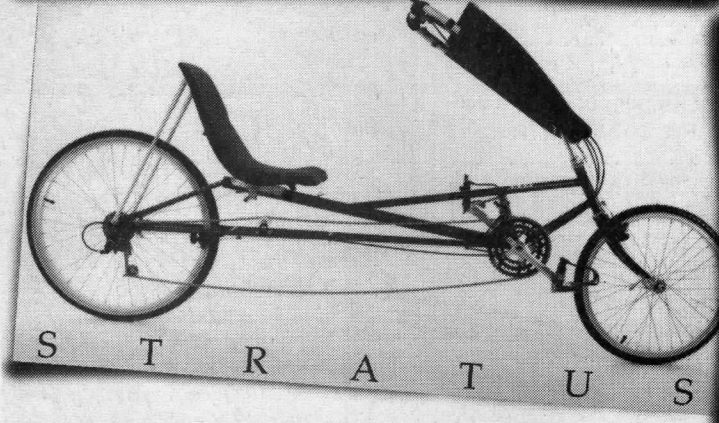
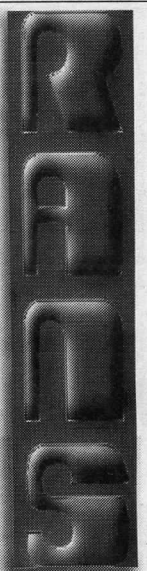
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R E S P O N S E

ran-*kle* (rang-kel) n. a form of annoyance or anger, irritation and annoyance of  
 rans (RANZ) vt. 1. to cycle in comfort and speed with superb handling n. 2. a form of recumbent cycle  
 adj. 3. to be extremely well crafted, yet a great value  
 n. 4. a really cool company bent on building incredible bikes. ADDRESS: RANS Inc. 4600 Highway 183 Alternate, Hays, KS 67601 Phone: (913) 625-6346 Fax: (913) 625-2795  
 ran-sack (ran-sak) n. a form of annoyance or anger, irritation and annoyance of  
 to search for

defining  
 the  
**Ride**



S T R A T U S



N I M B U S

# RCN RECYCLE CLASSIFIEDS

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New & Used Recumbents in stock. ATP Vision, Lightning P-38, Ryan Vanguard & Fleetwood, Rans Stratus/ Nimbus, ReBike, and Turner. We buy, sell, trade and, consign. Test rides and rentals available. Ph:#303-224-5499. Fort Collins, CO (CO/18-25)

**INTROSPECT CYCLE:** Your Northern California Recumbent Specialist. We offer Linear, Ryan, A.T.P. Vision, Maxam, Rans & others. Recumbent accessories and custom modifications. We are Vision Experts. Call for our current listing of used recumbents. Showroom hours by appointment only. 1029 Amberwood Road, Sacramento, CA. 95864. Call B.J. at Ph#916-481-2906. (CA/21)

**PEOPLE MOVERS:** See Us At Our New Location! We specialize in Ryan, Linear, Rans, Infinity, A.T.P. Vision, Haluzak, BikeE, Rotator, Maxam, Comffy, Lightning & ReBike recumbent bicycles. Drop-ship anywhere in the USA. People Movers, 980 N. Main, Orange, CA. Phone # 714-633-3663. Your full service recumbent shop.. Open 7 days. (CA/21)

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## RECUMBENT/ HPV PARTS:

**FOR SALE: 1991 Linear 42" Frame Set** (underseat steering). Includes hydraulic rear disc brake & 48 spoke Phil hub rear wheel. \$390+shipping. Dave (406)721-4224. (MT/ 21)

**Performance Road Wheels, 16" and 20,"** Deore XT Hubs, 36 hole, Sun Mistral or Arai rims with quick release axles. \$79.95 and up--plus shipping. New! 90 psi 16" x 1-3/8" tires. Call People Movers Ph#714-633-3663 (CA/21)

## WANTED: BIKES/ PARTS

**WANTED R-20:** I would like to buy a used ATP R-20 in ANY condition, \$400 maximum. Dave, Ph#804-296-1826 (#21/ VA)

**WANTED:** Parts for an old, cannibalized Infinity. I FINALLY GOT a used bent, but it's in sad shape. Anybody out there have used parts? I need almost everything. Clean out your garage and help a fellow enthusiast! Also, I'd appreciate advice on fitting up this bike so I could tour. Call John@ 708-416-0918. before 8 pm CST, please. (#21)

**WANTED: Zip Fairing for Ryan Recumbent bicycle.** Ph# 512-327-7037 (TN/ 21)

**WANTED: Windcheetah castings kit** or somebody to fabricate them from my Windcheetah. Bob Ph#414-774-5000. (WI/21)

## USED RECUMBENTS

**FOR SALE: 1993 Counterpoint Opus IV SE Custom.** Show quality bike. Trick paint, bike is loaded., 18" frame Less than one year old & MINT condition. Could be sold as new. Includes Kidfront. \$ave \$\$\$ over new \$3499 + shipping. Ph:#206-630-7200. (WA/21)

**FOR SALE: 1994 Windcheetah \$5500.** Also wanted castings kit for the same or help wanted to fabricate. Call Bob Ph#414-774-5000. (WI/21)

## VIDEO-RECUMBENT

**INTERNATIONAL HUMAN POWERED SPEED CHAMPIONSHIPS (IHPS) VIDEOS:** 19th Now Available. Also Available 17th & 18th Two Hour NTSC-VHS or 8mm. \$25 US, \$5 Extra overseas. *Robert Bryant says, "An RCN Favorite."* Send To: Steve Iles, 5419 Crestlawn Dr., E. Canton, OH 44730. Call #216-488-2470 (OH. '94)

## USED RECUMBENTS

**FOR SALE: '92 Counterpoint Presto-Deore DX/ XT Rapid Fire shifters-computer-very nice \$1400.** Turner Hypercycle 18 speed fits 30"-35" inseam. \$300. Dave Ph#205-492-3454 (AI/21)

**FOR SALE: Three Infinity 21st Century 21 speed recumbent bicycles.** Brand New and ready to ship. Each includes free RCN subscription/ renewal and free shipping. Ready to go \$649. Recumbent Cyclist International Sales (206)630-7200

**FOR SALE: 1992 Tour Easy,** Excellent, only ridden 500 miles, medium red frame with black handlebars and stem, custom red/ black seat cover, 21 speed Sountour XCD drivetrain, Bar Con (bar-end) shifters, Shimano XT brake levers, Phil Wood rear hub, Blackburn rack with full Norco panniers and rack bag, black Uni Stealth titanium wheel cover, full Zzipper fairing, dual water bottles, Call 509-926-4650 (Spokane, WA.) Price \$1500.. (WA/ RCN#21)

**TRADE OR SELL:** Kingcycle with rear fairing; Laid Back; Linear frame set; 24" Linear bike. Ph#412-621-6160 Kraynick's Bike Shop. (PA/ 21-cmp)

**FOR SALE: 1991 Tour Easy,** Red, Medium size frame, fat-tires, computer, rack and small Zzipper fairing.. \$1050 +shipping. OBO Dave Ph# 206-698-1271. (WA/21)

## NEW CLASSIFIED AD INFORMATION

Effective with this issue, all non-commercial classified ads will run for "ONE" RCN issue. If you would like to run your ad in two consecutive issues, please pay for two insertions with your classified ad order.

### Classified Ads Rates:

"Parts Wanted," "Parts For Sale" & "Personal ads" all free to subscribers. "Bikes For Sale"—25 words \$8, 50 words \$15. Non-Subscriber rates are: 0-50 words \$20. Commercial classifieds are \$1. ea. word (35 word minimum). Name, address & phone counts as 10 words. Please phone 206-630-7200 for a display ad rate sheet. *Be sure to ask about special first timer special rates and discounts. RCN Classified Ads work!*



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The Finest European Recumbent Bicycles are now available in North America, imported exclusively by Linear, Mfg. Inc.. Call for the information on the dealer nearest you! Linear, Mfg. Inc.: Phone# 319-252-1637. (IA/19)

## USED RECUMBENTS

**FOR SALE: ORCA Recumbent Tricycle Streamliner,** award winning design, fiberglass full fairing, Lexan windscreens, and hinged canopy. Comfortable seat includes a polyester mesh, bungee cord laced over aluminum frame, padded rollbar, adjustable. The frame is 1-1/4" O.D. x .035 wall tubular steel, 18 speeds, 33-135 gear inches, T.A. 180mm crank, triple chainring. Wheels are 20" X 1-1/8" IRC tire front, 27" x 1-1/8" Schwinn 250 rear tire, on 36 spoke alloy rims, both have Presta valves. Orca graphics and color scheme. \$850. Phone#313-835-0403 (21/MI) Send SASE for information.

**FOR SALE: EAGLE DUO-Recumbent Tricycle** Parallel Tandem, 2 adjustable seats (side by side) with forward folding fluted back cushions and padded rollbars. 6061 aluminum square tube frame. Two position stoker bottom bracket. 15-speeds, 28-78 gear inches. SR 175mm cranks, 42 teeth, Sakae triple chainring (40-50-60) on countershaft, secondary chain to freewheel. Shimano Deore derailleurs, thumbshifters, Center pull brakes, 26" tires on Workman KT 4190 36 spoke alloy rims, Schrader valves. Well fitted for comfortable touring. A "natural for lovers." \$950 Phone#313-835-0403 (21/MI) Send SASE for information.

**FOR SALE: ALIEN- Recumbent Bicycle Streamliner,** ABS full fairing, Lexan windows, forward hinged upper with removable side panels for easy access. Adjustable, forward fold seat, vinyl over foam rubber, pivoting headrest. The frame is 1 x 1-1/2 x 1/8 wall 6061 aluminum. 18-speeds, 35-166 gear inches. SunTour "VX" 175mm crank, double chainring (44 or 48) White with chrome graphics. \$900. Phone#313-835-0403 (21/MI) Send SASE for information.

## USED RECUMBENTS

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**FOR SALE: 1986 DeFelice BiTubular LWB** underseat steering recumbent, 18 speeds, front & rear drum brakes and a rear rack. \$500 or best offer Eugene Smith Ph#603-625-9829. (NH /21)

**FOR SALE: 1994 Easy Racer Tour Easy:** fat tire 21 speed, Super-Zzipper. This bike is new and still in the box. On Sale--Call Now! Robert Ph# 206-630-7200. (WA/21)

**FOR SALE: 1994 Haluzak Horizon RCN** test bike with front suspension. Size for a 6' rider. This bike will be available in mid-June. Save \$\$\$ Call Robert at (206)630-7200. (WA/21)

**FOR SALE: Two P-40 Lightning Recumbents.** His has less than 1000 miles of use. Hers is basically unriden. I am a professional mechanic and the level of craftsmanship on these bikes reflects my personal values & standards. Both have identical components and are custom according to our specifications. The bikes have been set-up for touring and the component selection reflects this. We are able to converse with you during most evenings & weekends from 7-10pm and would be pleased to discuss the merits of these exceptional bikes during those times. Call Bill or Nedra at (503) 752-5358. (OR/21)

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**FOR SALE OR TRADE? Bike Friday World Tourist** with Samsonite suitcase that becomes a trailer. Harldy used. Great for people who travel--which I don't. \$1000 or trade for a recumbent? Martin Krieg Ph#408-426-7702. (CA/21)

## RECUMBENT PERSONALS

**"DAS LIEGERAD"** Author, Gunnar Fehlau, will be visiting the USA August 1-7, 1994 to attend the Eureka, CA., IHPSC. He needs a place to stay. If you can help, please write to Gunnar Fehlau, Richard-Zanders-Strabe 42, 51469 Bergisch Gladbach, Germany. Ph#001-2202/37775 Fax /41822. (Euro /19)

## USED RECUMBENTS

**FOR SALE: 1994 Turner Laid Back "E" frameset** Save \$\$\$ Call Recumbent Cyclist International Sales (206)630-7200. (WA/21)

**FOR SALE: 1994 Rotator Pursuit RCN** test bike. medium size. Available this Spring. Includes free RCN subscription/ renewal and free shipping. Call for special price on this bike. Recumbent Cyclist International Sales (206)630-7200 (WA/21)

**FOR SALE: LINEAR: 45" frame size,** black anodized, 21 spd., front & rear racks, Zzipper Fairing, Lights, rear wheel disc, custom bottle/computer mount, 1200 miles, \$1200. Call Keleigh at Ph#818-772-1332. (CA/21)

**FOR SALE: Companion Tandem** by Steve Delaire (Rotator). Uni-cadence. Under-seat steering, Red. Perfect. \$2750. Mike Ph#404-343-8382 (GA/21)

**FOR SALE: RYAN VANGUARD,** 1989 model, mint condition, blue fade paint, Shimano Deore XT group & barend shifters, skinny tires front & rear, Look pedals, computer & mount, saddle bag on seat back. \$1100 Terry Ph# 804-979-8638. (WA/ RCN#21)

**FOR SALE: ATP Vision & Infinity & Tour Easy** recumbents available for immediate delivery. Call us now! Recumbent Cyclist International at Ph#206-630-7200 or Email: DrRecumbnt@aol.com

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### BACK ISSUE ordering information

The Recumbent Cyclist back issues can be a valuable resource to new recumbent enthusiasts. They make an excellent recumbent resource library, like a college course on recumbent bicycles & HPV's. Some back issues are high-quality reprints, others are first printings.

- \$5.00 RCN#4-Ryan Vanguard Review.
- \$5.00 RCM#5-Linear LWB Review.
- \$5.00 RCM#6-Tour Easy/ Gold Rush Reviews.
- \$5.00 RCM#7-Lightning P-38 Review.
- \$5.00 RCM#8-'92 Buyers Guide/ Homebuilder
- \$5.00 RCM#9-A.T.P. R-20 SWB/ BMX homebuilt
- \$5.00 RCM#10-Laid Back / Thebis reviews.
- \$5.00 RCM#11-Presto Test/ SWB Homebuilder.
- \$5.00 RCM#12-Rans Road Test/ Underground HPV News (Yreka '93)
- \$5.00 RCM#13-R & D Tech E-Z Rider Trike/ Homebuilt SWB.
- \$5.00 RCM#15 -The ReBike & Tim Brummer's P-38 design.
- \$5.00 RCN#16-The Trice Trike
- \$5.00 RCN#17-The BikeE/ Draising/ RCN Policy
- \$5.00 RCN#18- Presto vs. Tour Easy Shootout/ LWB homebuilder
- \$10. RCN#19/20-1994 Recumbent Buyers Guide! (avail. Mar. 1, '94)
- \$5.00 RCN#21 -Gold Rush Replica/ ATP Vision test.

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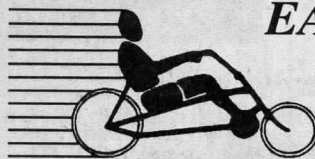
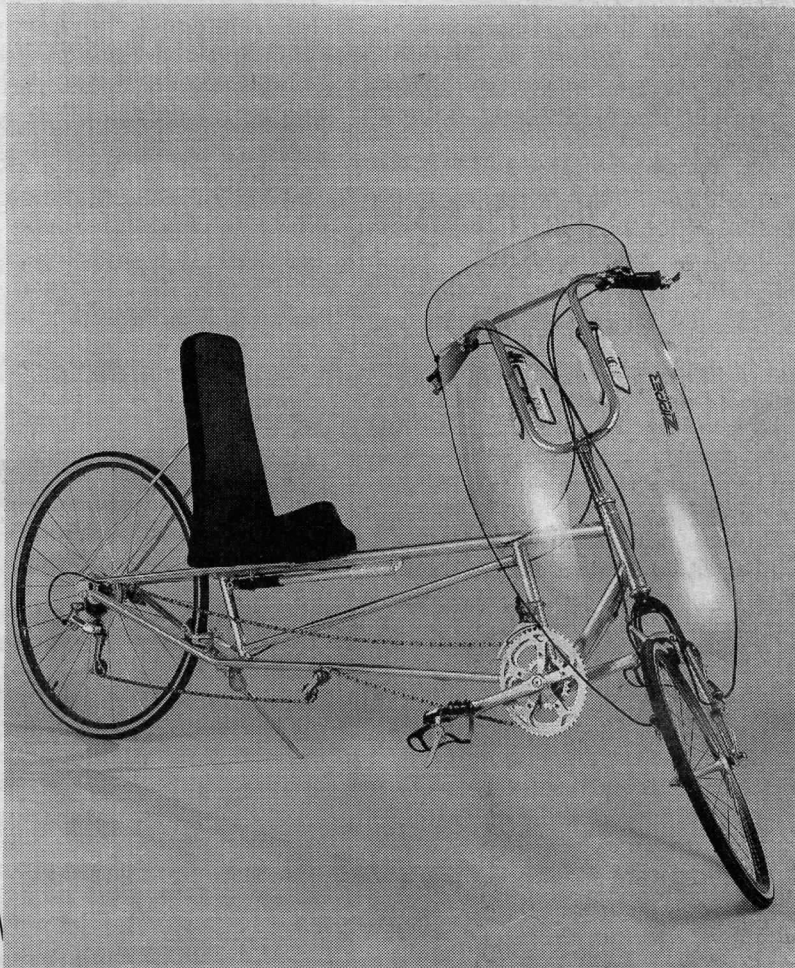
Dear Gardner,

I had meant to write long before this, but I wanted to put some miles on the Gold Rush Replica before dropping you a line. In a word: I totally love this bike! However corny it may sound, the GRR really is the recumbent I've only dreamed about. The awesome speed, stability, and traffic-stopping good looks (the bike, not me) thrill me every time I hop on the machine.

We recumbent hardcore are fond of talking mystically about being "one-with-the-bike." I know I feel that way about my Gold Rush Replica.

Man, We are one happy machine.

Best Regards,  
Vic Sussman  
Nationally published writer



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