

# RCN

RECUMBENT CYCLIST NEWS

Issue # 68  
March/April  
2002



*The Easy Racer FoldGold on tour*

## In This Issue

- |    |                              |    |  |
|----|------------------------------|----|--|
| 3  | Editorial License            | 24 | Pedal Height Wars                                      |
| 5  | Recumbent News               | 25 | Numb Feet Redux  |
| 7  | Events Calendar              | 26 | RANS Double 20's                                       |
| 8  | Recumbent Mail               | 30 | Colorado's Wolf Creek Tour                             |
| 12 | The Easy Racer FoldGold      | 34 | Dealer Showcase: Cambie Cycles<br>in Vancouver, Canada |
| 16 | Recumbent Redundant          | 36 | Recumbent Marketing 101                                |
| 20 | Riding the Great Corn Desert |    |  |

# WHY 5 AM?

when you've found  
a bike you love this much,  
5 a.m. may not be early enough!



From your first ride, you'll see and feel the difference of a BikeE®. This bike is flat-out fun. The heads-up position lets you take in the scenery, not lines in the road. The cushioned seat and backrest mean comfort you never thought possible on a bike. But this isn't just a bike, it's a BikeE.

## FOR LOVE OF THE RIDE™

So head to your local dealer and take a BikeE for a spin. See for yourself why this is the ride you'll love to wake up for.

**bike**  
**E**

Locate your nearest BikeE dealer at:  
[www.BikeE.com](http://www.BikeE.com) or 1-800-231-3136

*A Newsletter by recumbent  
bicycle enthusiasts, for  
recumbent bicycle enthusiasts,  
since 1990*

Recumbent Cyclist News is published six times per year. US subscription rates are: (Note new USA lower rates)

\$35 1-Year 6 Issues

\$65 2-Year 12 Issues

\$65 Airmail (not available in Canada or the UK—see below)

#### Contact

RCN  
PO Box 2048  
Port Townsend, WA 98368  
Voice Mail: 360-344-4079  
Email: drrecumbnt@aol.com  
Web: www.recumbencyclistnews.com

#### Schedule

Expect RCN to arrive every other month. Issues should arrive by the end of the first week of the 2nd month of the issue's date. Email us to check if we are late.

#### Fine Print

RCN is copyright © 2002 by Recumbent Cyclist News. Contents may not be reproduced in whole or part unless expressly authorized in writing by the editorial office. Although we make every effort to provide useful and accurate information, we do not claim to have definitive answers particularly with regard to safety, technique and equipment.

#### Renewals

Please renew 3 months in advance if you can. By the time you read this issue, the next issue and database have gone to the printer.

#### Mailing Label

"67 LAST ISSUE" means that RCN#67 is the last issue of your current subscription.

#### International service

Canada Cambie Cycles in Canada  
Tel. 604-874-3616  
<http://www.cambiecycles.com>

Future Cycles in the UK/Europe  
Tel. 011 +44 1342 822 847  
or [bikes@futurecycles.co.uk](mailto:bikes@futurecycles.co.uk)  
or [www.futurecycles.co.uk](http://www.futurecycles.co.uk)

Greenspeed in Australia/New Zealand  
[www.greenspeed.com.au](http://www.greenspeed.com.au)

#### RCN Back Issues Available

RCN#65, 64, 63\*, 62\*, 61\*, 52, 51

Cost is \$7 (1); \$20 (3); \$35 (6).

Trike road tester: 20 pages about trikes for \$9; RCN#60 short reprint \$8.

We will reprint articles on request. The cost is \$2 short /\$3 medium /\$5 long per article.

\*Limited quantities

## Editorial License

# Wishing for Sunny Skies

by Bob Bryant

[bob@recumbencyclistnews.com](mailto:bob@recumbencyclistnews.com)

Welcome Recumbent Bicycle Enthusiasts to RCN #68.

Inside you will several excellent articles to help soothe away the chill of winter. We're wishing for sunny skies and pleasant breezes as we dream of spring riding.

We managed to make it through the buyers' guide. This is a tough six months for us. There is always somebody who is upset. Sure enough, I received the emails about my supposed "agenda" to do-in one particular small builder. Sorry folks, that just isn't me. Sometimes it might appear so, but the honest truth is, running a small magazine keeps me too busy for carefully crafted conspiracies and agendas.

There are always mistakes in a project this big (buyers' guide). We owe RCN correspondent/recumbent enthusiast extraordinaire and all around good-guy John Riley and apology for our RCN#67 major glitch (sorry John; see below). So far we haven't heard of too many other glitches, though I'm sure one or two will surface.

The recession is effecting our cycling niche. Many recumbent related enterprises are very slow right now. We've had a more difficult time than usual collecting ad mon-

ies. The likelihood of RCN going under is small. Primarily because we are not ad-driven. We have weathered a dozen years of economic ups and downs and hopefully we'll make it through this one. We have lowered subscription rates in hopes of increasing readership. We hope you choose to renew your subscription to RCN.

We're looking for freelance writers. We are also considering columns for the following types of recumbents:

1. SWB/lowracer/highracer
2. LWB
3. Trikes/tandems

If you have an interest in writing or have access to recumbents (a cooperative local dealer) and want to write about bikes, let us know—drop us an email. We don't pay a lot, but we do offer something.

In our next issue we'll have the full review of the Cannondale Easy Rider and a review of the Greenspeed GTO. We also have a Lightfoot Ranger, Burley Hepcat and Cycle Genius CG 24 reviews coming soon.

Viva Recumbency!

Bob Bryant

#### RCN #67 Mistakes & Corrections

The article on page 13 of RCN #67 entitled "Interbike 2002 Preview" was written by long-time RCN correspondent, recumbent rider, HPV-fan John Riley. We use templates for our article headings and this one got through all 97 readings of the issue (by several people). Please accept our humblest and most sincere apology for this mistake.

#### RCN DATABASE NOTE

We DO NOT release, sell or, give out your personal information, address, or anything of the like. In fact, we will not release your address, phone number or email address even to other RCN readers. We will pass a letter on to you if an SASE is provided.

ATOC



# TOPPER™

Rack Products

800-ATOC-021  
Visit us on-line  
for more information  
[WWW.ATOC.COM](http://WWW.ATOC.COM)

---

**BIKE TOPPER™**  
Non-pivoting style for  
the cost-conscious...  
Models to fit any size 'bent!



**CYCLEAN™**  
HAND CLEANER  
NEW  
Super grease-cutting  
formula that won't  
dry your hands  
Multi-shot 10-ml tube  
Perfect for your  
tool pouch!

**TANDEM TOPPER™**  
One-person loading for any bike



# ⊕ KneeSavers ⊕

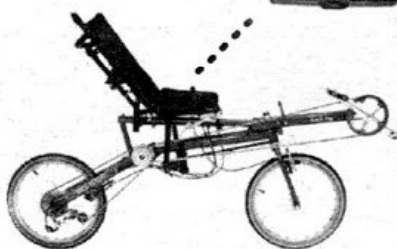
These steel pedal extenders move your pedals out 20 mm from the crankarms increasing the "Q Factor" and improve cycling biomechanics, especially in recumbent cyclists. They also allow a more toed out position in those with a toes out/heels in gait pattern. As a result, foot, ankle, hip and most commonly knee pain is eliminated. Visit your local recumbent dealer for more information, or our website:

[www.bikescor.com](http://www.bikescor.com)

(800) 548-4447 or e-mail [BikeIce@aol.com](mailto:BikeIce@aol.com)

SCOR Productions • 12300 E Washington Blvd, Suite W • Whittier • CA • 90606

The SatRDay:  
the original  
suitcase folding  
recumbent



**BIKE FRIDAY**  
Performance that Packs.

THE END

of the

RECUMBERSOME

800-777-0258

[www.bikefriday.com](http://www.bikefriday.com)

# Atlantic Bicycle

Atlantic Bicycle is one of the east's largest recumbent dealers offering recumbents by BikeE, Rans, Vision, Haluzak, Lightning, Easy Racers, Radius, Burley, Sun, and others.

6350 West Atlantic Blvd

Margate FL 3306

(Near Ft. Lauderdale)

[www.atlanticbicycle.com](http://www.atlanticbicycle.com)

888/41-BENTS OR 954/971-9590

## The Ultimate Touring Trike!

### History

The first Greenspeed Touring Trike, GRT 20260001, was built in 1990, and was used on the 1990 Great Victorian Bike Ride, from Bairnsdale to Melbourne. Orders followed immediately, and in 1993/4 Val Wright and Eric Butcher rode their Greenspeed GTS trikes right around Australia. In 1997/8 Jeff McLean rode his early model (1991, #10) GRT trike from China, through Asia and Europe to London, U.K. Our GTR Touring Trike was selected as "Best Trike" by Recumbent Cyclist News in 1996, 1997, 1998, 1999, 2000, and 2001.

### Development

Continuous feedback from hundreds of Greenspeed owners, worldwide, who use their GTR Trikes to the max, has resulted in the GTO Trike. The GTO has the same high-backed seat as our popular GTR Trike, but is a little lower, giving even better road holding and handling. Yet with the use of a single S&S coupling, it will pack down into two suit cases for aircraft, train, or coach travel.

### Interested?

To find out more about our exciting range of trikes, please visit our Web Site, or write, fax, phone or email for a free information package.



*The Greenspeed  
GTO Touring Trike*

## GREENSPEED RECUMBENTS

69 Mountain Gate Drive,

Ferntree Gully, VIC 3156, AUSTRALIA

Phone +61 3 9758 5541, Fax +61 3 9752 4115

Email: [info@greenspeed.com.au](mailto:info@greenspeed.com.au)

Web Site: [www.greenspeed.com.au](http://www.greenspeed.com.au)



# Recumbent News

## Nauticraft Unveils Tandem

Nauticraft Corporation of Muskegon, Michigan is proud to announce that they have just added two exciting new models to their line of innovative pedal-powered boats for the 2002 model year. The ENCORE and the SPRITE have joined their sleek and stylish sister, the ESCAPEDE, as icons of visionary engineering and refined style.

These two new boats follow an evolutionary pathway built upon the unique design and tried and true development of the ESCAPEDE.

The ENCORE is designed to hold four persons comfortably—two pedalers sitting side by side, with plenty of room in back for one or two passengers. The pedalers' form-fitting recumbent-style seats are fully padded and adjustable fore and aft, while the rear passengers have a padded bench seat. There is also an ample auxiliary shelf in the bow of the boat that is suitable for storage. A windshield helps keep inadvertent spray from wetting the occupants and their gear.

The ENCORE's hydro-efficient hull design with twin propeller drive allows it to move quietly and easily through the water. This craft, is very comfortable and effortless to pedal.

All Nauticraft pedal boats share a unique, specially designed drive system. This drive system connects bicycle type pedals and crank arms to a drive shaft that turns a highly efficient, large, relatively slow moving propeller.

The little sibling of the family is the SPRITE (not pictured). This one-person run-about is perfect for either quick trips down or around the lake. It is quick and nimble, with instant handling and turn-on-a-dime steering.

The ESCAPEDE and the SPRITE each have a single drive system, but the ENCORE is equipped with two, which run completely in-



dependent of each other. These two drive systems are combined with twin spade type rudders, which give the ENCORE excellent maneuverability.

The history of these boats dates back to the early 1980's, when world-renowned yacht designer, Garry Hoyt designed the first performance water cycle boats. Now legendary because of their avant-garde styling, the "floating egg" Waterbug, and its sleek sibling, the Mallard, had an unfortunately short production life. They were without question designs ahead of their time.

In 1994, Nauticraft Corporation of Muskegon, Michigan obtained manufacturing rights to the Mallard. Renamed the ESCA-

PADE, it was converted from fiberglass to rotational molding, the latest technological method of small boat building. Rotational molding offers many advantages such as impact resistance, durability, molded-in color, and cost efficient processing.

The ESCAPEDE went into production in 1997. Since that time, Nauticraft has delivered boats to enthusiastic owners across North America and to various points around the world. Devoted pedal boat owners are from such diverse places as England, France, the Bahamas, the Philippines, and even the Royal Palace in Jordan.

Source: Nauticraft Corporation  
Tel. 888-709-7097 or [www.nauticraft.com](http://www.nauticraft.com)

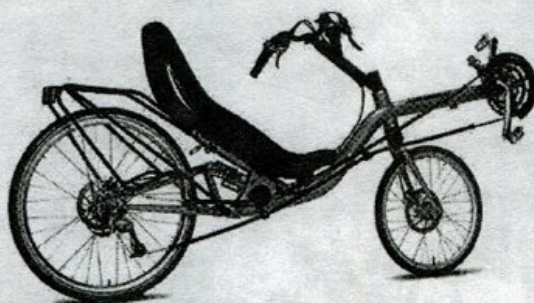
### Rapid Transit Cycleshop

1900 W. North Ave.

Chicago, IL 60622

773-227-2288

Check out current stock and specials  
at [www.rapidtransitcycles.com](http://www.rapidtransitcycles.com)



A recumbent resource since 1994,  
featuring ATP, BikeE, Burley,  
EasyRacers, HP Velotechnik,  
Lightning, Longbikes, Rans  
and others.

Complete assortment of recumbent  
tires, parts, accessories and  
literature

**WE'RE CHICAGO'S TRANSPORTATION ALTERNATIVE**



## Annual Northwest Recumbent Retreat—Fort Stevens State Park, Warrenton, Oregon

By Connie McAyeal

If you ask a recumbent owner what they like best about their bike the response is usually: "They are fun and comfortable." Now imagine over sixty like-minded recumbent owners getting together to camp, ride, eat and talk for two days. You have a recipe for a successful, Laid Back and Fun weekend!

By 10:00 Saturday morning the Battery Russell Parking area of Ft. Stevens State Park was already filling up with recumbent bicycles and their owners and families, coming from as far away as Southern California, Idaho and Northern Washington. A wide variety of recumbents from low racer home built to top of the line bikes from popular manufacturers were present.

Participants will enjoy recumbent rides, prizes, pictures, banquet lunch, potluck, bike lighting contest with a parade after dark, talented recumbent owners playing musical instruments around the campfire, a pancake breakfast, and sharing information and experiences.

Here are some quotes from attendees: "The rides themselves to me are not the big part of the weekend. I just like hanging out with my friends, riding different recumbents and talking bikes for most of the weekend." Ron Schmid, Portland, OR, leader of the NUTS (Not Us To Seaside) ride.

And from Laural Engeman of Beaverton, OR: We enjoyed the retreat very much. Some of the things that are most memorable: #1 Meeting Skip and Renee Kraft, from Grants Pass, Oregon, they are very nice people and we feel like we have known them forever...#2 The interesting people and their bikes and getting to try some of them. #3 The Potluck Dinner. #4 Clarinet music. #5 The Bike Light Show and the ride through the park, that was great fun.

This event is held the third weekend of August every year. If you are interested in participating in 2002, contact us at [ohyesbent@hotmail.com](mailto:ohyesbent@hotmail.com) or visit the website at [www.spiritone.com/~ohyes/](http://www.spiritone.com/~ohyes/). ♦

**CAPTION:** There are 60 recumbent riders in the above Retreat photo. We cannot list all of the the names, but here are the first seven: John "Rocketman" Williams, Ron Bobb, Todd Marley, Lonnie Morse, Bob McAyeal, Pat Franz (TerraCycle) and Michael Wolfe (OHPV newsletter).

The photo is by Connie McAyeal, who organizes this yearly retreat.

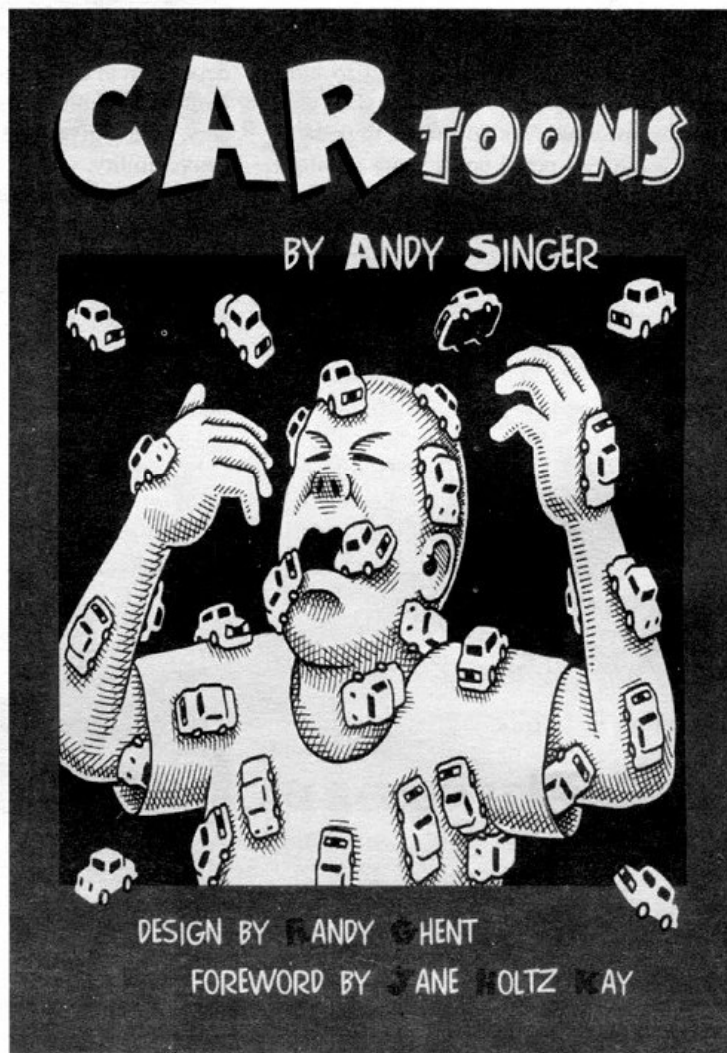
## New Book: CARtoons

"CARtoons" is a 100 page book written and illustrated by Andy Singer and published by Car Busters < <http://www.carbusters.ecn> >. It looks at the impact of automobiles on American Society and the world. It features over 88 cartoons and illustrations, an AUTObiographical text, facts, figures, quotations and an extensive list of groups and resources devoted to non-automotive transportation. It has a Foreword by Jane Holtz Kay (architecture critic for The Nation and author of Lost Boston and Asphalt Nation) and an Afterword by Randy Ghent of Car Busters. The images in it may be freely reproduced for the nonprofit use of individuals or groups fighting cars. For this purpose, it comes with an optional CD containing all of the images in the book (and more) in 600dpi, tif format.

The book costs \$10 and the CD is \$4 (discounts are available for bulk orders). It can be purchased directly from the author at <http://www.andysinger.com/> or by sending a check or money order to:

Andy Singer  
1849 Portland Ave. #2  
St. Paul, MN 55104

Dealer note: The second edition will be available to bookstores via AK Press Distributors: <<http://www.akpress.com>>. ♦



# Events Calendar 2002

**May 11, 2002 (Saturday 9am-3pm)**

## **Michigan Recumbent Rally—East**

Willow Metropark Pool Shelter (southwest Detroit area) Park is located off exit 11 of I-275, just south of I-94 and Detroit Metro airport. Recumbent displays, test-rides, ride and "Buying your first recumbent" talk at 11am and 1pm. Self-paced 10/25 miles. For more information visit [www.LMB.org/wolbents](http://www.LMB.org/wolbents), e-mail [wolverbob@cs.com](mailto:wolverbob@cs.com), send a stamped, self-addressed envelope to Bob Krzewinski, 706 Dwight Street, Ypsilanti, MI 48198 or call 734/487-9058.

**June 8-9, 2002 (Saturday and Sunday)**

## **Michigan Human Powered Vehicle Rally**

Waterford Sportsmans Club, Waterford, Michigan (northern Detroit area)

Relaxed racing of all types of human powered vehicles.

Vvisit [www.LMB.org/mhpva](http://www.LMB.org/mhpva), e-mail [wkiehler@aol.com](mailto:wkiehler@aol.com), send a stamped, self-addressed envelope to MHPVA, Wally Kielher, 533 Hawthorne, Grosse Pointe Woods, MI 48236 or call 313/884-0109 (9am-9pm only)

**June 8-9, 2002**

## **Waterford 2002 Competition**

Waterford, Michigan. Contact: Wally Kiehler, 533 Hawthorne, Grosse Pointe Woods, MI 48236, [WKiehler@Aol.Com](mailto:WKiehler@Aol.Com)

**June 22-23, 2002**

## **5th annual Recumbent Roundup**

Ogden, Iowa (The Bike Barn)

Contact: [www.thebikebarn.com](http://www.thebikebarn.com) or 800-645-2981

**June 28-30, 2002**

## **European Championship/Cycle Vision 2002**

Lelystad, The Netherlands, will host one of the biggest recumbent events in the world. For general information about last year's event, take a look at: [www.ligfiets.net/cyclevision/english/index.html](http://www.ligfiets.net/cyclevision/english/index.html). Information about the location can be obtained at: [www.ligfiets.net/cyclevision/english/location.html](http://www.ligfiets.net/cyclevision/english/location.html)

**August 3-4 2002**

## **9th Annual Midwest Recumbent Rally**

Stevens Point, Wisconsin

Contact: [http://www.hostelshoppe.com/recumbent\\_rally.php](http://www.hostelshoppe.com/recumbent_rally.php)

**August 1-5, 2002**

## **CycleFest in Lancaster, UK**

[www.cyclefest.net](http://www.cyclefest.net)

**August 5 - 10, 2002**

## **28th International Human Powered Speed Championships**

Brantford, Ontario, Canada

Contact: [www.ihpva.org](http://www.ihpva.org)

**August 17-18, 2002**

## **Annual Recumbent Retreat**

Fort Stevens State Park, Oregon

Rides, banquet lunch, potluck, bike lighting contest, and various activities with Recumbent enthusiasts. Contact: [www.spiritone.com/~ohyes/](http://www.spiritone.com/~ohyes/) or Connie McAyeal 503-647-2438 or [ohyesbent@hotmail.com](mailto:ohyesbent@hotmail.com).

**September 7, 2002 (Saturday 10am-3pm)**

## **Michigan Recumbent Rally—West**

Western Michigan University, Kalamazoo

Recumbent bikes and trikes will gather for demos, short rides and swapping stories. Event is free. Held on the Western Michigan University main campus.

Visit [www.LMB.org/wolbents](http://www.LMB.org/wolbents), contact Paul Pancella at [Paul.Pancella@WMich.edu](mailto:Paul.Pancella@WMich.edu) or call 616/353-0125. Post Rally 4pm ride on the nearby Kal-Haven trail. Participants can stay overnight and participate in the next day's Vineyard Classic Bike Tour in nearby Paw Paw, Michigan.

**September 21st, 2002 (Saturday 9am-3pm)**

## **Fall Recumbent Rendezvous**

Stony Creek Metropark (northern Detroit area)

Recumbent dealers, test rides, displays. "Buying your first recumbent" talk at 11am and 1pm. Group ride at 12noon. Held at the Stony Creek Metropark Eastwood Beach shelter area, on 26 Mile Road just west of M-53. Event is free although there is a \$3 park entrance fee. For more information visit [www.LMB.org/wolbents](http://www.LMB.org/wolbents), e-mail [wolverbob@cs.com](mailto:wolverbob@cs.com), send a stamped, self-addressed envelope to Bob Krzewinski, 706 Dwight Street, Ypsilanti, MI 48198 or call 734-487-9058.

**October 5-9, 2002**

## **Interbike (Industry trade show)**

Las Vegas, Nevada [www.interbike.com](http://www.interbike.com)

Please email your event information to: [bob@recumbentcyclistnews.com](mailto:bob@recumbentcyclistnews.com) or mail to: RCN, PO Box 2048, Port Townsend, WA 98368.



**WizWheelz**  
Never Underestimate the Power of a Human

[www.wizwheelz.com](http://www.wizwheelz.com)  
or call 616-940-1909

visit the internet's source for Trike information

simply the best value in recumbent Trikes

The TerraTrike

Proudly Made in the USA



# Recumbent Mail

If you have something to say, a differing viewpoint or experience—we want to hear from you! **Please limit letters to 300 words.** No charity ride sponsorship request letters. RCN reserves the right to edit submissions for clarity, content and space limitations. [bob@recumbencyclistnews.com](mailto:bob@recumbencyclistnews.com) or RCN, PO Box 2048, Port Townsend, WA 98368

## Don't Need Suspension

Enough already of these fully suspended 'bents. Nature gave us the best suspension system (relaxing the body). My unsuspended BikeE CT handles the cobblestone streets of Oxford, Ohio wonderfully. I'm trying to find a way to make my RANS Tailwind stiffer.

John Doyle

*Editor Comments: The BikeE CT is an excellent value. It costs 57% of the cost of an AT; 47% of the cost of an RX; and 35% of the cost of a Cannondale Easy Rider. The CT is lighter than all three, is undoubtedly faster. I'll be there are still some close-out 2001 CT's at the old price (\$550). Try to find one built in the Spring of 2001 with the Sweet Seat.*

## Clipless Woes & Solution

I have had ongoing release problems with my clipless pedals. I seem to unclip the wrong foot, or can't get my foot out in time. I have fallen over and broken about three Mirrycles. One time I unclipped my right foot only to be sucked over to the left by a passing 18 wheeler. This happened right in front of the entire tour group. I had the only bent in the group and they made fun of my bike and me for the rest of the tour.

Due to these problems I have now removed my clipless pedals and installed Power Grips on all three of my bikes: Tour Easy, Sat-R-Day and an old 18-speed Bianchi Advantage upright.

Francis Celino

## Perfect Attire for Recumbent Riders

A few thoughts on your article on Recumbent Gear in Issue #67, where you shared your preferences on jerseys. I've had great luck with custom medica scrubs. I noticed immediately upon switching from an upright to a recumbent that my Lycra riding jerseys were obsolete. No danger of developing "plumber-butt" on a Cool Back seat, so the long elastic tails just got in the way, as did those pockets sewn in the back. I also preferred the breezy feeling of a conventional shirt to skin-tight lycra. Hawaiian shirts made far more sense, and they looked cool, too. My only complaint was that the collar would flap in my face during those rippin' descents. Then I happened upon V-neck scrubs from Scrub Med. At first glance they are easy to mistake for Hawaiian shirts. These designer scrubs come in a variety of colors, prints and fabrics and are indestructible. I especially like the poly/cotton prints that are cool and quick-drying. But here's the best part. After being bludgeoned by the chic bike shops into believing that \$50 is a bargain for a jersey, I found that \$25 will get you a basic but high quality, very cool scrub. For a few dollars more you can add long sleeves, collars, monograms and more. Check their website, <http://www.scrubmed.com> for closeouts on discontinued prints and save 30% off the regular price. Order online or call 800-942-8833 for a catalog. Also, check out their Surgeon Caps as an alternative to the pricey skull caps at the bike shops. At 3 for \$25, they are cheaper than bandanas.

Nick Corrado  
[ncorrado@hotmail.com](mailto:ncorrado@hotmail.com)

*Editor Comments: Excellent suggestion. Thanks Nick!*

## RCN#67 Feedback

Just finished this edition of the RCN....you out did yourself this time!!! Sure wish every shop that carries recumbents would get a pile

of this issue and give it out to everyone who asks about recumbents, they would sure be doing a great service . . . Hopefully this will be offered as a back issue for some time, I will certainly point any questions from people to this issue. I especially liked the pages that show the different styles, then the prices etc. of each one. Wow!! You put a lot of work into this one!!

Connie McAyeal

## Easy Racer Contradiction

In RCN#67 on page 38 you describe the Easy Racer Tour Easy as "...still the best LWB ASS around." (I agree.) However, you also state that it is "showing its age" and "could use some updating." Hmmmm. This seems to be contradictory. That is, if as it is right now the Tour Easy is still the best around, why update it? If it ain't broke, don't fix (update) it!!

Dennis Anderson, [Den1491@aol.com](mailto:Den1491@aol.com)

*Editor Comments: Whether folks have noticed or not, Easy Racers updates and refines their products on a regular basis. Our 2000 Easy Racer EX was vastly superior to my 1987 Tour Easy. I'd like to see some fat tubes, perhaps an aero tube replacing the small tubes down under, some better components, disc brake capability, a 26-inch wheel option, better paint, better graphics, clearcoat etc. It is still the best LWB, but even Harley comes out with updated stuff. Lastly, EVERY manufacturer should be getting ready to offer disc brakes.*

## Vision R54 At One Year

Well it's been a year and thousands of miles later since I first brought home the Vision R54 and wrote a report on it. It's time to look back and give a brief long term update.

The only addition to the bike is the center stand. Wow—this is a real winner. It may look a bit clumsy, but it really makes the bike user-friendly. I personally like the spring-loaded release. When you wish to go, just pick up the rear wheel a bit, the stand retracts, sit down and ride. It holds the bike quite well, even in fairly brisk cross-winds. It is not designed to be used as a training stand. Vision makes that point very clearly in the instructions, repeatedly. Disadvantages—aside from cost, a bit of weight and looks—nothing. Heartily recommended accessory.

The component changes to the bike were to upgrade the shifter/brake levers from LX to XT and the seat cushion. These were not very expensive. I was able to purchase the new shifter/brake levers for \$69 and sold the old ones on Ebay for \$40. It took about 30 minutes to make the change. The results are even smoother shifts with a significantly improved upshift to the largest front chainring. The seat foam pad was changed to the Cascade Designs Backrest pad. This was purchased for less than \$30. This pad allows you to dial in just the amount of air for optimum comfort. It really works.

The only breakdown on the bike—2 flat tires.

Suspension performance, flawless. I think I only needed to add a bit of air to the rear shock twice.

This year at the Hotter-N-Hell 100 Bicycle Rally in Wichita Falls, Texas the R54 almost got me into trouble. The roads had been resurfaced with fresh oil and gravel. At a major rest stop some 50 miles into the rally I noticed a rider sitting on the ground. I asked if he was alright, he looked up and said he was OK, but the rough road was really beating him to death. I almost open my big mouth and asked a



legitimate question, "What rough road?" The R54 at one year—would I do it again? You bet.

Mark Eichenberger  
markeichenberger@yahoo.com

**Editor Comments:** The original article was published in RCN#63. We have copies available on special for \$5 including postage.

### BikeE RX on Rollers

Now that winter is fast approaching, I decided to try riding rollers as I used to do with my wedgie years ago. Since I've got a couple of weeks experience riding my BikeE RX on 'em, I thought a report might be in order. Firstly, one must use Kreidler rollers. They're the only brand I know of that allow long wheelbase bikes (even tandems) to be used. For my XL RX I got the medium extensions for the 54" wheelbase. Secondly, be aware that riding rollers is a new skill that must be acquired through experience. At first, you might think it impossible. Since I had previously ridden thousands of miles on no-name rollers with my upright, the transition to riding my bent was almost nonexistent. Let me state unequivocally: one can ride a CLWB bent on rollers. Thirdly, don't bother buying any resistance attachments such as a fan, smaller rollers, or magnetic resistors. You can dial in exactly the resistance you want just by choosing the correct gear. I bought the Challenger model without any attachments and have found a free-standing fan behind me cools my back through the mesh seat back. After a while, you will be able to watch television but, at first you must concentrate on keeping the front tire in the center of the roller. The benefits include developing a fast, natural spin, aerobic fitness, and some muscular development.

Kreidler rollers and extensions must be ordered. Teresa at Kreidler rides a BikeE CT and is extremely helpful and generous.

Jay Singer AKA BentJay  
JSingerFam@aol.com

### Comfort Bikes

Found your article on the Trek R200 SWB quite interesting. However, I'm somewhat confused about the description of a so called "Comfort Bike." I've always been under the impression that a recumbent bike was the ultimate in comfort for a cyclist. I would hardly consider a "very upright position" on a bike a comfort bike.

My idea of comfort on a bike is a recumbent design featuring a bucket-style-seat with comparable lumbar support. A USS, LWB in my opinion is the preferred design. I find this type far more relaxing than the ASS steering system.

Many years ago when I first sat in the bucket-style seat of a sports car, I thought the ultimate in comfort had finally been reached. Today, of course, most automobile seats are designed for absolute comfort, and no longer called bucket seats. Yet, there's a lot of similarity to sport and luxury cars of the 60s.

You'd think that the recumbent-bike industry would capitalize on the experience automobile manufacturers can teach them. I can appreciate some peoples' interpretation of "Comfort," but in my opinion, the bike industry still has a ways to go to satisfy a majority of bicycling enthusiasts.

Joe Cormier

**Editor Comments:** The term "Comfort bike" has been coined for 26-inch wheeled upright position upright bikes. This is used industry wide. Interestingly recumbents are not really considered Comfort bikes.

### No Trail on BikeE E2

In the recent RCN review of the E2, under Editor's Comments, you use the term "No Trail" as a paragraph heading. I think you meant reversed fork. The E2 has gobs of trail in the steering geometry, probably too much. The only way they could achieve this amount of trail with the steep head tube angle was by reversing the fork. Trail is roughly the distance the tire tangency point (on the ground) trails the intersection of the head tube center line with the ground. Various combinations of head tube angle and fork rake could result in the same amount of trail.

Len Thunberg  
lthunberg@erols.com

### RANS V2 Defense

I recently resubscribed and you sent me some materials on the V2. I've owned a V2 for about 18 months.

I noticed in Thom Remington's review in RCN #65 that he had the stem installed upside down—a major flub, since he panned the bike (he called its "lack of adjustability" a "crucial element that's missing") based on its poor fit and adjustability range. It's obvious from the picture that the cable stops are on the lower, longer part of the stem, whereas the longer section should be on top (per RANS' website and literature). Apparently Thom's dealer, or whoever put together the bike, didn't know better and committed the assembly error—the stem is the same internal diameter on both ends, so there's nothing to prevent someone from making this error. Has anyone else noticed this?

I think the commission of an error like this

**RCN**  
RECUMBENT CYCLIST NEWS

**A Newsletter by recumbent  
bicycle enthusiasts, for  
recumbent bicycle enthusiasts  
Since 1990**

**Subscribe Today!  
6 Info-packed issues**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

ADDRESS 2: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_

Zip+4 \_\_\_\_\_ + \_\_\_\_\_

EMAIL/TEL \_\_\_\_\_

This is a renewal

### Subscription rates:

- \$35 One-year subscription
- \$65 Two-year subscription
- \$85 Three-year subscription
- \$100 5 copies of each issue
- \$65 Worldwide Airmail

### BACK ISSUES AVAILABLE

\$5 each + \$2 each s/h (USA only)  
or 6 for \$35 via priority mail.

- RCN#67 2002 Season Preview/Resource/Buyers' Guide
- RCN#66 Vision Saber, BikeE E2 tandem, Barcroft Dakota, Bentech kit, California AIDS Ride
- RCN#65 HP Velo Speed Machine, Tour Easy vs. V2,
- RCN#64 BikeE RX, Lightfoot trikes,  RCN#63 Vision R54, Twike, P-38, Electric assist, faired Vision
- RCN#61 Trice trike, Sat R Day, Design by DGW

Please enclose payment and mail to:  
RCN, PO Box 2048, Port Townsend,  
WA 98368

## Reynolds Weld Lab

Custom high performance  
bikes handcrafted from the  
best USA materials, for the  
ultimate non-conformist  
cycling experience.

Tel. 603-432-7327

E-mail: reynoldsweldlab@yahoo.com

Web: reynoldsweldlabs.com



should be corrected within your magazine so that people don't carry around the "V2 has lousy fit" message. It simply isn't true.

I've dropped a line to Thom (though he's probably not too interested in finding this out now, since he's made his bike choice) about this to see if anyone has mentioned this to him.

I ended up shortening my stem a bit at the headset in order to accommodate an extremely reclined position; I have a fit on this that's very much like my V-Rex.

Jonathan Lawrence  
jmlawrence@peoplepc.com

**Editor Comments:** We wrote to Thom and he is not aware that his stem is inverted. The RANS LWB ASS bikes have been criticized for their stem/riser and ergonomic feel. Though they are excellent bikes, some buy the competing brand, or modify their RANS ASS. Calhoun Cycle offers Mark Stonich designed retrofit kits that include a top loader stem and different bars for RANS ASS by: <[www.bikesmithdesign.com](http://www.bikesmithdesign.com)> and <[www.calhouncycle.com](http://www.calhouncycle.com)>.

You are the stereotypical V2 rider. An SWB rider who wanted an LWB (very reclined position and higher pedal height). This is the true test of which bike will work best for riders.

### Rearview Mirror Comments

I often feel sorry for cyclists who have never learned how to use a head-mounted mirror. I have mine permanently mounted on my bike helmet. This has advantages over those that are mounted on the frame of eye glasses. First, a helmet-mounted mirror is always adjusted properly as soon as your helmet is secure to your head. Cyclists shouldn't be riding without a helmet on anyway. Second, head-mounted mirrors are attached to the most sophisticated gimbal known to man—the human head with its brain that controls every movement in our body. Neck muscles are the operational part of this gimble. In my opinion, mirrors mounted on a bicycle are more problematic.

I've often used my head-mounted mirror to check my rear at angles

not available to any bicycle-mounted mirror. These are the extreme angles at both rear left and right, as well as up and down elevations. Example: you've just bounced after running over something you failed to notice. Just raise your chin and the little mirror will give you a view of the ground behind you. These are some of the tricks you'll learn as you get used to this small, head-mounted device. And, it works for both ASS and USS recumbent riders as well as for upright riders.

Joe Cormier

**Editor Comments:** I had bad luck with helmet stick on type mirrors so I stopped buying them (about 1991). I then bought a Take-A-Look mirror that I still have and heartily recommend (if you can find them). I stopped using this as well, because it did not adapt to my cycling glasses. Helmet or glasses mirrors are more difficult to use and get accustomed too, though your points are well taken.

### Granny Trikes!?

Maybe you know about this already, but just in case you don't, someone sent me a link to a new recumbent manufacturer. They are Granny Bikes at [www.grannytrike.com](http://www.grannytrike.com).

And by the way, just received the latest RCN. As usual a fantastic job! It's nice to see honest reviews of recumbents rather than the "we love everything about our advertisers bikes" in other cycling magazines.

Bob Krzewinski

Wolver-Bents Recumbent Cyclists

<http://www.lmb.org/wolbents>

**Editor Comments:** The Grannytrike appears to be a rebadged S & B Recumbent. However S & B has not responded to our information requests in more than a year.

### Easy Racer Rack

As one of your long time readers and as a rider of recumbents for over 6 years I've enjoyed your work and it has helped me decide what to

# Brrrrr.

Don't tell me you know cold. Check out the annual World Championship HPV Ice Races on our web site.

Be there, if you dare.

**Calhoun Cycle | Recumbent Specialists**

3342 Hennepin Ave. S. Minneapolis, MN 55408 (612) 827-8000 [www.calhouncycle.com](http://www.calhouncycle.com)

ride. After starting with a Vision I had my midlife crisis and moved to a Gold Rush. I asked my wife about the GRR saying I knew it was very expensive. She said it was cheaper than a Porsche, and much cheaper than a younger woman neither of which I would want or could afford. So I got it. I've ridden just over 3000 miles in a year and a half. Along with a friend who fabricates aluminum bridges, we have developed a car top rack to carry long wheel based bikes. I am making an effort to get some exposure and probably will want to at the very least get a classified add in RCN.

Here's a little background: The idea for a rack to carry my GRR came from the first Easy Racer Recumbent Club news letter I read and my own pondering how I'd get the bike somewhere without riding. There were several letters in that issue asking how to transport these things. Being a structural engineer and having a client who fabricates aluminum I asked if he'd be interested in seeing what we could come up with. After a few prototypes, I think we've got it.

The rack is fabricated from 6061-T6 aluminum with no finish. It is designed to fasten to Yakima bars with four standard Yakima clips and 5/16" carriage bolts that come with them. Yakima also makes clips that go around Thule bars with the same bolts. The rack will accommodate any wheelbase Tour Easy, other LWB recumbents with similar wheelbase, and tandem road bikes. The rear connection to the cross bars was designed to adjust to any reasonable bar spacing. The front fork is held by a standard quick release. The rear wheel is held in the slot of the rack with two toe straps, remember those? The post in front is there to accommodate a front fender. The Yakima parts are not included. For those who don't already have them, they are available at most bike, ski, or sporting good stores.

The racks are available at Coventry Cycle Works in Portland for \$195. For those who aren't from this area, an email to the manufacturer requesting an order form, which when returned, will get a rack shipped to their door for \$195 plus shipping. The email address is dave@topperfloats.com. Additional information, including photos, is available at Topper Industries web site: www.topperfloats.com and click of "The Bike Rack."

Ron Kernan  
rkernan@hevanet.com

#### RCN #67 Lighting Correction

Thank you for plug as a lighting specialist in RCN #67. I do not carry Nightsun lights as reported on page 44 (RCN #67). For high intensity lighting systems I have been promoting NiteRider and Light & Motion, particularly their



The Topper rack

HID headlight systems. I do like to use the Schmidt dynamo hubs for applications where less light is needed.

Zach Kaplan  
Zach Kaplan Cycles

*Editor Comments: Amidst all of the details within RCN#67, it was I that made the mistake of writing "Nightsun" instead of "Nightrider." I personally use a Nightrider Trailrat 2.0. ♦*

**BICYCLE**  
**ONE**

♦ 40% OFF ♦  
Any 1 Accessory  
with bike purchase  
(with this ad)

**Minimum of 20 recumbents  
in stock every day!**

*All ready to test ride*

BikeE · Easy Racers · Lightning · Longbikes · RANS · Vision · Trice  
Wicks · ATOC Rack Products · Recumbent Tandems

*We ship anywhere in the USA!*

82 Mill Street (Rt.62) · Columbus, Ohio 43230

Toll Free (877) 282-7663 · www.bicycleone.com



Confident at speed, nimble climbing, supremely comfortable.

Hand made, one at a time, with a complete choice of top quality component groups, and a full custom fit to match any rider's ergonomics and riding style.

Call or email to arrange a test drive on your own favorite routes.

*"This is the way we like to see recumbents built, the way more should be built and the way many high-end bikes will have to be built in the future."*

—Bob Bryant, RCN

**1-800-371-5871**

**www.terraceycle.com Portland · Oregon · USA**

## The amazing TerraZa



TerraZa #002, "Eddy"

# *The New Easy Racer FoldGold*

## *A cruising cyclist's dream come true*

by Hans van Naerssen, [hansvn@earthlink.net](mailto:hansvn@earthlink.net)

It is the smooth ride that continues to amaze me. It feels as if I am on a magic carpet, floating across the countryside.

The fact that the special aluminum FoldGold recumbent is faster than the comparable Easy Racer (steel) Tour Easy was also a surprise. I can now maintain a comfortable 20+ mph pace and keep up with if not pass many "B" riders in the local bike club, something I could not do last spring. In an unofficial "test" the FoldGold seems slightly faster coasting downhill than other members of the Gold Rush Replica family. The impact—it takes less power for me to get from here to there.

The polished aluminum frame plus its great angles, draws lots of admiration from grinning motorcyclists declaring "Great Chopper—I'll race you" to envious kids with "cool bike." And yes the simple folding mechanism is very convenient, making it quite portable.

But the ride is a cruising cyclist's dream come true. In the two months that I have owned the FoldGold I have biked over 1200 miles: down the northern half of the California coast among giant redwoods and sunning seals, over 7200 feet of Rocky Mountain passes along the Lewis Clark trail in southeast Montana, back across the continental divide on the famous Going To The Sun Road in Glacier National Park, and now commuting 25 miles to work near Valley Forge, PA and enjoying weekend bike club and charity rides.

In each of these trips there have been a number of instances that I felt as if I were in Nirvana. And I know there will be many more.

Why is the Easy Racer FoldGold so incredibly comfortable yet powerful? The precise aluminum frame, the simple rear shock absorber, the contour and materials of the seat, the positioning of the steering mechanism, the shape of the bike—they all contribute and blend in a way that is noticeably better. I suppose it is like a fine wine or other great experience—somehow it excels.

What follows are my thoughts and experiences with Easy Racers' new FoldGold. My biases and enthusiasm will be quite evident.

### **Why Did I Select The Easy Racer Fold Gold?**

I need a bike that is comfortable all day, day after day. A bike that is handy on short errands and easy on longer weekend rides, one that can handle multiday sagged tours and fully loaded self-led adventures. A bike that eases the challenge of conquering the steep east coast hills and long mountain passes, one that is stable speeding down the reward side or cruising along thoroughfares, a bike that helps me enjoy 70+ miles a day but does not leave my 50 something body behind.

My Tour Easy recumbent was 5 years old with some 6,000+ miles of fun. I needed gearing, brake, and other upgrades to make longer tours even better. Most important I wanted a more convenient way to travel. All without losing the comfort and handling of the Tour Easy. Continuing with a recumbent was a no-brainer. Why sit on a hard rail when a lounge chair gets you there just as fast. But which recumbent?

I tried some SWB recumbents and found them to still be twitchy and sensitive. Too much of my effort was focused on balance, on maintaining direction, rather than on enjoying the ride. This was also true for both over and under the seat steering. On a few short wheel models my feet were level with my hips, causing my feet to get numb after too short a period.

The Easy Racer bikes are more stable and self-directing than other LWB. The handling and position and ride are still noticeably more comfortable and easier to ride than other models.

I selected the Easy Racer Gold Rush Replica. Although they did not have the FoldGold in stock, I ordered the polished version. My instinct proved to be correct.

### **Comfort**

The FoldGold is a cruiser's dream. The seating is a naturally comfortable position, either biking or resting. The normal view is not up or down, but ahead and around me. On the California trip there were 9 straight days of biking, averaging 60+ miles with over 3000 feet of climbing per day. At day's end I was pleasantly tired but not sore. Indeed I'm not sure I would have lasted as long as I did were it not so comfortable. It was interesting that one of the fellow travelers on that trip, Jerome, had sold his SWB and upgraded to the Gold Rush.

There is a slight bounce (pogo) when applying pressure to go up hills. By snuggling my butt against the back bottom of the seat and leaning forward, I can minimize the bounce and more importantly, give my legs maximum power by pushing against the seat back.

### **The FoldGold seems to be faster than other Easy Racers**

A number of times I compared the Tour Easy times with the FoldGold times on two local routes, a hilly 7 mile circuit and a longer 25-mile commute. Inevitably the FoldGold was about 10% faster. Both bikes had similar configurations: fairings set high, racks, etc. I am guessing that the aluminum frame plus the shock absorbs much of the rough pavement, allowing it to float over what otherwise would be obstacles.

The FoldGold seems faster than the Gold Rush when riding down hills, and possibly over rougher surface. A number of times on the California tour several of us—all GRR owners—would start coasting downhill at the same time and speed. Even though I was lighter and carried a lighter load, I would noticeably gain speed over the others. At one point there was a short rough steep downhill road that we all (the FoldGold, three Gold Rush Replicas, and a TiRush) started to coast down. Soon I had pulled ahead well of the others.

I am now passing many wannabe Lance Armstrongs on a local Rails-To-Trails route, maintaining a speed of 20-22 mph for a number of miles. Base and hill conditioning also helped. Before the FoldGold I was lucky to hit 17-18 mph. On one of the longer declines in northern California, I hit 51 mph. The bike was very stable, almost floating on air. The ability to go faster means I can use less energy to travel a set distance, or go further on the same amount of energy.

### **Touring**

Unlike the Tour Easy, and the uprights that I toured with many years ago, the FoldGold never felt wiggly, never felt as if the 185-pound load it was carrying (me at 155 pounds and my gear and drinks at 30 pounds) was wobbly or precarious. I was able to store the tent and mattress under the seat, the sleeping bag and clothing across the rack in a waterproof sack, and the tools and pantry items on the handle bar in a narrow Camelback pack. It felt tight, with good center of balance.

In the two months I have owned the FoldGold, I have completed three touring trips. The day after getting the FoldGold I joined several other members of the Easy Riders Recumbent Club (<http://www.geocities.com/toureylover/>) for a wonderful self supported 550 mile trip down the hilly northern California coast from the Redwoods near Oregon through San Francisco to Monterey Bay. There were seven Easy Racer owners ranging in age from thirty something to seventy, reflecting a wide mix of conditioning and experience. We all carried our own gear, biking 9 days straight fully loaded, averaging 61 miles and some 3900 feet of climbing per day. Even though it was a new bike, there were many moments of pure bliss. And the camaraderie that quickly developed was great.

Four weeks later it was a 6-day 350 mile Adventure Cycling (<http://>

/adv-cycling.org/) supported tour with some 175 or so other bikers—almost all non-recumbents—along the Lewis Clark trail in southeast Montana. We started in Missoula cycling up the Bitterroot valley, then crossing over the 7200 feet of Chief Joseph continental divide pass and on to Dillon and Virginia City and Bozeman. This tour had 5 biking days averaging 68-miles and 3000 feet of climbing per day. The FoldGold made the long and occasionally steep mountain climbs not just doable but bearable. I would often roll by regular cyclists with numb wrists or butts. When they tried my bike, the sighs said it all.

Then on to Glacier National Park (getting there via a rented mini-SUV that easily held the folded FoldGold) where my son and I biked back over the continental divide on the famous Going To The Sun Road. He even convinced me to go down it a second time, this time at night under a full moon, followed by skinny-dipping in the refreshing river—a memorable rite of passage, albeit 40 years overdue for me.

Touring for now are day trips. I commute 25 miles to work near Valley Forge, Pennsylvania and enjoy weekend bike club and charity rides, sometimes with my wife on our Rans tandem recumbent. But every morning I look forward to the ride, to being “Back In the Saddle Again.”

### Folding

The FoldGold is just over 7 feet long. It rolls into our Honda Odyssey van as is, fairing and all. All I have to do is strap the bike down.

Folded it is 4 or 5 feet long—depending on whether the front wheel is removed or not. Folding the bike for carrying is a 2-3 minute job:

1. Loosen the rear brake and derailleur cables.
2. Sit on the bike and remove the hinge-pin.
3. Swing the rear wheel under the seat and between the lower frames until it is against the upper frame, checking to be sure the cables and chain do not pinch.
4. Fasten the wheel to the upper frame with Velcro.
5. Replace the hinge-pin. The bike can be carried this way on a standard bicycle rack. I have carried it on the back of our Camry. (Remove the fairing and it should fit inside many SUVs and Vans).

If the cool mesh seat (3 bolts) is also removed, it can fit in many cars. We carried the Fold Gold plus three people plus our gear inside a rented mini-SUV across the big skies of Montana.

Packed, the FoldGold fits inside a 48 x 32 x 10-inch box. Packing the bike for shipping will take a bit of time. Since I am picky it takes me about an hour. The team at Easy Racers can do it within 30 minutes. First mark the



*Hans is on Adventure Cycling Cycle Montana, along the Madison River following the Lewis Clark trail*

position of the seat, fairings, handlebars, etc. Then (A) remove the added accessories (fairing, rack, bags, bottles, fenders, etc.) (B) remove the 3 seat bolts and the 6 seat back bolts (C) fold the bike (see above) (D) remove and straighten the handlebar and stem (E) remove the front wheels (F) wrap the chain and head set and other lubricated parts (G) protect the frame with insulation piping or plastic (H) tie the various components together in the allotted space (I) put it in a box and fill the open spaces (J) seal the UPS shippable or other box/crate (K) call UPS/Fed Ex.

I have shipped the FoldGold from California to Pennsylvania, and then to Montana using UPS. And from there back to Pennsylvania via FedEx.

### Finances

After getting past the inevitable first two questions—Is it easy to ride? And, Is it hard going up hill? The next question is how much does it cost? It does cost more than many bikes, and less than top-of-the-line racers.

I really enjoy biking and traveling and getting there. (My wife thinks I am obsessed.) I expect to cruise on this bike for at least 5-10 years on many short and long tours. It is far cheaper than an SUV or other motorized toys. It keeps this soon to retire old fart in fair condition. All in all a cheap investment.

### Summary

In RCN #48 in 1999, Bob Bryant said the Gold Rush Replica is a magic bike. The Fold Gold is even better. It is convenient. It can go fast. It is incredibly comfortable in many conditions. It is close to the perfect bike. Riding in

Nirvana is a cruising cyclist's dream come true.

I want to recognize and thank Gardner Martin of Easy Racers for not just inventing such a great bike, but for the added effort and service he and his team provided to ensure my new bike (FoldGold #16 of 35 built to date as of mid-January 2002) was ready for this year's trips. They exemplify service excellence.

### Specs

**Frame**—This is the most unique thing about the FoldGold. The heat-treated 6061 T6 Aircraft aluminum frame is welded together, heat treated, and then hand aligned in a precise way by the craftsmen at Easy Racers resulting in a bike that floats over the roads. I do not know why or how, but the effect is very noticeable and very positive for cruising.

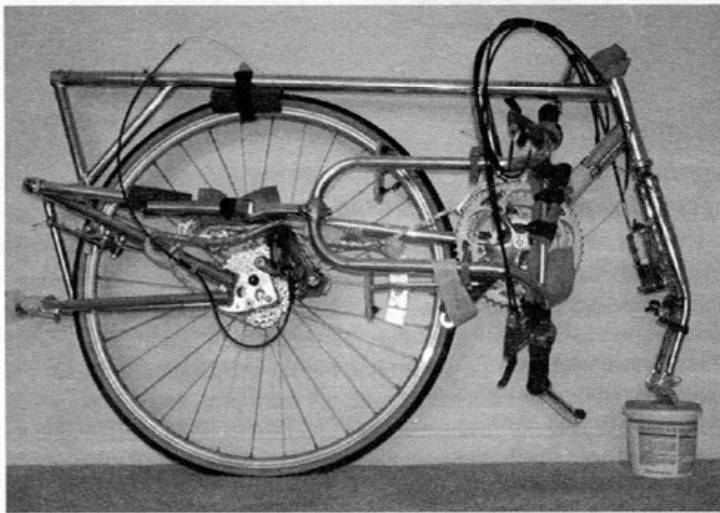
Although it can be painted white or black, the polished aluminum is the right touch for such a fine bicycle.

**Suspension**—The shock absorber is deceptively simple and effective. It is a 5-inch (approx.) elastomer (rubber cylinder). It sits inside the back of the upper tube against a simple cross bar and is compressed by the rear wheel support. Need a stiffer ride? Get a shock that is a bit longer. Need a softer ride? Make it a bit shorter. I have two shocks: one for cruising, one for loaded touring.

**Seat**—My tush needs a soft cush. The back support needs to conform to my contours and stay cool. The lower back needs to be firm, to transfer power to the legs for climbing or passing. And it has to adjust for other bodies and shapes. So the new (to me) Kool Back mesh seat was a very pleasant surprise. On the Tour Easy I had replaced the Cobra with a RANS



*A quick fold, and the bike is on the car rack, ready for yet another local adventure*



*Folded and nearly UPS-box ready*

seat. I did cut an inch off of the front of the FoldGold seat so the hamstring muscles are unimpeded. The seat is positioned so when my butt is snuggled in the back bottom corner of the seat and my heel is flat against the extended pedal—my knees are just straight.

The insulated Camelbak water pack is Velcro strapped on the seat back support bars behind the seat back. The insulated hose hangs down the side of the back support, with the mouthpiece conveniently held in place in the lower side seat support with a bent paper clip. The windsock announcing my presence for safety is attached to a two-piece stick that is also attached to the seat back.

**Handlebars**—Putting handlebar extenders between the stem and handlebars allows me to position the arms in the most comfortable position all day long, hanging down along my side as if they were on an armrest. My hands rest against mountain bike bar ends, keeping the hands from falling off the shifters. The same bar ends also hold the Rhode Gear rear view mirrors—oval for maximum visibility.

**Fairing**—The Super Zzipper fairing's handlebar mount is positioned so the top is just below eye level, a noticeably optimal location. It also gives me space between the fairing and the handle bar for my dashboard instruments, and maps and snacks and endurance drinks in a narrow backpack that cradles within the handlebars.

**Gears**—I enjoy cruising over a wide variety of terrain. And my legs are not getting younger. So the gears are a wide and easy 19 to 127 gear-inches (24/42/52 Shimano Ultegra Road Triple, plus 34-30-26-23-20-17-15-13-11 Shimano XT cassette). The ultra-low granny gear was handy on the fully loaded tour on a few of the short steep hills along the coast of California. The upper gears are great for picking up speed going downhill—the top pedaling speed is about 38 mph. Also

important, the gears step somewhat evenly. It is rare that I do not find a gear that is appropriate near the 85-90 rpm cadence.

**Shifters**—The SRAM GripShift shifters are precise, even during the awkward I-need-to-downshift-quickly moments.

**Wheels/Tires**—I wanted light but durable wheels and tires. So in the rear is a 32-spoke MAVIC Open Pro with IRC 700 x 30c tires. Up front is a Sun ABT wheel with Primo Comet 20 x 1.35 tires. Both have Shimano Deore XT hubs. After 1200 or so miles, I've only had one flat and the wheels are still true.

**Wheel Build**—During the Montana trip—after 800 miles or so, I asked the support crew from The Bicycle Doctor in Missoula to check the wheel true. The adjusting they had to do was a nit.

**Fenders**—I elected to get the strong fenders that are handmade Kelvar by Easy Racers.

**Brakes**—The Shimano dual pivot side pulls are precise and dependable, though not as powerful as V-brakes on the "EX".

**Rear Rack**—For fully loaded touring, Adventure Cycling recommends the Blackburn heavy duty rack. It is cleverly affixed not to the back of the seat on the FoldGold—which would hamper the motion of the shocks—but to the moving rear wheel frame. The rack is very stable and firm.

**Weight**—The FoldGold weighs about the same as the Tour Easy. But it is noticeably faster, as explained elsewhere.

### Criticisms

I had one tiny screw come loose off the grip shifter, causing me to lose the small plastic cover. I think this was a SRAM factory issue. In either case it was replaced by Easy Racer within 5 days.

**Suspension Pogo**—I believe Easy Racers indicated that there was a problem here with some of the initial deliveries. And the first shock I had was too "pogo-y." It was quickly replaced with two stiffer suspension rods: one giving me a very comfortable ride. There is some give over bumps, and there can be some pogo when applying a lot of pressure on the pedals. But as I said in the article, I minimize this—and optimize my power—by leaning forward from the upper back of the seat when applying power up hills. The other rod is for when I am also carrying 30+ pounds of gear, as I did in California (and hope to do in Alaska, Canada, Europe, etc. in coming years.

Easy Racers will change the shock if there is too much pogo. Those riders who prefer a stiff ride (versus going faster and more comfortably) will not like the FoldGold. One further note: the order should include ALL the Easy Racer requested information. When this is missing, guesses have to be made on a number of FoldGold parts, guesses that can make a difference in comfort and "customer satisfaction."

### ACCESS

Easy Racers, Inc.  
Tel. 408-722-9797  
Web: [www.easyracers.com](http://www.easyracers.com)

### SPECS

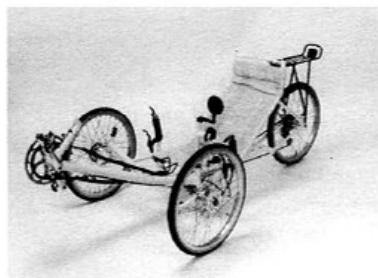
Wheelbase: 66-69 inches  
Wheels 700c (rear)/20-inch front (406 or 451mm)  
Seat Height: 22 inches  
Pedal height: 13 inches  
Weight: 27+ pounds  
Drivetrain: Shimano XT/XTR/Ultegra

**Editor's Note:** The FoldGold is currently in production. As of mid-January 2002, it takes 1 week to get a Tour Easy or Gold Rush and 6-weeks to get a FoldGold.

Though this bike looks very similar to a Gold Rush hardtail, 90% of the parts are different. It takes three times as long to build a FoldGold frame. The bike required all new frame building jigs.

**Cover photo:** My son and I are approaching the 6400 foot pass on the Going to the Sun road in Glacier National Park, Montana. ♦

# WICKS AIRCRAFT SUPPLY

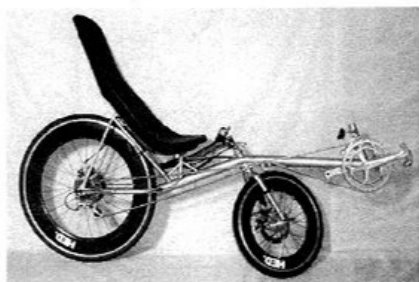


Supplier of aircraft kits for  
30 years is NOW offering

## Trimuter JT Cruiser & HedTurner

Recumbents

Wicks Aircraft Supply  
Highland, Illinois  
Fax: 888-440-5727  
jeromeh@wicksaircraft.com



[www.wicksaircraft.com](http://www.wicksaircraft.com)

800-221-9425

## We sit behind our product **Windwrap® Fairings**

**Weather protection  
& aerodynamics**



Fairings to fit all RANS, Easy Racer, and Burley Recumbents.

Fairings for most LWB and SWB recumbents. **New** flip forward option  
for frame mounted fairings. Body Socks available for RANS V<sup>2</sup>.



**Mueller**  
Human-Power  
made in the USA

Toll Free Phone:  
**877-267-1645**  
FAX 707-442-8133  
[mhp@windwrap.com](mailto:mhp@windwrap.com)

## Lower. Faster. Farther.

Discover the new Speedmachine. A joy ride you can take every day!

The Speedmachine is faster, more efficient and more comfortable than you would ever have thought possible. It's an ergonomic machine dedicated to absolute speed.

You have probably never ridden a bike this fast or this comfortable. In fact you probably assumed that gain meant pain. But the Speedmachine rewrites the rules. By combining a super-oversized aluminium frame, a full suspension ride and a totally ergonomic riding position with perhaps the smallest frontal area on the planet, we have created a machine to give you incredible performance along with total comfort.

Remember, at racing speeds it's not weight that slows you down, it's the effort of pushing through the atmosphere.

On the Speedmachine your body is an arrow, cutting through the air with ease and giving you a seriously unfair advantage. And in this riding position your entire body is supported, so that your weight is distributed over the largest possible area. No pressure points!

Our suspension system is fully integrated into the frame design, it's fully tuneable for performance and works completely independently of your pedalling force.



We call this "No Squat", and it is a system that has been perfected over thousands of miles of extreme roads by our team of test riders.

What it means is, if you accelerate uphill, you accelerate. And because it isolates you completely from the road, your energy goes entirely into forward motion. It works, so that you don't have to.

We haven't neglected the accessories either. We can offer an integrated luggage rack, proper mudguards and practical fairings. Four seat sizes ensure the perfect fit.

Of course it is the technical details that make the difference, and in this area our experience is second to none.

We made our first recumbent with full suspension back in 1991. Since then, our Street Machine has become the most successful touring recumbent in Germany.

Our customers have taken our bikes to every corner of the world and they have provided us with invaluable development feedback.

We put all this experience into our design of the new Speedmachine, combining long distance riding comfort with incredible performance.

Arrange for your test ride soon, and prepare to get ahead of the crowd!

**HP**  
Velotechnik

HP Velotechnik recumbents • Paul Hollants and Daniel Pulvermüller GbR • Goethestrasse 5 • 65830 Kriftel • Germany  
phone ++49 (0) 61 92 - 4 10 10 • fax ++49 (0) 61 92 - 91 02 18 • Email [mail@hpvelotechnik.com](mailto:mail@hpvelotechnik.com) • Internet [www.hpvelotechnik.com](http://www.hpvelotechnik.com)

# Impressions of the Recumbent “Redundant”

Article & photos by Bob Hicks

This is not a test. This is not a detailed report of an owner's experience. This is my highly subjective seat-of-the-pants set of impressions of an innovative recumbent, derived from looking it over, riding it, and talking about it with its creator.

I first saw George Reynolds' Redundant “have it both ways” bike in October, 2000, at Scott Chamberlain's annual fall recumbent ride in the Boston suburbs. I didn't get it at first, wondering why George would be riding a wedgie, but closer inspection revealed that it was also a recumbent. “Why are you doing this, George?” I had to ask. Here's a guy who builds ultra-low, ultra-fast laid-back recumbents he calls Wishbones perched way up there cranking along, a wedgie rider.

Well, it has a lot to do with winter riding on New Hampshire's snowpacked or slush covered roads, and to summer riding on long distance (up to 600km!!) rides with serious wedgies. Here in New England it's still a recumbent desert so if you want company riding you have to latch onto a wedgie pace line.

In the winter of 1999-2000 George had fitted out one of his low rider bents with an enclosure which kept him warm enough, but the road scuzz came right up from under and he often found himself inside coated with muddy slush, with his face peeking out painted with the road spray of passing cars. So he went back to an old cruiser and a beat up MTB for his winter errand running to get above it all.

And on those long summer rides he found that he was doing the slinky thing with the pace lines on his Wishbone, passing the lot on the downhills, gaining a bit more on flats, and then losing it all on the longer uphills. The wedgies would get into a “get a recumbent” mood after his downhill speeds aggravated them enough to really try to hack him down on the uphills.

And so, “Redundant” was conceived, the best of both worlds, George felt. He'd roll along fast and comfortably in recumbent mode on winter roads that were clear or just wet, switching over to upright when the going got messy. On those longer rides in summer he'd cruise along in 'bent mode until he hit an uphill and then switch over and stomp on in wedgie mode. There remains one minor design drawback yet to be overcome, he still has to stop to effect the switch-over from recumbent to upright, an aggravating, though small, delay. But when hilltop is reached, George can switch from upright to recumbent on the fly, standing on the pedals and flipping the seats and then it's good-bye to the rest.

I own one of George's Wishbones, a special one-off he built for me incorporating my design modifications for full suspension, and it is fast and plush. It has so much promise as a really fast comfortable tourer that it has ended up this year on the mockup table while I slowly build an aluminum space frame around it for full enclosure (and roll cage!). Hidden within this, when I reach an age that I will find need for it, will be an auxiliary electric assist. (I have several other recumbents to ride meanwhile).

So when I laid myself down on the recumbent seat of the Redundant (down there around 30 degrees from horizontal is lying down for me), it was *deja vu*, for the ergonomics felt the same as the Wishbone, the cranks about 10 inches higher than the seat. I always thought that would be just too high for my circulatory system to deal with, trying to pump all that blood uphill to my feet, but it didn't seem to be a problem on my Wishbone, and I forgot about it on my relatively shorter 10-15 mile local rides on the Redundant. Caught up in just cruising along up and down on our rolling roads, I also forgot all about that wedgie seat hidden back behind my head in the tailbox George has fitted on this prototype mule.

Then I stopped for a break and I realize I had ignored the conver-

sion, so I flipped the recumbent seat forward and the wedgie seat up and out of its hiding place, threw a leg over the frame tube, hiked way up there onto the wedgie seat and headed away now pedaling the rear crankset, with the now abandoned front cranks leading way out on their boom, just spinning along sort of weirdly.

The next hill soon loomed up and I hammered away up it in that good old stand and stomp routine, and, yes, it was faster than the recumbent position. But it sure wasn't comfortable, in just a very short distance I was reminded of why I don't ride a wedgie road bike, the reach to the longhorn bars from the high seat tipped me forwards just like they were dropped bars so my upper body weight pressed on my hands and wrists. My head was now tilted back so I could look ahead instead of down at the pavement. And my lower back began to ache. The seat was really hard too, tough on my pelvic bones. Jeez, I'd rather climb slower but more comfortably.

Hey, I wasn't giving the Redundant a fair test here. It wasn't winter yet and I wasn't riding on a century mixed in with the wedgie pack. I lacked the stimulus to switch over on the hills, I was getting up them okay without so doing.

My conclusion is that anyone who contemplates the appeal of this dual-concept bike needs some special provocation to acquire one and go out and use it like is intended, in winter weather, on really long rides, or facing competition with wedgie pace lines on the uphills. The bike feels just like a Wishbone in the recumbent format and just as bad as all the rest of the 100-year-old diamond frame stuff in the upright position.

## Details

**Detail:** The recumbent seat flipped forward out of the way of my shins when cranking along in the upright mode, but I forgot it was there when I stopped and stepped off. Apparently I step forward a bit when my foot leaves the pedal dismounting and lo, a barked shin on the corner of the aluminum seat back frame resulted. George said he has a rubber pad to fit over the offending metal. This is, after all, the test mule, no frills.

**Detail:** Double 26 inch—That's the wheel setup, one with which George has now fallen hopelessly in love. The stock Wishbone has a 26/20 wheelset. The Redundant started out as a double 20 inch, great winter roads bike but it lacked performance (i.e. speed), an unacceptable trait for those long rides of summer. George's friend Rich Pinto was enjoying great success with his radical Aero recumbents fitted out with hi zoot carbon fiber trispoke dual 26 inch wheels, so George went 26/26, but with more affordable Bontrager radial spoked types. Now high performance was in hand. That 26 inch on the front does lift that forward bottom bracket way up there, it's about 32 inches off the ground. Most can't see straight past cranking knees lifting and falling. Almost, but not quite. Better stop at 26 inch.

**Detail:** Those bars—Welded up at the steering head from moustache bars George got somewhere, they swoop horizontally away out front and then loop back in a tight 180 to meet your reaching hands. For me, almost. Again, George is dimensionally about 110% of me, so in wedgie mode I had to really lean forward to get ahold of them. The wedgie seat was all the way forward, so I just reached. Maybe a bit longer? Yup, but they already have about 6-inches added on each end to get back to where they were. The tiller effect was quite noticeable. George suggested maybe for me, turning the steering head gooseneck 180 so it came toward me, rather than a way, might solve that one, but since I





*Just rolling along, I found the 'bent mode ergonomics to be just like my Wishbone's. Plenty of leg clearance under the swept back bars in 'bent mode.*

wasn't keeping the bike I just reached. In recumbent mode knee clearance was ample, they pumped up and down within the loop in the bars.

#### Specs

The mule weighs about 35 pounds as ridden. Wheelbase is 52 inches; bottom bracket heights are 10.5 and 31.5 inches; seat heights are 23 and 41 inches; tires are Panaracer Pacella 26 x 1.25 inches; cranks are tandem Sugino XDs (it IS a tandem drive after all) with ordinary road gearing 26/40/52 bottom bracket seat, and an 9-speed 12-28 on back; shifting is via SRAM GripShifts; derailleurs are Shimano Sora and Deore XT; brakes are Shimano RX100 sidepulls; pedals are cheap plastic platforms; the upright seat is a Cloud 9, the recumbent seat is one of the Wishbone seats George builds himself.

#### Conclusions

Well, not for me. I ride in winter only when roads are clear and dry and I don't go at it with pace lines. I like a fast bike for covering more ground with my effort expended, not for trying to compete with young animals full of testosterone. I don't mind climbing hills at my own pace, my P-38 is pretty good at it, so is the Wishbone. I don't mind pain and discomfort and would shun the wedgie mode unless really stressed out on a really big or long hill. Maybe then I'd rather walk.



*The author, Bob Hicks, rides the Reynolds Redundant wedgie mode, a reach too far for me, too much weight on my wrists and hands. Note clearance between folded 'bent seat and my shin, sufficient when riding, but a surprise when stepping off or stopping.*

But I'm a long way from being typical, due to age and attitude, so I have to recognize that out there are just probably some of you who would find the versatility of George Reynolds' Redundant just the ticket. It does what George envisioned it would, and certainly attracts attention for the exhibitionist in us all. Look into it if it grabs you, George is an accommodating guy about building a bike to suit your wishes. He operates as:

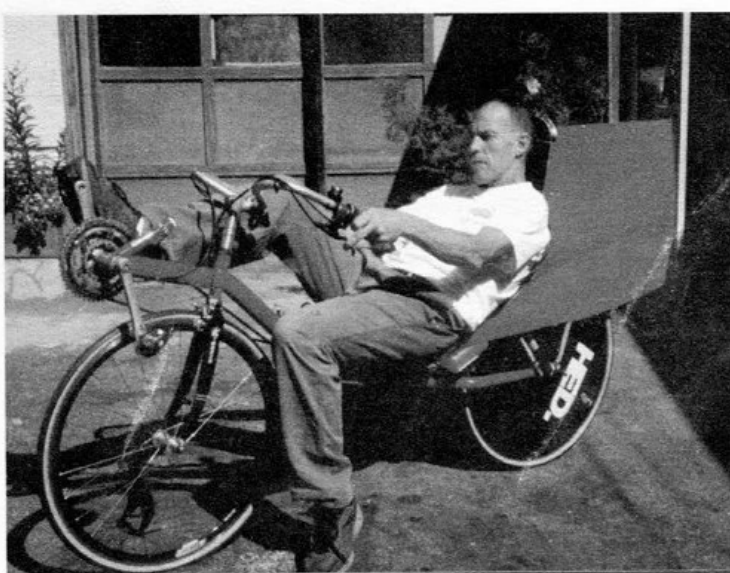
Reynolds Weldlab  
134 Rockingham Rd.  
Derry, NH 03038.  
Email is reynoldsweldlab@yahoo.com.  
Tel. 603-432-7327.

Web: [www.reynoldsweldlabs.com](http://www.reynoldsweldlabs.com)  
(new as of Feb 2002). ♦

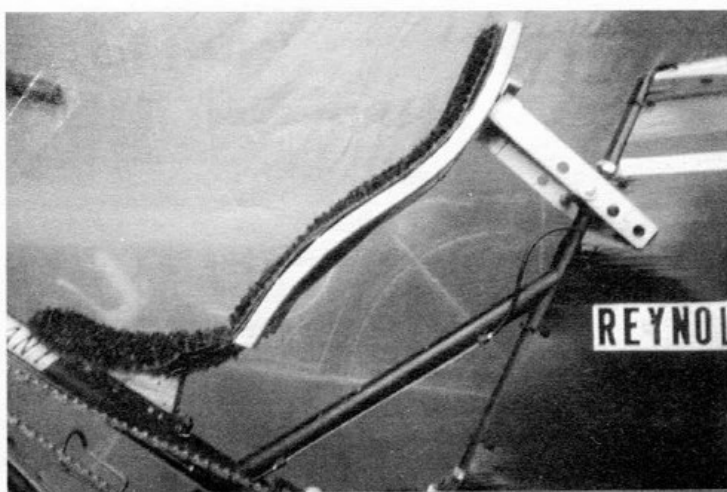


Think  
**Big.**  
Go  
**Fast!**

[bacchettabikes.com](http://bacchettabikes.com) [x-eyed.com](http://x-eyed.com)



George Reynolds on his 2002 flagship, the dual 700c racer. Note carbon fork, HED wheels and custom tail box.



'Bent mode with the seat back raised by my add-on bracket to about 40 degrees. This makes the seat less supine, but an angle I happen to find comfortable. I had to slide the recumbent seat forward as George is taller than my 6 feet, and when I did this, the back flopped even closer to horizontal. I couldn't handle this without a belly mounted periscope so I rigged a quick and crude aluminum brace that would tilt the seat back up to that original 30 degrees, or even to about 45 degrees if I wanted. I resisted the temptation to really jack it up like the seat on my P-38 because this wasn't what George had in mind at all. The seat covering is honest to God Astroturf, George buys it in 50-foot rolls. Funny stuff, it looks as if it would be prickly, but when your body weight settles into place all the little fingers bend to fit your anatomy and it is very comfortable. It also breathes nicely and amuses onlookers who conclude you are perhaps one of those Indian fakirs who rests on a bed of nails.

## Coventry Cycle Works

Oregon's Recumbent Headquarters

- Easy Racers
- Vision
- BikeE
- Haluzak
- Burley
- RANS

2025 SE Hawthorne  
Portland, Oregon 97214

Tel. 503/230-7723  
www.coventrycycle.com



Come Visit Us — Over 100 miles of local bike trails

# The Bike Rack

Let us build the recumbent of your dreams

Rans • BikeE • HP Velotechnik • Haluzak • Trice  
Easy Racers • Burley

## Home of Creative Mobility

Mobility Solution Specialists: Hand Powered Bikes • Wheelchairs • Trikes  
Custom Fitting is our Specialty • Full Service Shop

We Ship World Wide

# 800.711.BIKE

2930 Campton Hill Rd. St. Charles, Illinois 60175

www.thebikerack.com

# BIKING IS FUN AGAIN!



950 State Avenue • St. Charles, Illinois 60174

**Lay back and relax.** The Penninger TRAVELER trike is made for touring. Ask a customer who contacted us on the web from Michigan. "Traveling on a TRAVELER from Penninger is like I'm in heaven. I used to struggle to ride 18 miles to and from work. Now I'm up to 110 miles. My quality of life continues to improve dramatically." So can yours. Enjoy the ride. 49 gears help you to do it almost effortlessly. Whether your young-at-heart or physically handicapped, the TRAVELER can make a big difference in your life style.

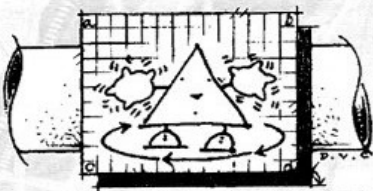
Ever want to take a voyage? A great way to hit the trails is to do it with our 64 gear VOYAGER trike. Remember PENNINGER is a name that stands for quality, integrity and guaranteed workmanship. Contact your local dealer today for a demo, or visit us on the web.

*...Happy Traveling.*

[www.penninger.com](http://www.penninger.com)

## "BIKE TECHNOLOGY FROM A DIFFERENT ANGLE"

STOCK and CUSTOM SPEC'D RECUMBENT BIKES, TRIKES\* and TANDEMS!



**"ANGLETECH"**

318 NORTH HIGHWAY 67  
WOODLAND PARK, CO. 80863

**EXCLUSIVES!**

ALTITUDE / MC<sup>2</sup>  
TRISPEEDER\*  
QUADRAPED\*

**OTHER BRANDS!**

RANS / BikeE / VISION  
TREK / LIGHTNING  
EASY RACERS

**BUILD YOUR  
DREAM BIKE!**

CALL 800-793-3038

- or visit our web site -  
[ANGLETECHCYCLES.COM](http://ANGLETECHCYCLES.COM)



# Riding the Great Corn Desert

by Michael B. Stern  
cycleclets@aol.com

Last year I wrote about bicycling the Illinois Amish countryside which this publication was nice enough to print. It was fun riding the Amish roads on a self-guided, self-created, tour. This year I traveled through the Great Corn Desert of central Illinois and eastern Indiana, participating in four community or small city day trips. The rides were filled with beautiful scenery, interesting events and terrific people. Riding away from a large metropolitan area has a special flavor of its own. Being from St. Louis, the local rides are varied but lack the down home spirit that smaller town events provide. Following are my experiences from these four rides.

I am 55 years old and returned to biking six years ago. Due to recurrent back problems I needed an alternative to my upright bike. My first recumbent was a BikeE. In St. Louis the recumbent selection is limited, choices being BikeE or Vision. For me, the BikeE was a great bike to learn on but I wanted to climb faster and go farther. While friends do the RAGBRAI with BikeEs, I wanted something more responsive to my needs and riding level. The answer came when I visited Valley Bikes in Crawfordsville, Indiana and rode the RANS V-Rex. For me it was a perfect fit. I have customized it to make it more to my special riding needs. I added Frog Speedplay ATB pedals, Continental Grand Prix road tires, and a slightly larger third chain ring for more torque. I am not a techie. I envy the authors of those RCN articles who can analyze every mechanical aspect of a bike. To them I defer questions about the inner workings and componentry of a bicycle. My mind doesn't work that way. While I am slowly learning some of the aspects of bicycle mechanics (I can now tell a bottom bracket from a derailleur), I would rather ride than build, so I leave the mechanical analysis to the experts.

On each of the rides I was accompanied by my wife, who normally rides a Bianchi road bike. Our rides together show improvement each year as we get in better shape, are more comfortable with our equipment, are less fearful of downhill speeds, and more knowledgeable about riding techniques. Our normal ride is between 30 and 50 miles depending on terrain. Our bike speed averages between 14 and 15 mph. Not as fast as many but we pass our share of riders. We ride recreationally, although after a spirited ride my mind tells me I am just a shade away from the US Postal Team. I can always dream. Unfortunately, after the first ride my wife took a spill, bent her bike frame, and had to ride her mountain bike for the middle two rides. But by ride number four she was back in action on her rebuilt road bike.

## 1. Sangamon River Valley Ride. May 20, 2001

Each year the Lions Club of Monticello, Illinois, a town of 5,000, located between Decatur and Champaign, Illinois, stages this ride. It seems the entire community comes out in support. They offer 18.5-, 30- and 45-mile routes. But the longer course includes an extra 7.5-mile loop at the beginning and a different 7.5 mile loop at the end, which allowed us to create our own route by doing the first extra loop and forgoing the last. Total ride was 38 miles.

The ride starts in the town square where the lunch tables are set up and the streets blocked off in anticipation of the event. The ride this year drew 160 riders. Recumbents were well represented. I didn't see other V-Rexis, but there were BikeEs, a Rans Stratus, an EZ-1 and a Gold Rush. Some had fairings. Taking the unique prize was a low rider Optima Baron from Holland. The rider, Harry Jiles, was almost

supine as he pedaled not more than 16 inches off the ground. This was my first close up view of a true low rider and as the home stretch was into a 15-mph wind I thought longingly of the minimal wind resistance the bike offered. It received a luke warm endorsement from Harry, who had just started riding it. It was faster, but not too comfortable and the seat padding, a spongy coarse foam which seemed to have the consistency of Brillo pad, was hot. But it took him long distances and with some modifications had become his main bike. Its unique design turned many heads.

The ride traversed lightly traveled country roads containing minimal traffic. The scenery was breathtaking with open farm pastures alternating with forested glades. While the ride was advertised as flat to gently rolling, it seemed more like a roller coaster with small downhills followed by small uphill. You were always shifting gears, which tested your riding skills. The nicest stretch was at the end. As you approached the town you found yourself on a gently curving mile-long downhill which was a wonderful relief from the five mile stretch you had just completed into the wind. As I allowed the bike to coast and my speed increased I offered a prayer of thanks for my deliverance from tired leg syndrome. After a short uphill the last two miles was through shaded neighborhoods passing stately old homes with immaculate lawns and front porches under wide verandas, a reminder of a bygone simpler era. Then back to the town square and lunch.

The support for this ride was excellent. SAG wagons passed frequently. There were nurses riding the route offering first aid help. There were two rest stops, one manned by a contingent of local firemen, the other by three kindly old gentlemen who sat in lawn chairs and surveyed the wide variety of bikes and riders. A nice touch was the choice of water or Gatorade. Fruit included bananas (common), apples and oranges. There were McDonald's cookies. And the stops were stationed strategically throughout each course. This was a well-planned event.

At the end of the ride there was a barbeque. Free iced tea for the riders. They were serving hot dogs and bratwurst. Unfortunately nothing for us vegetarians. A band of older musicians provided swing era songs on the courthouse lawn under a big maple tree. There was a drawing that added a home town touch to the event.

The most memorable site was the three-man train that rode the entire ride together. First was Harry Jiles's low rider, followed by a Stratus with fairing and bringing up the rear was the Cannondale road bike. Uphill and down, in formation, they rode, arranged according to height. They had their rhythm going and ate up the miles. Total cost of the ride was \$15 a rider. It was well organized with beautiful scenery, great support, and friendly people. It is a must return for us next year.

## 2. Rock River Tour. June 9, 2001

Crawfordsville, Indiana is a bustling little town of 15,000 nestled in west central Indiana midway between the state's northern and southern borders. It is 40 miles from the Illinois border and 45 miles from Indianapolis. It is the home of Wabash College and the annual Strawberry Festival held during the second weekend in June. This year was the second annual Rock River Tour. We were fortunate enough to attend the inaugural ride in 2000 and liked it so much we had to return. The ride is organized by Dave Doty of Valley Bikes, a recumbent

specialist and a former RCN advertiser. (Valley is in transition as Dave Doty has returned to school; the seminary.) He was the one I traveled to for four hours to be fitted for my V-Rex. This year the ride was attended by some 175 riders and the organization and support, as well as the variety of routes and the scenic travel, were outstanding.

You chose from 25, 44, 64 or 100 mile routes. The routes separated and rejoined so that all of the routes shared at least a part of the same terrain. Each route was identified by a different color circle with a directional arrow. At places there were markings indicating that if you were on a different route you had taken the wrong turn. You really had to work at getting lost.

We rode the 44-mile route and it was a joy. Starting with slightly hilly terrain which took us out of town and into farm fields, we rode through shady forests, traveled beside a babbling brook (yes a real brook that babbled), back through the farm fields, into small towns, back through the forests, then farmland and finally returned to the outskirts of the city. The ride was challenging in parts, leisurely in others, but never boring. Traffic was extremely light once out of town, even on the highways. At no time was I concerned about inattentive motorists because there weren't many cars. The route took us through small hamlets, like La Douga, where the entire population seemed to be at the public park watching a Little League baseball game (it seemed that every town we rode through had Little League games going on). SAG stops were ample, one for the short route, two for the 44-mile ride, and three for the longer ones. They were located in the city parks under roofed pavilions and boasted not just the ice water plus the Gatorade powder (mix your own), but bagels, energy bars, fruit and homemade cookies. One stop provided cold cuts! Each stop had at least two volunteers handling the riders and they were all connected by phone. One of the screws holding my water cage had come loose so I needed an Allen Wrench which the support at the stop didn't have but was willing to call a SAG wagon to retrieve (I declined). I eventually borrowed one from another rider.

The feel of this ride was different than the one in Monticello. The Illinois ride had more of the road bike enthusiast, Tour de France wannabes, some with Litespeeds and other high-end bikes. Even the recumbents seemed racier. Here there was more of a laid back feeling. There were a lot of people on mountain bikes and hybrids, even on the longer routes. And while there were many recumbents, trikes were well represented. The riders seemed more at ease and relaxed, less impressed with what one rode but more interested in its characteristics. In Monticello we discussed components, here we talked about concepts. Is the recumbent difficult on the hills? Is that as easy on the back as it looks? How do you like the short wheel base? This is not to suggest that the Monticello riders were snobby or arrogant, for they were not. Compared to big city riders we have encountered they were as down home as you would want. But the Rock River riders just seemed to be glad to be there and content to ride for the true enjoyment without that competitive edge. While I am sure that the century riders were every bit as competent as any other long-distance rider, this ride also had the woman who probably averaged 8 mph on her mountain bike and was doing the 44 mile route, happy to just be pedaling along.

This ride had more SAG support than any other ride I have been on. It was so well organized that the passing SAG vehicles, which seemed to drive by every ten to fifteen minutes, just became part of the scenery. You could almost set your watch by them. And while the riders were many, registration began at 7:30 a.m. which meant riders were leaving all morning. This allowed you to ride for long distances alone or with one or two others. It was a friendly, enjoyable, and scenic ride, encompassing the very best about the sport: challenging terrain, scenic vistas, and glorious weather. It was enjoyed by everyone, hard-body racer and novice alike. The organization and attention to detail really showed.

I didn't see any European low riders but there were many BikeEs and Visions. There was even a recumbent tandem, the first I had seen this year. There were short wheel base low rider trikes and a few Penninger delta trikes as well. I saw a RANS Stratus but no other V-



*Author Michael B. Stern and his V-Rex*



*Above: Joan Stern (author's wife) with Rock River Tour sponsor Dave Doty of Valley Bikes  
Below: Harry Jiles and his Optima Baron*



Rexi. Of course, with the variety of routes and the ability to start whenever one wished it was impossible to take an accurate survey. Crawfordsville, being the home of a recumbent dealer, I am sure produced a variety of recumbent riders.

The ride began and ended at a manufacturing plant at the edge of town. Returning riders were treated to cool drinks, bagels, cream cheese, peanut butter, fruit and bakery cookies. Riding through the town was kept to a minimum. It was a great ride.

### 3. CU Across the Prairie. June 16, 2001

They call the land around Champaign-Urbana, Illinois the Great Corn Desert, and with good reason. The land is flat. For as far as you can see there is nothing but corn, rows and rows of corn. We ventured forth on the CU ride, an annual Champaign tradition. It was attended by 145 riders and included bagels and cream cheese upon registration for a pre ride breakfast and a lunch of lasagna (meat or vegetarian), salad, and garlic bread when your ride was finished. Riding options were 15-, 38-, 62- and 100-mile courses. We selected the 38-mile route, both to be consistent for comparison purposes with the other two rides and also because we didn't know what to expect.

The ride is flat. That is not all bad as I prefer flat to hilly. But where there is flat there is wind and we had plenty of that. Blowing from behind I am Lance Armstrong. Blowing from the front I am Chris Farley. The first 22 miles we blew through without a sweat. And then we turned around and it was all over.

This was not a community ride as I had hoped. It was a club ride. Champaign/Urbana has 100,000 full-time residents plus the University of Illinois students. The fact it was not a community event showed. While the organizers were friendly and helpful, many of the riders seemed standoffish and clannish. Road bikes predominated (I saw only two other recumbents the whole ride including registration and lunch afterward). This was more of an upscale city crowd where conversations were dominated more by the history of individual accomplishments than bike models and componentry.

When I do my first century, it will be on this type terrain. Flat, very few rises and no hills. Parts of the road had pea gravel which required caution and a reduction in speed. You will find rock at many country road intersections but there was a lot more here. It wasn't that bad but was unnerving in spots. The rest stop was fine, located in a park under old shade trees. We had plenty of cool water, lemonade and assorted snacks, including a trail mix with M&Ms, Tiger Energy Bars, and bakery cookies. But it was difficult to strike up a conversation with other riders. Usually someone makes a comment about the V-Rex but no one did here. There was a discussion about tightening the restrictions on RAGBRAI riders so only the real riders could participate. When I pass others (or they pass me), we normally exchange greetings, even if nothing more than a comment about the ride. I got few responses. It was odd, especially after the camaraderie found on the first two rides. But if you want to go long distances, this is the ride for you. One of the recumbents was the Harry Jiles Baron low rider which we first saw in Monticello.

We had a nice pre ride reunion. He did the 62 mile route so we didn't see him again. The other recumbent was an EZ-1. For the first time I didn't see a BikeE or Vision.

The roads were lightly traveled by autos and there was plenty of SAG support although some of the vehicles only displayed the SAG sign in a back window so they were by you before you knew who they were. The ride was 95% in the country as it started on the edge of town and went immediately out to the farms, which was nice. The scenery varied little from the open corn fields which was disappointing, but the other essential of country riding is limited car traffic and this ride exemplified that. For some reason no one took the time to clearly mark the routes. There were arrows on the road but many were faded almost beyond recognition and some only were placed after a fork or intersection so you approached with a choice of directions and no indication of which way to go until after you had made the decision. If you didn't see the arrow after you crossed then you figured you made

the wrong choice and would backtrack. For some I am sure the route was familiar but it wasn't for us. This was the worst-marked route we have ever ridden.

Like all rides we have some unique memories. We took a rest on the roadside by a farmhouse. The owner, a corn farmer of course, came by on his Deere riding mower and we struck up a conversation. We chatted for about 20 minutes. He offered us ice water, cold Diet Pepsi, and a history of the area. He couldn't have been nicer. He looked at our map and tried to show us area landmarks. He explained he grew a special type of corn, sold only to Frito-Lay, as it had a trait which made it hold up better during its processing into corn chips. He even offered, at my request, to change the wind. He told me to come back in three or four days and he guaranteed it would be blowing from a different direction. It was a pleasant rest stop with a memorable character.

The RANS took to the road with ease and handled the gravel (even with the narrow Continental without incident. The ride was well within my skill level and I was able to consistently maintain a decent pace and move along. Even the Bianchi Babe, riding with the mountain bike for the second week in a row, handled the terrain, although the mileage on the heavier and less aerodynamic mountain bike took its toll at the end. But the ride just didn't leave us with the warm feeling like the other two.

### 4. Pedaling for Kicks on Route 66. July 14, 2001

How would you put together your perfect ride? For me, I want gently undulating terrain, not consistently flat, but with slow steady rises and falls, with a few modest hills and drops to make it interesting. The roads would be lightly traveled. The scenery must be varied, containing open fields, shaded forest, rural communities, lakeside views. I want the route to be well marked with adequate rest stops, sufficient SAG support, and the ability to ride away from the thundering horde. The ride must offer a variety of routes, an appropriate staging area, and friendly organizers. Welcome to Bloomington, Illinois.

The third annual Pedaling for Kicks on Route 66 was hosted by the Fellowship of Christian Farmers, and while I had reservations about being recruited for some religious crusade, nothing could be further from the truth. The hosts were gracious and helpful, the ride thoughtful and well laid out, and the variety of terrain and number of routes outstanding. While connected to the town of Bloomington which, with its companion city Normal, has a population of 100,000, this ride was staged north of the city and stayed north. It was a true rural ride. It offered the 200 riders who registered 15-, 25-, 50- and 66-mile routes. The two longer rides followed the same route until the end so you could defer a decision on which to take until the 48-mile mark. The two shorter rides followed a different route, generally in the opposite direction from the long-distance riders, a nice idea since it segregated the skill levels. Registration began at 5:30 a.m. so riders were leaving at all times. There was no departure logjam.

We did the 50-mile route and it was a dream. Meeting at a church north of town the route ran east through farm fields and small clusters of rural subdivisions. Then it turned north through small towns, turning westward for travel around a large lake with residential subdivisions, again through a small town, then through a forest preserve and park while it encircled another lake, south through farm fields and then back eastward to the staging area. The terrain was level with long gradual rises and descents with only a few sharp rises. The route was constantly turning (within the general directions previously described) so it minimized the affect of the wind while placing the rider in different riding situations to test skill and ability. There were two rest stops for the 25-mile route, three for the 50-miler and four for the longest ride. Refreshments provided included trail mix, homemade cookies and brownies, bananas, bagels and peanut butter, and plenty of cold water and Gatorade. Each rest stop was manned by at least two volunteers and the facilities were more than adequate. The only drawback was that some of the roads had been recently graveled, a condition created by the Highway Department, so beyond the control of the

organizers. But that affected no more than about 8 miles of the route and we handled that without incident.

The ride ended at the staging area with a barbeque lunch, swapping of tales and sharing of experiences. Riding around to greet the returning riders was a volunteer on a ten-foot-tall wedgie, thanking you for participating and hoping to see you at the event next year.

This ride was a recumbent riders' dream and it showed with the number and variety of recumbents. Leading the way were Gold Rushes. I counted four. Harry Jiles was there with his Optima Baron. There was a homemade recumbent in a rainbow of colors. I saw my first bright orange Burley Hepcat. There were a couple of Tour Easys, a Rans Stratus and another V-Rex.

Surprisingly, there were no BikeEs. Even the variety of wedgies was interesting, with a number of models I had never heard of. Like the bikes they rode, the riders ran the gamut from race ready hard bodies (a few), to recreational riders, to beginners, to the family with young children. Camaraderie amongst the riders seemed to be excellent, with easy conversations at each rest stop. All considered, this was a top notch ride.

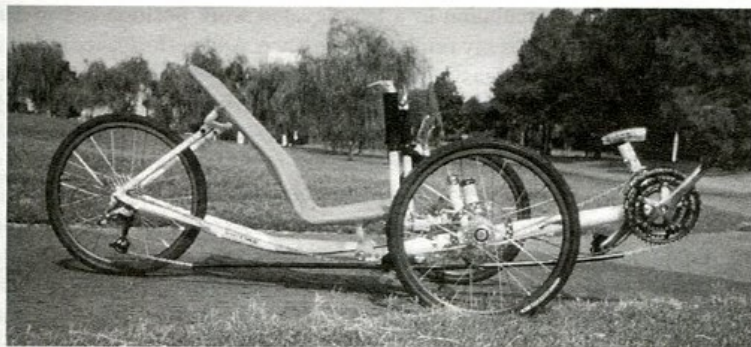
Especially memorable were the lakeside views as we traversed the route. One, in the middle of a forest preserve, was serene and tranquil. The other, surrounded in places by beautiful homes, was majestic, yet active. And we also passed our first ostrich farm!

The following is my ranking of the four rides. The categories, as well as the judging, is arbitrary. What you look for in a ride is personal. These rankings may help narrow down your search:

1. Most scenic terrain—Monticello and Bloomington
2. Most challenging terrain—Monticello
3. Best ride organization—Crawfordsville and Bloomington
4. Best rest stops and SAG support—Crawfordsville.
5. Best road markings—Crawfordsville
6. Best hospitality from organizers—Monticello, Crawfordsville and Bloomington
7. Most hospitable riders—Crawfordsville
8. Most diverse bikes—Bloomington
9. Most likely to ride longer distances—Champaign
10. Most family oriented—Monticello and Bloomington
11. Most time trial oriented (not by organizers but by participants)—Champaign
12. Most scenic towns to ride through—Monticello
13. Best place to ride with the wind at your back—Champaign
14. Best place to ride with the wind in your face—Nowhere
15. Best after-ride activity—Monticello and Bloomington
16. Best thing to do in each town—Ride
17. Least amount of traffic—No ride had problem traffic. Bloomington by a narrow margin.
18. Best ride based on a combination of all factors—Bloomington.

Each of these rides offers something for the enthusiast. I may have missed what is most important to you. They all provide enough variety to handle the needs of any rider. They are a great example of the wonderful opportunities this sport provides. ♦

**Visit our website today! [www.catrike.com](http://www.catrike.com)**



*Made in the USA*

**Introducing the Catrike Road**

- \* Aluminum Frame 6061 T6
- \* Weight 33 Lbs.
- \* Mechanical Disc brakes
- \* 27 speed all Shimano drive train
- \* Adjustable seat

Big Cat Human Powered Vehicles  
580 Wilmer Ave, Unit F  
Orlando, FL 32808, USA  
Phone (407) 293-1626  
[sales@catrike.com](mailto:sales@catrike.com)



**Kett Wiesel**

16 kg-low-weight-trike! This sporty little racer has a fantastic road performance. Sheer three-wheel fun!



**LEPUS** 

Foldable!  
Safe road performance.  
Frame-suspension.  
Flexibly adjustable.  
Ideal for rehabilitation purposes!

**Get infos!**

Hiberniastr. 2/ 45731 Waltrop/ Germany  
Tel.:(+49) 2309 782582 Fax:-86  
Email: [info@hase-spezialraeder.de](mailto:info@hase-spezialraeder.de)  
internet: [www.hase-spezialraeder.de](http://www.hase-spezialraeder.de)



**HASE**  
Spezialräder

# Pedal Height Wars

By Thad Sitton

Supposed you asked me: "Which is faster, an Easy Racers Titanium Gold Rush LWB with a pedal height 8 inches below the seat level or a carbon fiber Lightning R84 SWB with a pedal height 8 inches above it?" Based on a bitter (and expensive) experience, I might answer (1) that it could be either, depending on your individual cardiovascular system, and (2) that you might very well find yourself faster on the flats on the R84 and faster on the hills on the Gold Rush. (Necessitating the expenditure of \$12,000 for recumbent bicycles? Well, perhaps, after the divorce.)

Though hardly a fast rider, I'm interested in recumbent performance. I have long been fascinated by the lack of agreement about what makes a recumbent fast. (Obviously, fairings help, but in my discussion below I consider only naked bikes.) Within the pages of RCN and the Internet chat rooms and mailing lists, enthusiasts not only disagree but report widely different cycling experiences. When it comes to performance, a majority of riders now argue that high pedal height SWB's are faster, especially as they evolve toward true lowracer status (or now highracer-ed.) and perhaps even adopt front-wheel-drive. But then the low pedal height LWB folks answer back by citing the performance exploits of—always first and foremost—the Easy Racer Gold Rush. The Easy Racer may look a little like your grandmothers recumbent compared to a lowracer or highracer, but how come that sucker goes so fast?

Underlying the continuing performance debate between proponents of SWB's and LWB's lurks a related quarrel, which I feel is even more basic to the performance issue. Are bikes with their pedals above seat level height faster than bikes with their pedals low? For sure, nobody seems to agree about this one either, though pedal heights are on the rise all across the recumbent universe, with the current Euro-invasion of lowracers and highracers.

I think this argument over pedal height is in fact unresolvable, except in terms of individual cardiovascular physiology. Furthermore, I offer my recent experiences as an example.

I own a vintage Ryan Vanguard LWB USS (pedal height 10 inches below the seat), a RANS V-Rex (pedal height 2 inches above the seat), and a Barcroft Virginia GT (pedal height 5 inches above the seat height), so I have my feet in both camps. However, an acute lower back problem and tendency towards recumbent butt have inclined me towards the reclined riding position of the higher pedal height SWB models. To be comfortable, I simply have to be able to put a considerable portion of my weight on the reclined seat back. I'm very interested in my personal riding performance, but only after attaining nearly complete comfort.

Once or twice I've read in RCN by Bob Bryant, that numb toes can be a SWB drawback. It is my feeling that the numb toe problem pales to insignificance compared to what happens to me when riding the upright Easy Racer "Cobra" or similar seat. After about an hour in a too-upright position, I begin to feel that someone is slowly inserting a rusty ice pick into my back, approximately one inch to the left of my lower spine. It is an old, familiar, and much detested pain. To be fair, the Easy Racers seats are excellent, but I have a pathologic back.

So, I rode a RANS V-Rex for 15,000 miles and two years. I was well satisfied with its comfort, general handling and performance. Then, looking for something lower and more laid-back to better keep up with the older-than-average roadies I mostly ride with, I bought the Barcroft Virginia GT, and then the weirdness began.

I should make it very clear that the Barcroft is an excellent bike. It is the best handling SWB that I have ridden and a wonder on screaming descents. It combines a laid-back SWB riding position with a near LWB ride comfort and stability, which is particularly noticeable in the wet,

on loose gravel, or in high winds. The Barcroft is also the ONLY recumbent I've ever owned that has impelled strange roadies to roll up and say, "I actually like the way that thing looks!" The bike is authentically high performance, as advertised. Before buying it, I spoke with several people who had made the V-Rex to Barcroft switch, and without exception, they reported that they were going faster and having great fun.

I wasn't, however, and I was the only one riding the bike. After several months of denial, self deception, avoiding looking at my average trip speed indicator, etc., I finally gave in and recognized that I was an astonishing 2 mph slower in open-country riding on the Barcroft than on the V-Rex, and my legs had been telling me the reason. I didn't have foot numbness, but I had increased lactic acid leg burn on all hills and anytime I tried to push the speed. Because I'm not into this for pain, I would back off until it didn't hurt, and so I rode much more slowly.

***"I had exceeded my individual tolerances for adequate leg circulation in a leg-elevated work position"***

The fact is, somewhere between a pedal height 2 inches to 5 inches above the seat height I had exceeded my individual tolerances for adequate leg circulation in a leg-elevated work position and so dramatically impacted my riding performance. And performance isn't just vulgar speed, it is "easy speed"—simple riding efficiency. My performance loss was astonishing; trying to go faster, I had passed through some physiological threshold into a place where my leg circulation just didn't work properly.

My first two theories about what was going on had been (A) The pedal height is too high; (B) An undiagnosed wasting illness: I had a complete physical to eliminate this possibility. Do I think I also would have gone slower on a Lightning P-38 (pedal height 6 inches above seat height) or R84 (pedal height 8 inches above seat height)? Absolutely.

So, all of you SWB fanatics should take note of this cautionary tale. In your quest for greater laid-back speed by way of ever-increasing higher pedal heights, beware of the step too far. Disfunction may be only a vertical inch away. When I went from a Ryan Vanguard to a V-Rex (pedal height of 12 inches higher), I gained about 2 mph. When I went from a V-Rex to the high performance Barcroft (pedal height 5 inches above the seat height/3 inches above the V-Rex), I lost it again.

***"Don't conclude for a moment that because a certain high pedal height bike works for another cyclist, it will work for you"***

The moral of this tale: there's a too-high-pedal-height experience out there waiting for all of us, and we need to test extensively before we buy. Don't conclude for a moment that because a certain high pedal height bike works for another cyclist, it will work for you. Maybe it will and maybe it won't. There's a lot of personal variation in the toleration for legs-up riding positions.

My advice is to test your potential new high pedal height performance recumbent in the hills before you lay down your money. A seat to pedal height relationship may work fine for you on the flats, but not on a ten degree grade, and the real world is full of such ups and downs. (Do I need to point out the obvious—that climbing grade drastically increases pedal height over seat height.)



Certainly, there are physiological limits out there for all of us—even for intrepid bike designers. ♦

**Editor Comments:** As chief road tester and publisher, I have run up against this problem for years. For this reason, choosing a recumbent is very difficult compared to choosing an upright. This is a good reason for new riders to stick with more mainstream recumbent designs such as the low pedal height CLWB, LWB and moderate pedal height SWB models. Advanced enthusiasts can move forward to laid-back, high pedal height trikes, lowracers and highracers.

As a 15-year veteran recumbent rider, I wholeheartedly agree with Mr. Sitton's theory. I think that body type, toe numbness and recumbent butt all play a part in the equation. These items are part of the subset that is pedal height and what it does to a given rider.

Another question to ask yourself is "How far do you plan to ride?" Many bicycle riders feel that 5-15 miles is a decent bike ride. This can certainly be done in less than one hour or a bit more with some stops. With this in mind, no recumbent is out of the realm of possibility. We also cannot write off certain brands or even design styles because of

preconceived notions. For example, I suffered very bad recumbent butt from the Easy Racer Cobra seat, but find the Kool Back to be wonderful. Though for longer rides, I will get recumbent butt worse than on a V-Rex. One Gold Rush rider I know who has crossed the USA, and uses a RANS seat on his bike, once told me that recumbent butt doesn't matter because he stops every hour or so.

Generalizing about this is nearly impossible. We can state the potential concerns, but it is up to the individual riders to figure out which works best for them. Unfortunately, this can be a very expensive proposition. When I read on the Internet that somebody is considering an EZ 1 or a RANS Rocket, I gasp and roll my eyes back and to myself I quietly wish them the best. After 15 years of dealing with this concern, and actually being a rider who prefers the pedal height of seat height or below, I feel like I am in a minority and constantly defending my right for preference. ♦

---

Classic RCN—Reprinted from a previous issue

# Numb Feet, Recumbents & Homo Erectus

by Patrick Quillin, PhD, RD, CNS

Upright "wedgie" bikes have numerous unhealthy side effects that are reported in the medical literature: carpal tunnel syndrome (tingling numbness in the hands), cervical (neck) problems, lumbar back problems, and even the dreaded penile numbness due to nerve and artery compression while riding on tiny seats. Recumbents, though far more healthy and comfortable than wedgies, also have some pitfalls that the potential buyer needs to be aware of. Like my grandpa used to say: "Chose your rut wisely, 'cause you'll be in it for quite a while." Chose your recumbent bike wisely, because you will be riding it for hundreds or even thousands of miles.

Humans have been walking upright for a very long time. This "homo erectus" vertical architectural design differs from our animal friends who walk, hop, crawl, swim, fly, and slither in a more horizontal position. When your heart is pumping blood to extremities at the same gravitational level, the blood circulation equation is very simple. When the heart is forced to pump blood up to the head and down to the feet with the essential return of blood based upon suction and muscle movement, a huge shift occurs in the complexities of life. Our need for a good chiropractic physician is only part of our problem in standing upright. When we sit on a recumbent bike with our feet above the hip level for more than a few minutes, the feet may become deprived of blood and numb feet can be the result.

The challenge of human feet is not getting enough blood, because of the downward force of gravity. The challenge of human feet is getting rid of the blood. Ask any clerk who stands on his or her feet all day about the consequences of pooling blood in the feet. Varicose veins, edema, swelling and other problems are at epidemic proportions in people who spend most of their time on their feet. Therefore, the human foot has adapted to become an amazing blood pump against gravity. With minimal muscular movement, blood is pumped out of the foot to fight the inevitable effects of blood pooling from the force of gravity. When you sit on a recumbent bike with your feet perched

higher than your hips, this natural pumping action becomes a problem manifested in some people as numb feet. I know, because I suffered from this problem for two years while riding my recumbent bike.

At first, I thought the problem was due to compression of my sciatic nerve in the buttocks region. So I bought every possible foam padding, gel seat, human fat synthetic feel-alike that the marketplace had to offer. None of it worked. Still had numb feet after about an hour of riding my recumbent. Then I test rode a recumbent with the feet level slightly lower than the hips. Voila!! No more numb feet!! Pop the cork on some champagne and let's celebrate!!

Not everyone is affected by this syndrome. There are 6 billion people on the planet earth, with almost an equal number of different shapes, sizes, and "weak links in our chain" of anatomy and metabolism. Why do half of all smokers die of something other than a smoking related disorder? Several years ago, when inversion boots became the rage, thousands of people bought these boots, hung from poles like a bat sleeping upside down and they felt better for the relief from gravity. But some people using these boots had brain strokes, as the blood was pumped into the brain too fast and burst tiny capillaries that were vulnerable.

The bottom line of this article is simple: The human body works in wondrous and predictable ways. Try a recumbent bike for an hour before you sink a grand or two into something that could bring you years of pleasurable and healthy exercise . . . or could drive you nuts with numb feet or some such strange reaction. Long live the recumbent movement! ♦

*Patrick Quillin, PhD, RD, CNS is an RCN reader, avid recumbent rider, author and Director of Nutrition, Cancer Treatment Centers of America. He originally purchased a Rans V-Rex. When he found the bottom bracket/pedals to be too high, he replaced it with a Rans Tailwind. Check out his website at <<http://www.4nutrition.com>>.*

# ***RANS Double 20's***

## ***The Rocket, Tailwind, Wave and Vivo***

By Bob Bryant

### **ROCKET**

The RANS ROCKET is an aggressive dual 20-inch wheeled SWB ASS recumbent. It is like a wolf in sheep's clothing. It can be a great entry-level recumbent for the performance minded rider, and is well suited towards more advanced riders as well. The Rocket can be a very versatile bike. It started life as the little brother to the V-Rex—and today costs \$600 less than the V-Rex (\$1599)—and many riders prefer Rocket to the V-Rex. The Rocket can be at home on a century ride with slicks, or urban/hybrid use with the stock tires, or you can even get mountain bike knobs to fit. This makes for a very versatile recumbent bike.

### **Design**

The Rocket's bottom bracket/pedal height is a few inches higher than the seat. This makes the ergonomics comparable to the Lightnings, though the RANS seat seems to recline more (more adjustable ergonomics). The Rocket has a stiff CroMo maintube, triangulated stays and a CroMo fork. Steering is done with the Rans Flip-It (push forward) rider and handlebars.

Most recently, RANS has pushed the wheelbase out and shortened the boom, making for a stiffer ride, and more power to the wheels. The only drawback to this move is an increase in heel strike/overlap with the front wheel. This happens at low speed only—and can really surprise those who are not forewarned. This also makes fenders more difficult to fit. I once ripped the front fender clean off a RANS SWB due to the heel strike.

### **Drivetrain**

The rear Shimano/SRAM shifting works well. On the front, RANS uses large oversized chainrings to achieve adequate gearing (with the 20-inch drivewheel) and so front shifting is only marginal (due to those large rings). Those wishing for improved gearing and shifting may want to consider upgrading to the V-Rex (26-inch rear wheel) or upgrading to a SRAM/Sachs 3x8/9 hub/72/84-speed Rocket (ask your dealer). RANS is still using KMC chain. Most riders are unlikely to have problems, though we would opt for SRAM chain upon replacement or if problems arise.

### **Seat**

The RANS seat has a mesh back and tractor-style base. It has long been considered one of the best recumbent seats. The RANS seat has never been known as a completely trouble-free seat. Over the years, they have suffered from squeaking and slipping woes as well as premature wear. The Taiwan-made versions have been more problematic than the USA-made seats. We still hear of seats slipping on the track (even with the QR really tight). On our Rocket, Tailwind and Vivo test bikes, we did experience some seat track slippage. This always occurred in heavy low-end power situations such as climbing a steep driveway. We have heard many readers complain about the slipping seats. However, we've had at least one dealer tell us that they haven't had a slipping seat in at least five years. RANS does offer a factory fix kit if you experience the slipping seat syndrome. RANS has a new seat adjustment mechanism—though it won't be coming on the Rocket, Tailwind, Wave or Vivo this year.

We have also heard of the ABS plastic base being more flexible (base was formerly fiberglass composite). Both the Taiwan base and back materials have also been more problematic. The back mesh has suf-

fered from premature wear and the bases from discoloration and slippiness.

The RANS older two-piece seat frame has been replaced with a new one-piece aluminum seat frame. The new frame is identical to the previous style frame in its geometry. The seat frame and pan are still the same height, but the seat foam was changed for 2001. The new foam is not as thick in the back to help hold the rider into the seat (heavier riders may bottom out, or find the new foam not as comfortable). There is a series of holes in it to help it breathe better. The Spandura cover is not as slick as the previous Lycra covers.

The seats on the SWB models have always set closer to the frames than the seats on the long wheel based bikes. LWB seats tilt slightly upward in comparison. This is to help hold the rider into the seat better as the LWB bikes have a lower pedal height than the SWB.

### **Magic Dual 20's**

The 406mm 20-inch wheel combo makes for a distinctive ride. It has a neutral steering geometry matched with the indescribable balance and road feel generally found on SWB bikes with 20-inch wheels. Those who've seen the light call it, "butt-steer." This can perhaps be described as a refined balance of the bike, combined with the unique feel of having two wheels that are the same size (dual 20's). You either get it or you don't and I am a fan. I loved riding the Presto, the Rocket, the Tailwind and the Rotator—and all have dual 20s.

This wheelset makes the bike extremely versatile. We hit gravel shoulders, rough pavement, wet pavement, sidewalks, smooth bike paths, wooden bridges and gravel parking lots. This is especially important for those who ride in all types of weather and year around.

Some say the 20-inch drive wheel slows you down and has a greater rolling resistance—this seems to be true to some extent, though Alex Moulton uprights use small wheels and are known to be fast. Most will agree that small wheels accelerate faster, but decelerate faster as well. This gives the Rocket kind of an urban street racer aura and is undoubtedly why the Rocket is considered such a fun bike to ride. Those who ride longer may want to consider a SWB with a larger rear wheel. The downside to the 20-inch wheel is perhaps a rougher ride. This makes fatter tires an even better idea.

### **Conclusion**

When you ride the new Rocket you are hard-pressed to believe that you are on a recumbent that retails for less than \$1000.

The Rocket is a very intuitive bike, more so than other similar SWB models. It doesn't really have that overly-quick sensation. The more closed pedal angle/higher pedal height initially seems to take more effort to pedal and more time to get accustomed to. The Rocket also has the unique ability to be ridden nearly hands-free (though this is not recommended).

The Rocket performs well. With the higher pedal height (a bit higher than the up-line V-Rex), stiff frame (and short boom) and adjustable seat recline and ASS it is in a performance league of bikes costing perhaps twice as much.

The one ergonomic aspect worthy of consideration is that the Rocket's bottom bracket is nearly three inches higher than the seat. This makes clipless pedals nearly a necessity (once you are accustomed to the bike). This is also the same position that we have previously discussed as "extreme" in other road tests. The only reason this closed position worked for me is the 25-degree adjustable seat-recline.

The Rocket is a bargain sport touring machine. It doesn't carry a load as easily as some. However, it can be a tourer with the addition of an underseat pannier rack (X-eyed) or by towing a trailer. The same can be said for all of the models in this review.

The Rocket is the perfect bike for the budget-minded SWB enthusiast who wants a somewhat aggressive SWB. This is a tough bike that will suit many needs. My only criticisms of the Rocket come down to seat reliability, lack of the new seat slider mechanism (perhaps on the 2003 model) and the front shifting (if you are picky like me). There is also a vibration that some riders notice that comes from the upper chain idler. This is a minor nit pick.

The Rocket's simplicity may be its best virtue. The RANS Rocket is an exceptional value. It has the feel and quality of much more expensive SWB recumbents. The Rocket is the SWB ASS performance/value leader in North America.

### TAILWIND

The Rocket and Tailwind are non-identical twins. The Tailwind is a more relaxed, confidence-inspiring CLWB that is much easier for most people to ride. The Tailwind has near perfect ergonomics—though can be tail-heavy due to the one-size frame (with taller or heavier riders). The pedal height is a few inches lower than the seat height, yet high enough so that seat base/thigh chafe is not a concern. For those who experience the toe numbness of the higher pedal height on the Rocket (we figure 5-10% of recumbent riders have this), most Tailwind riders should not have this problem.

The Tailwind suffers from all of the same RANS woes: large chainring/marginal front shifting, seat durability concerns, and one that I forgot to mention above, and that is paint woes (an ongoing problem for years).

Like the Rocket, the Tailwind is a one-size-fits-all frame. The Tailwind is best suited for riders in the mid-upper 5-foot height range. Riders much over 6' will be placed way back on the seat track—which can place as much as 80% of the weight on the rear wheel. This could be a concern for taller/heavier riders or the expecting to carry heavy cargo or a touring load.

For those riders who prefer riding without clipless pedals, the Tailwind will be the model of choice (over the Rocket). With the lower pedal height, a foot-retention device is not as necessary.

The Tailwind is a feisty, quick and easy to ride recumbent. It should outperform most of the 20/16 CLWB competition primarily because of the 20-inch front wheel. The 20-inch on the front is more durable as well. The Tailwind is that step in between an entry level 20/16-inch wheeled CLWB and a LWB. Another bike for the budget minded.

### WAVE

The Wave is essentially the same as a Tailwind. The differences are that the Wave is \$200 cheaper, has a no-name brand bolt-on rear hub, lower gearing with a 30/42/52 crankset (which means better front shifting), and ESP 3.0 components (5.0 brakes). The Wave has lower gearing due to its smaller front chainrings. This also improves shifting. The gear range is more suited toward recreational riders and urban commuters.

### VIVO

It is difficult to review a recumbent that has had its components downgraded, its production shipped to a far off lands, and that has gained some weight and had a hefty price decrease—yes I did say decrease!

The Vivo is essentially a suspended Rocket—though it handles a bit differently. The Vivo has a longer wheelbase and is a tad slower, less sporty, and heavier—yet it gives the rider a more comfortable, predictable and sure footed road feel.

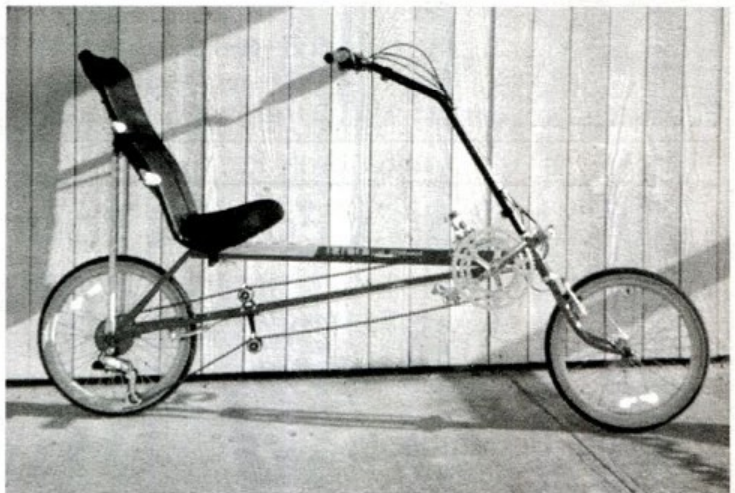
The Vivo has some upgraded parts. The most notable is the Shimano SORA crankset and upgraded hubs. Everything worked well. The bike shifts, brakes, and handles very well. The only downside of the drivetrain is, again, the mediocre shifting performance from the oversize chainrings (required to get adequate gearing from a 20-inch drivewheel



*The \$999 RANS Rocket*



*The \$1399 RANS Vivo dual suspension SWB*



*The \$999 RANS Tailwind LWB*

without a SRAM 3x8/9 hub, mid-drive or cross-over drive).

I loved the active feel of the coil oil rear suspension. It gives much more cush than the Cane Creek air shock. The downgraded RST 200 fork has no dampening adjustment, and we can't tell whether it would do any good to rebuild it. It does take the edge off of the rather harsh SWB small wheeled ride and it does fit the price point.

Some may not like the higher pedal height, and all will certainly notice the massive amount of heel interference between your heel and the front wheel. This is more pronounced with the "pushed out" front end and shortened boom on the new model.

The new Vivo has fat Maxxis Hookworm tires. The paint is Taiwan-applied wet spray. Our yellow Vivo looked really nice.

I have well over a year of Vivo riding and testing. We've had two previous Vivo's including one of the first prototypes—for over a year. Despite our few criticisms, the Vivo is a great buy and excellent bike, especially when you consider the very affordable price tag.

#### Access

RANS

Tel. 785-625-6346

Web: www.rans.com

#### Rocket Specs

**Type**—SWB; **Steering**—ASS; **Wheelbase**—41.4 inches; **Seat height**—25 inches; **BB height**—NA; **Weight**—27 pounds (ours weighed about 29); **Frame**—TIG CroMo (2-inch dia. main tube) **Price**—\$999; **Color**—Red

#### Tailwind/Wave Specs

**Type**—LWB; **Steering**—ASS; **Wheelbase**—61-inches; **Seat height**—25 inches; **BB height**—NA; **Weight**—30 pounds (ours weighed more); **Frame**—TIG CroMo (2-inch dia. main tube); **Price**—\$999 (Tailwind)/\$799 (Wave); **Color**—Red (Tailwind)/Green (Wave).

**Options**—Fenders, RANS Seat Bag, Ballistic Suspension Fork, RANS Rear Rack, Mirror, Kickstand, Water Bottle Cage; **Extras**: (included with bike) Pump Peg (Fits Zefal HPX 3), 3 x 7 Braze-on's.

#### Rocket/Tailwind Components

**Crank**—Dotek 62/52/39T; **Bottom bracket**—Shimano; **Headset**—FSA; **Derailler(s)**—Shimano Sora (f), ESP 7.0 (r); **Shifters**—ESP 7.0; **Cassette**—Shimano 11-30 8-spd.; **Chain**—KMC HG 50; **Gear inch range**—20-104; **Pedals**—Wellgo; **Wheels**—406mm 20-inch; **Rims**—Alex; **Tires**—1.75-inch Primo Comet (Maxxis 1.95 90 psi tires); **Hubs**—ESP 7.0; **Brakes**—ESP 7.0 V-brake.

#### Vivo Specs

**Type**—SWB; **Steering**—ASS; **Wheelbase**—46 inches; **Seat height**—25 inches; **BB height**—NA; **Weight**—31 pounds (ours weighed about 38 pounds); **Frame**—TIG CroMo (2-inch dia. main tube); **Suspension**: RST 56 (r); RST 200K (f); **Price**—\$1399; **Color**—Yellow

#### Vivo Components

**Crank**—Shimano SORA 62/52/39T; **Bottom bracket**—Shimano; **Headset**—NA; **Derailler(s)**—Shimano Sora (f), ESP 7.0 (r); **Shifters**—ESP 7.0; **Cassette**—Shimano 11-30 8-spd.; **Chain**—KMC HG 50; **Gear inch range**—20-104; **Pedals**—NA; **Wheels**—(3) 406mm 20-inch; **Rims**—Alex; **Tires**—Hookworm Maxxis 1.95 90-psi tires; **Hubs**—ESP 7.0; **Brakes**—ESP 7.0 V-brakes.

**Vivo Note**: Recumbent dealers such as Angle Lake Cyclery in Seattle and Angletech, and probably others are custom-spec'ing frames to try to recreate the previous higher-end Vivo.

**Component Note**: We are told that the RANS V-Rex, V2 and Stratus are shipping with Avid V-brakes, which are a definite upgrade over the SRAM ESP 7.0 brakes. Our test Rocket and Tailwind were delivered with SRAM ESP 7.0 V-brakes. Initially the braking was good. The brake handles are the plastic ESP, which are not our favorite. It has been our experience that the ESP brake pads wear out quickly (as few as 300 miles on a competitor's recumbent), and they make lots of messy black brake powder. Changing out brake pads is easy enough, but to make matters more difficult, our ESP's left a nasty film on the rims making them squeel. We could not find replacement ESP pads (in retrospect, nor would we want them). On bikes with tight brake "V" arms and crank arm tolerances, proper pad spacing can take some patience to achieve. We ended up taking the spacers from the old pads and placed them on the new pads.

Our braking recommendation have your dealer upgrade the brakes before the bike leaves the dealer showroom. We have had excellent luck with both Avid, Shimano and even Tektro V-brakes. ♦

<b>ABSOLUTELY RECUMBENT</b>		
<b>Sheik Flaps</b> made of Sun Protective Fabric \$11.99	<b>"Lawn Chair ON YOUR LEFT"</b> T-Shirts \$12.99	
 		8225 4th St NW Albuquerque New Mexico 87114 Tel. 505-243-5105 absolutelyrecumbent.com



## Don't Forget Your Rotator

LWB · SWB · 21 lb. Titanium  
48-speeds · new dual 700c

**Rotator Recumbents**  
Tel. 707-539-4203  
Email: sales@rotatorrecumbent.com



**Visit our website at: [www.rotatorrecumbent.com](http://www.rotatorrecumbent.com)**

**Your ad here  
for as little as  
\$ 80  
per insertion.**

**Contact**  
[drrecumbnt@aol.com](mailto:drrecumbnt@aol.com)



www.boulderbikes.com  
303-823-5021

# GALAXY

Hand Crafted Elegance

Foldable Aluminum  
Full Suspension



"...the ultimate recreational, touring, commuting and travelling SWB ASS machine..."

- RCN's Bob Bryant

## Recumbents.com

*The Recumbent Bicycle and  
Human Powered Vehicle Info Center*

*A Virtual Bent Community  
Research, Chat, Buy & Sell*

*Now with Live Real Time Chat!*

## www.bikeroute.com

Join The Ride

Home of the world's  
largest recumbent site!



V-REX



STRATUS

## A Revelation. Have One at Your RANS Dealer.

Our Classic Series. Highly evolved designs with worldwide followings. Quick, agile and smooth. Honed for speed. Artfully rendered in aircraft-grade chromoly for lifelong performance. And equipped with premium components. See your RANS dealer. And discover how good cycling can be.

QUALITY RIDE TIME **RANS**

### RANS INC.

4600 Highway 183 Alternate  
Hays, KS 67601 U.S.A.

(785) 625-6346 • FAX: (785) 625-2795  
www.rans.com • rans@media-net.net

**.25 C**  
CLICK ME

# Colorado's Wolf Creek Tour

by Kelly Iniguez  
kiniguez@sopris.net

"How many bedrooms will you be moving?" "None, just two bicycles" (no need to confuse the U-Haul reservation person with the specifics of recumbent bicycles). "Uh, okay, then I guess the 10 foot truck will be big enough." A few details later and we had wheels to Durango, CO. This was the starting point for a five-day tour from Durango to Gunnison, CO over four mountain passes.

June 14th I drove into Gunnison to pick up John Orlowski. John had flown in from Boston with his brand new Angletech spec'ed V-Rex. John had hardly received his V-Rex in time for the trip. He had done a 12-mile shake-down ride and a 50-mile benefit ride—62 miles on the V-Rex total! Good thing John had his recumbent legs from the Linear and Altitude he already owns. We rehashed old times over breakfast and drove over to pick up the U-Haul. In no time at all we had loaded my stock '98 RANS Stratus with John's V-Rex and hit the road.

We drove the route we would be cycling. We needed to stop in one of our overnights, Villa Grove, for reservations at an unnamed small motel there. On an Internet search all we had found in that area was a nudist resort at a hot springs. We didn't imagine our significant others would appreciate our staying at a nudist resort. Plus, our cyclist's tans would look out of place! We also stopped at the top of Wolf Creek and Yellow Jacket passes to stash water.

At 5:30 PM we rolled in to the U-Haul store in Durango. Luckily for us it was in with an auto repair shop and the guys had stayed late for a beer after work. Otherwise, they would have closed at 5 PM. We handed over the paperwork, rolled the bikes out and fastened on our bags. I assured John we were 2-3 miles from town. There was no need for cycling clothes. 10 windy, fly infested, high-traffic miles later we were in downtown Durango. Sorry, John. We could see the Best Western from the highway, but were lost in a maze of one way streets. Everyone we asked for directions was a tourist. Finally, a local sent us the correct direction.

I had worried the entire trip into town that Johnny Drozdek, from Boulder, CO, was waiting for us at the Super 8 instead of the Best Western. It turned out that he was at the correct Best Western. We had spent all of that time finding the wrong one of three! Johnny was taking a nap after doing a 40-mile ride finding us an alternate route out of town. He met us downtown in no time at all on his practically new Greenspeed GTO. This was Johnny's first loaded trip and he was equipped. Man, was he equipped! He had an inch-thick cable long enough to go through all of our bikes and around a big post, a full-size atlas and a Night Rider lighting system. You name it, I'll bet Johnny had one in the bottom of his new Arkel panniers. That's the trouble with trikes. You can take both the kitchen and bathroom sinks!

We got acquainted over a pasta dinner. Johnny had scouted out an ice cream shop in the dark. His Night Rider lights were put to good use. We put no-lights-with-me-John between us and I turned on my blinky light. It was a quick ride to the motel and already late. I went right to bed. We were planning on an early start in the morning.

## June 15th—Durango to Pagosa Springs 69 miles over Yellow Jacket Pass elev. 7,600

After eating instant oatmeal at the motel breakfast we rolled out with Johnny in the lead. After tracing last night's stops, he found his lost sunglasses at the "wrong" motel. I couldn't believe his luck. Johnny then lead us to a very pleasant, low traffic bicycle path. It hooked up to Road 240 heading towards Vallencia and Lemon Reservoirs. This was a great low traffic, scenic road. It was also steep. We agreed that it should have been a named pass. Johnny was way out front and fre-

quently waited for John and me to catch up. I enjoyed smelling the wild roses as we slowly rolled past. There were more blooming yucas than I had seen in a long time. We had unknowingly timed this trip just right with many other flowers in bloom. At the intersection of Road 501 we stopped at Helen's Store for a cold Gatorade and Rule #1 (never pass a flush toilet). We were disheartened to hear it was 12 miles to Bayfield. However, it was a downhill trip and we were seated at Eight Corners Restaurant in no time at all. I had a delicious BBQ chicken sandwich. We had 29 hard miles in at this point. There was a hot, bright sun and no clouds in sight; I was lethargic. Can't we call it a day? 42 more miles to Pagosa. We had a long steady climb to the top of Yellow Jacket Pass. We congratulated ourselves on stashing the extra water. We needed it.

We had a lengthy rest in the shade. Ahhh! 30 miles to go. It was hot, hot, hot. A popsicle at the Turkey Springs Store was just the thing. 15 miles to go. We enjoyed the 4-mile downhill into Pagosa. We had some lifting getting the bikes up to the 2nd floor. Showers were in order after this long, sweaty day. I didn't look too sunburned after 11 hours in the sun. 69 miles at 10 mph. Where did we spend the other 4 hours? In retrospect, this was our hardest day.

## June 16th—Pagosa Springs to Del Norte 57 miles over Wolf Creek Pass elev. 10,850

We met outside early for a run to City Market for bananas. We had breakfast at a restaurant outside of town. Johnny announced that he had blown his knee out yesterday and would be calling his wife for a ride home. We were sad to lose our riding partner. Johnny had never attempted a multiple day loaded tour before. Johnny learned how to pace himself on this trip. Days later I received an e-mail from him; he was still nursing his sore knee. John and I had 15 gradual uphill miles to the base of the pass. There was a slight headwind. We passed lots of scrub oak and wild roses.

We had a long break at the rest area, ate and reapplied sun screen. We agreed to stop every mile for a quick break. I had done this pass two summers ago and the climb had made toast of me. I was apprehensive about climbing Wolf Creek again. Perhaps the extra fuel and food breaks would make the difference. It was an eight-mile climb from the bottom. Plenty of switchbacks and no relief at all in the steepness. This was a Sunday and there was no actual construction. C-DOT was dynamiting to widen the road out. On our way up we passed only one bad rubble area that we walked through for .15 miles. John and I agreed that we had good luck as the traffic was not forced to pass us in long lines due to construction delays. We stopped from 12-1 PM at mile four of the climb next to our stashed water and a shaded waterfall. We drained the entire gallon between the two of us. We saw a sign on the downhill side—7% grade for the next 5 miles. No wonder there was such a strong smell of burning brakes. The remaining miles seemed much easier after our break. It was sunny, no clouds, with a great tailwind. There were plenty of wild roses and pine trees. We took an extra stop close to the top. There was no "pass" sign to take our photo next to. We were celebrities with a group of Texans at the top. We acted very nonchalant about our accomplishment. Wolf Creek wasn't the highest pass on our trip; it was the longest, most relentless climb. John and I were proud of ourselves. We averaged 3.3 mph over the eight-mile climb. John tried to call his dad for Father's Day, but there was no cell phone reception at the top. We passed the dynamiting area on our way down. We were happy most of the construction was on the down side. We did pass one loaded tourist on the way up. I swear he

was pedaling with flip flops on. I wear Shimano Sandals, but I'm sure those were flip flops. Perhaps I was hallucinating in my giddiness. It was eerie passing through the avalanche tunnel. I slowed down to make sure there were no cars going through with me. The downhill narrowed into a canyon next to a stream. We stopped to soak our feet. The water was cold and took no time to numb my feet. As we climbed to the roadway again, Johnny and Cheryl stopped with offerings of cold Gatorade. Cheryl had driven 5 hours one way to pick Johnny up! They wished us well and we were on our way. We stopped at a forest service restroom. This is where I discovered my tights, tucked between my Angletech seat bag and the seat, were missing. They must have slipped out during the rough descent. John informed me that he was a gentleman, but not that much of one. He wouldn't go back for them. Me either!

We stopped for a V8 at an RV Ranch. We saw many motorcycle tourists on this trip. A motorcycle rider at this stop informed us that he didn't mind the ride up Wolf Creek Pass—as long as his bike had 1,000 cc's! (I should have asked him to go back for my tights!) We had a great tailwind. One short granny gear climb and in no time at all we were in South Fork. We ate a steak dinner with all of the trimmings at the Hungry Prospector. I tried to get John to eat the 26-oz. steak—but he was afraid he wouldn't be able to ride to Del Norte. It's amazing how one day differs from the next when bicycle touring. Today had been a much tougher day terrain-wise than yesterday. John and I agreed we felt much fresher and had more life in our legs than the day before. It could have been the psychological effect of the great tailwind. Even with the heavy meal we ate, it took us 49 minutes to cover the 16 miles into Del Norte.

We did stop 3 miles out of South Fork at a great rest area (remember Rule #1). The terrain had flattened out into farm land. We saw a huge goat herd (were they for milk?) and a big llama herd. We stopped for a photo of the llamas. That was a mistake. The mosquitos discovered us. Even at the speed we were traveling, they followed us to town, eating their dinner on the way. We arrived at 8:30 PM after a most satisfying day. This was our favorite day of the trip.

#### **June 17th—Del Norte—Villa Grove 65 miles**

My husband, Jacinto, arrived during the night to join us for the remainder of the trip. He rides a stock 2000 Rocket. We went to breakfast at Boogie's. It was 46 degrees at 7:15—and 56 degrees when we finished breakfast one hour later. It looked to be a hot day. We rode Hwy 112 to the intersection of Hwy 285. A nice, flat 16-mph cruise through farm country. Lots of hay and potatoes in the fields. The sun glittered on the water thrown from the huge irrigation sprinklers. 15 more cruising miles to



*Day #1: Kelly & Johnny at a pit stop to shed layers of clothing on a climb—John Orlowski*

lunch at Hooper, where we had good Mexican food with homemade salsa. It was HOT upon exiting the restaurant at 12 noon. We had an annoying cross wind to Moffat.

We stopped for root beer floats at a nice cafe. The ice we carefully filled our Camelbaks with melted immediately. It was hot, hot and we had stronger crosswinds. Our speed dropped from 16 mph to 12 mph. The Sangre de Cristo Mountain range on our right was majestic. Sagebrush was the only vegetation for miles. There were no good pee spots, except for dry ditches. We passed a large group of mares and foals. They stared at us just as much as we stared at them. The cross wind turned into a head wind when the road curved. Speed dropped to 8 mph. We finally made it to town. Thank goodness! Our flat, easy day wasn't so easy. We stayed at the 3 room Inn at Villa Grove. The adjoining store/cafe had wonderful food. I had a BBQ beef sandwich with a baked potato and salad. I just couldn't make up my mind, so I ordered two desserts and ate part of both. After a day like this, a reward was in order.

#### **June 18th—Villa Grove to Salida 29 miles for John and Kelly, 58 for Jacinto and Dave. Over Poncha Pass elev. 9,101**

Jacinto drove his car to Salida, meeting Dave Gewecke, from Arvada, CO. Dave rides a 98 Tour Easy with a fairing. Jacinto talked up the food at Villa Grove so much that he and Dave decided to bicycle back over Poncha Pass to eat lunch and then return to Salida. John and I had a very stiff headwind when we set out at 8 AM. It was a flat road but maintaining an 8-mph average was difficult. It was sunny and slightly cool; my favorite riding weather.

We passed Indian paint brushes and blooming yucca plants. There were no pee spots! We had long, gentle ups and downs. That was actually easier than the flats as it slowed the wind

some. We rode 9-miles to the base of the pass. It was 5-miles to the summit. The climb was a very easy long gentle climb. I used my granny briefly, John not at all. The wind was gentler and we actually made better time on the climb. There were aspens and pine trees at the top.

We met Jacinto and Dave one mile over the top. They were intent on lunch at Villa Grove, even though we warned them about the wind. In the end they had a tailwind both directions! They were probably more rested after their 58 mile ride then we were after 29. Isn't that the way the wind works sometimes? We had a perfect, gently curving 7-mile downhill to Poncha Springs. This side of the pass was prettier with more flowers, shrubs, and trees. We stopped for a V8 at Poncha and then fought our way the 5-miles into Salida against the ever present head wind. We ate lunch at Spaghetti Western in downtown Salida. The downtown area is very charming. We stopped at the bike shop for a blinky light for John. It was well stocked and the owner chatted with us pleasantly. The four of us ate dinner at the restaurant next to our hotel. Jacinto and Dave were gleeful about their easy day. What a life! We retired early, ready for our big day over Monarch Pass tomorrow.

#### **June 10th—Salida to Gunnison 65 miles over Monarch Pass elev. 11,312**

I started out early after breakfast. The 3 Musketeers caught up with me at my first rest break. Jacinto sped ahead, not to be seen again until the top. John, Dave, and I stopped at an RV park for a cold drink and Rule #1. The road had a nice shoulder and was scenic. Gradually the valley narrowed down from farm land into a canyon. Our water stash was at the base of the climb. Six miles to the top. It seemed very easy after Wolf Creek. We made the climb with one stop at mile 3 for food. We stopped again a mile later for food and a breather and there

was Jacinto. He had been waiting at the top for almost an hour and couldn't imagine what had happened to us. He encouraged us on by telling us of the store and restaurant at the top. Plus there was a pass sign! We ate a sandwich at the shop and chatted with other tourists. 25-miles down, 40 to go. The 3 Musketeers wanted me to give them a ride in the pickup back to the top from Gunnison so they could ride down the pass twice! Little did they know that we were facing 40-miles of strong headwinds. It would have been a wondrous downhill—given a chance.

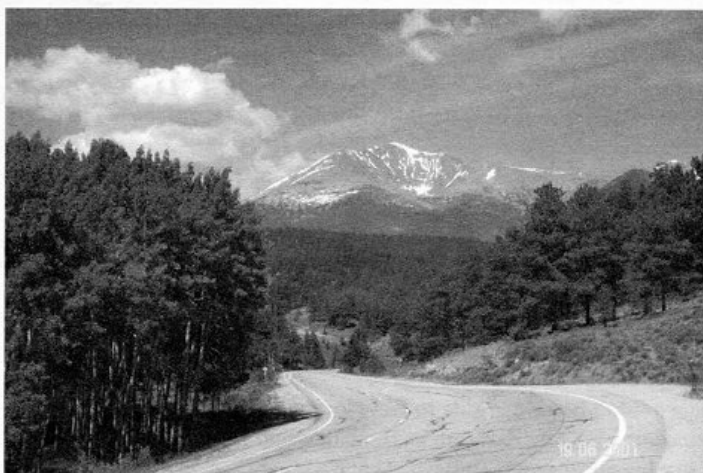
We regrouped at Sargents and forged ahead. I quit looking at the view and concentrated on the white line. Thank goodness for the downhill. We were still able to average 10-12 mph most of the time. The road flattened out near Doyleville. I had promised the guys there was a store. Wrong. I didn't think we would make the 7-miles into Parlin where there was a store. The guys beat me in and had finished their sandwiches before I even arrived. I sank into a rocker, complete with kitten. I ate a ham and cheese bagel with a cold drink. I didn't care if we ever left. The lady proprietor sat with us around the cold potbellied stove and chatted. Twelve miles into Gunnison. It was either leave or roll out the sleeping bag in the store. Rocketman Jacinto went on ahead to the U-Haul to pick up my truck John and I had left 5 days previous. John, Dave, and I plugged on in to town. We still didn't appreciate the gorgeous scenery in this cattle country. We concentrated on getting to



*John and Johnny in Durango—Kelly Iniguez*



*Looking down at the Wolf Creek climb. Any excuse for a pit stop—John Orlowski*



*Another bonita vista in Colorado—John Orlowski*



*Monarch Pass Summit: Kelly (Stratus), Jacinto (Rocket), John (V-Rex) and Dave (Tour Easy)  
—Kelly Iniguez*



*Day #4: (Left-right) Jacinto, Kelly and Dave meeting near the top of Poncha Pass—John Orlowski*

town. I was so happy that the Super 8 Motel was on our side of town! After a shower we drove back to Salida for dinner and to pick up the cars. John and I teased Dave and Jacinto that Monarch Pass was nothing compared to Wolf Creek. They would have to join us on time for next years trip. We'd show them. We were off and planning, today's headwinds forgotten! ♦





## Florida's West Coast Recumbent Headquarters

Sales · Service · Rentals  
Test Rides Available

11244 Park Blvd · Seminole, FL 33722  
Tel. 727-319- 2453 (BIKE)

BikeE · RANS · Haluzak  
Vision · Easy Racers · Lightning  
Bacchetta · Hotmover  
Top End Handcycles  
Fisher, Trek and Lemond Bicycles

*Florida's largest BikeE and RANS  
dealer!*

*Used 'Bents Available*

- Fast, Friendly, Family Service
- Over 20 years combined Recumbent experience
- Call for Monthly Specials

All major credit cards accepted. 90 days  
same as cash financing available

*Certified Mechanics On Staff!*

**Check out our website at [www.bicycleoutfitters.net](http://www.bicycleoutfitters.net)**



## Recumbent BikeRiders, Inc.



RANS - BikeE - Vision - Lightning - Rotator - Radius - Sun

All recumbent bike shop. New store location.  
Fast, fun, fitness and the technology of comfort.

1-814-234-info 1-888-875-2508

**<http://RBR.info>**  
1306 S. Atherton St.  
State College  
Pennsylvania



### NorthEast Recumbents

*BikeE / Vision / Lightning / Easy Racers /  
Greenspeed....& more for test rides & showroom*

CALL Tel. & Fax: 973-239-8968

9 Wayland Drive, Verona, NJ 07044

### Celebrating our 24th Year in Business



*Christine Nordquist on an EZ-1 with 30" teardrop fairing and mounts*

Fairings and mounts for most recumbent makes  
and models, uprights and experimenter kits



PO Box 14, Davenport California 95017  
Tel. (831) 425-8650

[www.zipper.com](http://www.zipper.com) Email: [zzipdesign@aol.com](mailto:zzipdesign@aol.com)  
Fax: 831/425-1167  
Hotline · 1-888-WINSCRN (946-7276)

## ZACH KAPLAN CYCLES

High Performance Recumbents for Transportation

Fairings · Suspension · Lighting systems · Pedal systems  
Excellent Tyre selection · Wide-range gearing

BikeE · Burley · Challenge · Easy Racers ·  
Greenspeed · HP Velotechnik · ICE · RANS · Vision

Telephone: 510-522-BENT (2368)

1518 Buena Vista Ave., Alameda, CA 94501 USA  
Serving the SF Bay Area and mail order

E-mail: [zakaplan@earthlink.net](mailto:zakaplan@earthlink.net)

# Recumbent Shop Showcase: Cambie Cycles in Vancouver, B.C. Canada

by David R. Conn

Visitors to city hall in Vancouver, British Columbia may notice colorful human powered cycles lined up along the sidewalk nearby. That ever-changing display is Brock Davis' way of promoting Cambie Cycles, and recumbency. In Vancouver, the two often go together.

The emporium operates from a storefront on Cambie Street, one of the city's main traffic arteries. In this low-rise commercial district, sidewalks bustle with shoppers and film goers. Beyond the art deco-style city hall, the street frames North Shore mountains.

Inside Cambie Cycles, recumbents have pride of place. There are always several parked in the center of the floor, with the most exotic bikes or trikes on a raised platform. A typical selection these days includes models from Rans, Vision, BikeE, and Burley. A Recumboni, which was manufactured right here, generally hangs from the ceiling. Clippings about recumbents are posted near the front door. It seems a number of customers have undertaken long tours on custom-made Recumbonis, attracting media attention along the way.

Cambie Cycles stocks standard hybrid or commuter bikes, kept in rows along the right-hand wall. Brock considers them practical machines for street use. There are also a few bike trailers, electric bikes and scooters. A computer workstation resides near the center of the floor, reminding visitors that the store has a presence on the worldwide web, at <[www.cambiecycles.com](http://www.cambiecycles.com)>. Many customers have never seen the actual store. The website allows Cambie Cycles to reach prospective buyers, particularly in the U.S., where they can take advantage of the exchange rate on the much lower Canadian dollar.

Recumbent magazines and literature, including RCN issues, are tucked into shelves on the side of the raised platform. Two repair bays and shelving for parts occupy the rear floor area. Wheels and rims hang from the ceiling. The narrow aisles quickly get congested during busy periods. Music plays, mostly classical programs on CBC FM. The basement contains an office, machine shop and storage area.

Brock Davis has shaped Cambie Cycles into a unique business over the past thirteen years. He claims to be the first recumbent dealer in Canada. He calls the place "small and personable," but that's hardly a full description. Brock grew up in rural Alberta, then studied social science in Edmonton, and filmmaking in Vancouver. He learned the bicycle business by working for years as a mechanic.

During the mid-1980s, Brock became interested in recumbents. He built a Tour Easy from plans, and has since developed the Recumboni and other designs. He was inspired by the variety of human powered machines gathered in Vancouver for the Expo 86 World's Fair. When he injured his shoulder playing tennis, he became so comfortable riding laid-back that he never returned to standard bikes. Now he leads recumbent tours on Sunday mornings.

Brock is aware of Greater Vancouver's growing smog cloud, and does his bit toward a cleaner airshed. He lives near the store and commutes on foot. He often rides out to the airport, with trailer, to meet customs brokers and collect parts shipments. The store's delivery truck burns propane instead of gasoline.

Dedicated longtime employees keep Cambie Cycles a going concern. Like any good full-service bike shop, Larry, Bob, and Michael quickly provide expert answers to anyone who walks in, phones or emails. Those seeking mountain bikes or conventional racing bikes are directed to other shops nearby.

Originally from Calgary, Larry Danielson was Brock's first hire, back in 1986. For years, he says, "Brock and I lived by the smell of an oily rag." He points out that the business is becoming more specialized, and it's harder to keep a line of bikes: a dealer needs to have considerable space and cash flow. Larry likes the family feeling, and likes

satisfying customers, especially on repair jobs.

Bob McPhie, who hails from Victoria, B.C., got involved by hanging out with Brock in bike shops during the 1980s. He has a film and graphics background, but enjoys working in bike sales. Bob was responsible for setting up the store's website. He reckons it now accounts for ten percent of recumbent sales. Bob likes the variety of work here. A measure of local sales success is his comment, "I don't know all the recumbent owners here anymore; there are too many!"

Underpinning the upstairs activity is Vancouver-born Don Peters, who builds Recumbonis, Recumboni x 2s, Recumbinis, and Trail-a-Bents. He has also made custom trailers and tricycles. Don is rarely in evidence upstairs: if he ventures out of his basement lair, he is likely to be pressed into sales or repair work.

The machine shop is just large enough to build a tandem. It contains a lathe, milling machine, TIG welder and table, oxyacetylene tank and torch, bandsaw, bench grinder, and frame jig.

The frame tubing is 4130 Chromo aircraft steel with .035-inch wall thickness. Along with the frames, Don fabricates aluminum stems, fairing mounts and seat mounts. A former plumber, he muses, "Frame building is like fancy plumbing." There are two Recumboni frame sizes, or he will custom build frames to order. Don also assembles the bikes; painting is done by an outside contractor. Recumbonis are manufactured in batches of six or seven, which may take several weeks.

Michael Wolfson is a newer and younger staffer, working part-time in sales. He comments, "I like working at a specialty shop; it brings in interesting people."

How does this crew actually sell recumbents? Brock says the salesperson must spend time discussing the customer's needs. That time is greater with recumbents because they are not a known quantity, and because there is such a variety of designs. Brock likes to sit a sales prospect on a display model, to get used to the seat and position.

Is it a conflict of interest to sell his own products alongside those of other manufacturers? Brock doesn't believe so. As a dealer, he stocks a variety of recumbents to suit different needs. "It's hard enough to sell bikes," he exclaims, "only sell people what they want!"

Brock knows the value of promotion. He displays and demonstrates his wares at community events like Earth Day and Clean Air Day. He has found various extra ways to make recumbents pay. Cambie Cycles rents them to prospective buyers, to tourists, and as props for film productions here in "Hollywood North." The store provides specialized items such as seats and fairings, plus modifications and servicing to local recumbent owners.

However, Cambie Cycles has limitations as a micro manufacturer. For example, the front fork conundrum. Don Peters is running low on special twenty-inch forks for the Recumbonis. It's too expensive to make them individually in the machine shop. However, to get more from the present source in Taiwan, the company will have to order three hundred. Even if he had the cash on hand, and managed to resell some forks immediately, Brock would have to tie up scarce capital and space in buying and stockpiling a shipment that size.

There are also many challenges as a small retail business. Brock would like to become an exclusively recumbent dealer, but he judges that is too risky at present. He would also like to manufacture more types of vehicles, such as tricycles. However, in order to expand production, Brock would have to borrow money, also risky.

Operating in Canada, the business is subject to steep federal and provincial taxes. Cambie Cycles must also collect the hated GST, Canada's value-added tax, on all items it sells in the store. The storefront unit is leased, and commercial building leases in Vancouver tend

to be expensive, short-term, and subject to drastic increases. Business volume and revenue are seasonal, so most staff must be laid off during the winter.

On the other hand, this spring's activity has been unprecedented. A prolonged transit bus strike created a major boom in local cycling, and Brock quickly hired extra staff to cope with the demand.

Who buys recumbents at Cambie Cycles? One local customer, Elaine Bougie, had commuted daily on a conventional bike for six years, until she developed upper back problems. As she relates, I was committed to cycling, but was seeking an ergonomic solution."

Elaine's brother had built a recumbent to solve his own back problems, and encouraged her to try one at Cambie Cycles. Elaine calls Brock, "Very honest, committed to giving good value to the customer." She took a ride on a Rans Tailwind, liked the seat, and bought one.

According to Elaine, "Expense was an issue, but



Brock Davis with recumbents in front of Cambie Cycles

LOW • FAST • COMFORTABLE • ELEGANT

BARCROFT



DAKOTA

**Barcroft Cycles**

Falls Church • Virginia

[www.barcroftcycles.com](http://www.barcroftcycles.com)

703.750.1945

BARCROFT



COLUMBIA

I consider a recumbent bike an investment. All the joy of riding has come back." That's exactly the kind of endorsement Brock and his crew like to hear. It makes all their efforts worthwhile.

Contact

Tel. 877-414-8999

Web: [www.cambiacycles.com](http://www.cambiacycles.com) ♦

**RCN#67 is our 2002  
Season Preview Buyers' Guide  
Order a copy today**

**'BentRider  
Online Magazine**



The Internet's largest  
Publication Dedicated  
Exclusively to Recumbent  
News, Reviews and  
Culture Message Boards  
and Classifieds, too!

[www.bentrideronline.com](http://www.bentrideronline.com)

## Stress Management Recumbents

### Recumbent Bikes

- ✓ BikeE
- ✓ Easy Racers
- ✓ Bike Friday
- ✓ Haluzak
- ✓ Lightning
- ✓ Linear
- ✓ Sun (EZ series)
- ✓ Quetzal
- ✓ RANS
- ✓ Rotator

### Recumbent Trikes

- ✓ Big Cat
- ✓ Hotmover
- ✓ Greenspeed
- ✓ Sun (EZ3)
- ✓ Wicks Trikes

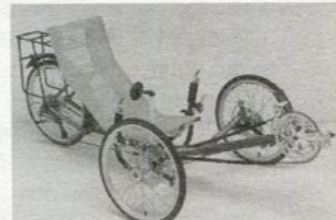
### Recumbent Parts

- ✓ Fairings
- ✓ Recumbent Jerseys
- ✓ Draftmaster Racks

60 Recumbents in stock!



Easy Racers



Greenspeed

10609-G Grant Rd., Houston, Texas 77070

Tel. 281-890-8575

[www.stresscontrol.com/recumbents/](http://www.stresscontrol.com/recumbents/)

# Recumbent Marketing 101

by Robert Clay  
cmuniclay@aol.com

My cycling experience was considerable. I had ridden seriously since '83; bought almost every cycling magazine and book for years; wrote a 360-page book on cycling for fitness; raced for three years, entering 56 events and winning 26 medals and ribbons; and I was pedaling at a 150-miles-a-week pace.

Yet, when my urologist issued a dumbfounding "Stop cycling" ultimatum a year ago, I moped several days before the thought of a recumbent finally occurred to me.

After a self-conducted crash course in 'bents (with RCN as my text) and three test-riding sessions, I purchased a delightful BikeE AT and have ridden it over 4,000 pleasurable miles.

However, if it took me, with my considerable cycling background, several days to think of sit-down cycling as the solution to my problem, how likely is it most cyclists or potential riders will ever think of the recumbent as the answer to their cycling needs?

The more I learned about 'bents, the more fascinated I became. Unfortunately, the more I learned about the 'bent industry, the more frustrated I've become. If you're in the business, this article is addressed to you. Hopefully, RCN's other readers will read my plea and urge you to take action.

The recumbent is unique, appealing, fun, sensible, practical, effective, efficient, comfortable, body-friendly, physically beneficial, and environmentally beneficial. It's the type of bike most people should buy and would buy if they knew about it and could afford it.

RCN estimates that 20,000 recumbents are sold each year in this country. Annual U.S. bike sales are about 20,000,000, meaning that the 'bent's share of the total market is a mere 0.001%! Even if one considers only the 2,900,000 uprights sold through bike shops, recumbents account for just 0.007% of the total!

That's ridiculous! With all its merits, the recumbent should grab AT LEAST 5% of the market, maybe 10%, 20%, or more if the industry could produce some more affordable bikes and trikes and promote them effectively. Recumbents have not gained more than microscopic public acceptance because no one in the business has REALLY tried to tell the public about this wonderful product.

There is a sad epitaph in the marketing world: "Too bad they went out of business. They had a great product, but nobody knew it existed." This has already happened to some defunct recumbent manufacturers. It could prove true for others.

The 'bent industry has not grown up or matured. It is fractionated, insular, uncooperative, and generally indifferent to marketing, the public, and even its cust-omers. It ignores many of the principles of good business and effective marketing.

The independent individualists who design and build these convention-shattering bikes appear to have an every-man-for-himself mentality. It's like they never heard that once-again-popular American truism: "United, we stand; divided, we fall."

If the recumbent business is to ever achieve even 1% to 2% of the bike shop market (29,000 to 58,000 bikes a year), it must grow and mature to the point where it becomes an industry that can promote itself, like every other industry. To get to that point, 'bent biz people will have to become marketing-minded and work together to create an effective force to promote the recumbent.

RCN's Bob Bryant is a crusader struggling mightily to popularize the recumbent, to HELP YOU SELL YOUR PRODUCTS! The industry is extremely fortunate to have him carrying the torch. As someone who once started a sports car magazine and managed to keep it afloat for 14 months, I can only admire with awe what he's done for over 11 long years.

It's a pathetic reflection of the industry's myopic mind-set that less than half of the manufacturers will cooperate with the only magazine in the field by sending prices, and brochures, for RCN's Annual Buyers Guide, the most important information source in 'bentdom. Bob says photos are even more rare. In any other industry, firms would leap at the opportunity to take advantage of such a request. For your own good, you ought to be stuffing Bob's mail box with promotional material.

Why does he encounter such resistance? If it's because MANY of you think you're too busy or have more important things to do, those are terrible excuses. Today, marketing is one of the most important duties any business owner faces. A to-hell-with-marketing attitude is a big step toward business suicide.

Some manufacturers are upset because Bob published bike tests that pointed out negatives in their products. Such feelings are incredibly short-sighted. A publication that praises everything and criticizes nothing first loses its credibility, and then its readers, who expect honest product appraisals so they can make intelligent decisions about the products they WANT to buy.

If RCN, the only cohesive force in the industry, were to go out of business because its reviews are too honest, the recumbent movement and you will suffer tremendously because there will be no one to carry the recumbent banner, no one to educate your multi-million-person potential market.

Wake up, people of 'bentdom! You're sitting on a potential gold mine! If you don't start digging for gold very soon, some fitness-minded buyout specialist may come along, make an irresistible offer to one of you, start grinding out low-end 'bents, and use mass-marketing techniques to ring up spectacular sales totals.

Should that scenario come to pass, the entrepreneur's high-powered marketing effort will drastically increase public awareness of the advantages of the recumbent. But, the public still won't know that your much better products even exist. He'd make the big bucks while you labor to maintain your tiny share of the market.

If you don't want some outsider with dollar signs in his eyes to come in and start mining the gold vein buried under you, you'd better start paying attention to the future of the 'bent. Imitate successful businesses in other industries. First, do EVERYTHING you can to improve your product and service and make your business more profitable. Then, spend some of that profit to market your product, your company, your industry.

What you have to do is very obvious to this long-time (more than three decades) marketing professional: market, market, MARKET!

Before anyone can become a recumbent buyer, he or she must go through the five-step selling/buying process: awareness, interest, understanding, trial, and decision:

1. Potential prospects must be aware of your product or service;
2. They have to become sufficiently interested in it to want to know more about it, at which point they become prospects;
3. They then need to learn enough about it to understand it and the benefits it offers;
4. Next, they must try it;
5. Only then can they make the decision to buy it.

Most recumbent industry people have not made more than a minimal effort to BEGIN to achieve the very FIRST step in the selling process: making the public aware that recumbents exist. It's up to you to do something about that!

owners were so enthused about their product or service that they were sure the world would beat a path to their door without them spending much time and money on marketing. Wrong!

That just isn't going to happen in our egocentric, entertain me society within today's ferociously hyped, bottom-line-crazed, cannibalistic global economy especially in our new wartime mind-set. You MUST do everything possible to make certain segments of the public aware that your firm and its products exist and that your products offer them important benefits.

Whether your business is manufacturing or retail, big or small; it should have marketing goals, the biggest possible marketing budget, and someone responsible for planning and implementing a realistic marketing program, no matter how humble it is.

For a small business, only six basic marketing communications tools are needed: sales brochure or flyer, website, print advertising, direct mail, special events, and publicity:

**1. Sales Brochure/Flyer:** one of your most important tools, whether it's a fancy four-color brochure or a one-color information sheet. Using words and photos, it should: elaborate in considerable detail on your products, answer the questions prospects are most likely to ask, cite testimonials from satisfied customers, and include prices.

**2. Website:** perhaps the most used marketing tool in the 'bent biz. But, it's dangerous to rely too heavily on it: all your potential prospects are NOT on the Internet. Also, it's harder and more time-consuming to print out a complete sales story than to phone an 800 number for a brochure. Websites should not be a substitute for other marketing tools.

**3. Print Advertising:** potentially a very cost-effective way to tell your story to considerable numbers of possible prospects. A good ad is not simply an announcement that you are selling something. Starting with a relevant, attention getting photo and a reader benefit promised in the headline, an effective ad should build your sales story around that benefit. For both manufacturers and retailers, your most basic ad buy is the 'bent bible, RCN. A strong second for bike shops: your local

**4. Direct Mail:** THE forgotten sales tool in the 'bent biz. In most industries, the repeat customer is courted via various mail follow-ups. Not so in 'bentdom. I've received NO direct mail from anyone in the business. Manufacturers and dealers, cooperate with each other and cultivate your customers!

**5. Special Events:** educational, relations-building happenings that create public and prospect interest and enhance buyer satisfaction, which encourages follow up business and referrals. The focal point might be an aspect of cycling or an allied subject, such as health or fitness. Rides are the most common cycling special event, but most don't achieve much. There are many other possibilities: from a bike shop participating in a local health fair to a large manufacturer demonstrating the health benefits of recumbents at a urology conference.

**6. Publicity:** the least expensive way to get the word out on your products. You only pay the relatively minor cost of preparing the information and sending it to the media. News releases, with or without good photos, are the most frequent form of publicity. A release is a concise typed story about some significant news event, product, development, accomplishment, or trend. It should be sent to all media that might be interested, especially RCN and local newspapers.

These six marketing tools are so basic that almost any marketing program would have to include the majority of them to succeed. Use them! Now, think about the gold mine you're sitting on. By getting really serious about marketing, you could double, triple, quadruple, or maybe even quintuple your sales and profits as you help the recumbent gain the public awareness it deserves. At the same time, you'll enable the 'bent biz to grow into a strong, active industry that encourages people to use this wonderful machine to enjoy life more, improve their health, and help reduce global warming.

If you make no new marketing effort, you'll allow conventional bike manufacturers to continue to sell millions of people, especially the over-40 market segment, bikes that usually are ill suited to their needs, frequently are uncomfortable, may cause physical damage, and are likely to turn them off cycling forever. ♦

WORLD'S BEST RECUMBENTS • TANDEM • TRAILERS • RAINGEAR

# BEST SEAT OUT OF THE HOUSE.



Burley Recumbents Feature:

- Traditional bike strength
- Comfortable and efficient design
- Custom-designed seat by motorcycle guru Mike Corbin
- Compatibility with Burley's Alternative Hitch for trailer towing

Test ride the full line-up of Burley recumbents at your local dealer. For more information, contact Burley at [burley@burley.com](mailto:burley@burley.com), call (800) 311-5294 or visit the Burley website at [www.burley.com](http://www.burley.com)



**BURLEY**

Burley Design Cooperative  
4020 Stewart Rd., Dept. L10  
Eugene, OR 97402 USA  
website: [www.burley.com](http://www.burley.com)  
email: [burley@burley.com](mailto:burley@burley.com)



# RCN Classified Ads

## Recumbents For Sale

**FOR SALE: VISION SABRE R65** with Ultegra components, fast, \$2000. **Culty trike**, made in Germany, an excellent commuter \$2000. **MicWic Delta** back-to-back tandem, made in England \$4,700. Plus Shipping. Tel. 616.662.1170, or noebent@hotmail.com (Michigan)

**FOR SALE: RANS STRATUS**, red med.frame, exc. cond. \$850; **Easy Racers EZ1**, blue, like new, \$470 Tel./fax 631-325-3516 or e-mail: bronna@my mailstation.com (NY/68)

**FOR SALE: Tour Easy EX**, 2000 model, large frame, black, cobra seat, 27-spd mega-range, V-brakes, fenders, rack, super-Zipper, cages, kickstand, 1500 miles, exc. cond.; \$1800+shipping; daverudz@hotmail.com or Dave 208-336-0993 (68)

**FOR SALE: VISION VR44 ASS**, red, 406 front, exc. cond. Extras: 16" fork and wheel, USS conversion bar, fenders, light bar, tire and tubes. Asking \$895 plus shipping. Tel. 210-930-6097 (San Antonio, TX/68)

**FOR SALE: QUADRACYCLE**, 4-wheeled bike, all deluxe, brand new, boxed for shipping, just paid \$2400, asking \$1700. You pay shipping. Rode it twice, lost interest, also a trailer to haul your bikes. Located South Dakota. Tel. 605-665-3934 (SD/68)

**FOR SALE: BIKEE CT**. Fully equipped with the following: BikeE cyclometer, BikeE bag, Quick releases all round, Fenders, Kickstand. This bike is like new with less than 2000 miles. Asking \$450.00 or best offer Bob Abernson Tel. 858-485-0378 (68)

**FOR SALE 2001 P-38 LIGHTNING FRAMESET**. Size Large, Metallic Blue, Frame, Seat, Stem & Clamp, Handlebars, Chain Idlers + Chain Guide. Shimano 600 H.S. \$1350 + Shipping. New in Oct 2001. Only 50 miles 480-947-1170. Call Don in Arizona (AZ/69)

**FOR USED ROTATOR'S CHECK OUT**  
[www.rotatorrecumbent.com](http://www.rotatorrecumbent.com)

## Wedgies For Sale

**FOR SALE MIYATA-1000LT**-54cm-touring bicycle-Like new-deore group w/racks & computer-complete ready to tour-Paid \$950, asking \$225; **NISHIKI** women's touring cycle w/racks & computer \$200 Tel./fax 631-325-3516 or bronna@mymailstation.com (NY/68)

## Publications

Easy Riders Recumbent Club Magazine. Sample copy \$5, Connie McAyeal, PO Box 1688, North Plains, OR 97133-1688

### LaBent by LaDue



Recumbent plans & kits  
For prices & info send SASE to:  
1607 S. 84<sup>th</sup>, Lincoln, NE 68506  
or see [www.radiks.net/~ladue/](http://www.radiks.net/~ladue/)

## Recumbents For Sale

**FOR SALE TRIKES:** Hase KettWiesel \$1895; Hase Lepus \$2595; Penninger Traveler \$1695; Penninger Voyager \$1795; **BIKES:** EZ1 SuperCruiser \$395; All used for guided tours. Very low mi. Like new cond. [www.laidbacktours.com](http://www.laidbacktours.com) or 1-800-786-1274

**FOR SALE: 2000 BIKEE CT** \$500 Exc. Cond., SRAM 5.0 3x7 21 Speed. Blue Anodized with Sweet seat, RANS seat base, Top loading stem, harley style 6 inch riser handlebars, fenders, mirror. David Prince @ 248-689-9441 or prnced3@nationwide.com (68/69).

**FOR SALE: LIGHTNING STEALTH SWB** black, large frame, VGC, RANS "Flip-it" bars, custom rear wheel w/ SRAM 9.0 SL 11-34 9 SPD, custom fairing made of vivak bubble and full Zipper. \$1,399. Steve Spencer at 630-898-9041 or bent-racer@msn.com (69)

**FOR SALE: LIGHTNING P-38, XL, YELLOW**, serious inquiries only: Dialed-in.<9 miles, Full campy, Conti tires, bag, shipping box. Leave messages, All calls returned in the order received. Tel. 937-743-2212 (70)

## Wanted

**WANTED: BikeE CT frame**, prefer standard size. Call 505-982-3568 (69)

## Parts

**FOR SALE: 17-INCH MOULTON REAR WHEEL**, AM rim, Specialized hub, custom high-g geared 9-28T freewheel, includes tires/tubes, great for homebuilt projects or AM bicycles, \$20. Call Tel. 801-594-3267 or swalters@cs.w.L-3com.com (69)

"A real hoot"  
Bob Bryant, RCN

**THE AGE OF THE BICYCLE**  
ISBN#0-9647171-2-3  
\$9.95+\$4.00 shipping payable to:  
Easy Street Recumbents  
4507 Red River, St., Austin, TX 78751  
[easystreetrecumbents.com](http://easystreetrecumbents.com),  
512-453-0438

A novel by  
Amy Babich

**2 SEAT BIKE**  
Drives Like a Car!  
Easy to Pedal  
Multi-Speed  
Street Legal  
1, 2 & 4 Seater  
Free Literature  
1-615-822-2737 Ext. 16186  
[www.4wc.com/?16186](http://www.4wc.com/?16186)

**RHOADEZ CAR**

**A Bike Shop Like No Other**  
Vision · Easy Racers · Haluzak · RANS  
Lightning · BikeE · Tandems · Linear  
Trikes · Kids · Accessories · Frame  
Repair & Refinishing · Custom Wheels  
Obscure Parts · Rental · Mail Order  
Trade Ins · Consignments · Long Test  
Rides in Rural Maryland · Mt Airy Bicycle  
[www.bike123.com](http://www.bike123.com) Tel. 301-831-5151  
1-888-RECUMBENT-orders only

## Classified Ad Info

**Subscriber Rate:** FREE (to 40 words)  
**Non-Subscriber Rate:** \$20 per 40 words.  
**Commercial Rates:** Call or email for rate sheet. Tel. 360-344-4079.  
**Issue Deadlines:** Allow 60 days. We place classifieds until the day we go to press.  
**Ad Submission:** Send ad to RCN, PO Box 2048, Port Townsend, WA 98368 or email to bob@recumbencyclistnews.com

### VinoyBasinBoatRentals.com

St. Petersburg, FL Nancy Sanford, owner  
Info: 727-709-7393

**Rent or Buy Cool Pedal Powered Boats:**

Mirage, SeaCycle, Escapade, Sprite CrossTrek & Duffy Electric boats

See [www.pedalpoweredboats.com](http://www.pedalpoweredboats.com)

### Hampton's Edge Trailside Bikes

Sale · Service · Rentals

Easy Racers · Sun EZ1 · Rans · WizWheelz  
Burley · Turner · Lightning · Rowbike

9550 East Atkinson Court in Istachatta, Central

Florida on the Withlacoochee Trail

60 miles north of Tampa close to Interstate 75

Email: bentedge@earthlink.net

Tel. 352-799-4979 · Credit cards accepted

## Sport & Utility Cycles



Commuting · Family Cycling · Touring  
Delivery · Farm · Industry



179 Leavens Road, Darby, Montana 59829  
(406) 821-4750 [www.lightfootcycles.com](http://www.lightfootcycles.com)

## In Toronto, Canada

Put a Smile on Your Tush..  
Ride a Recumbent from

**The Bicycle Spokesman**

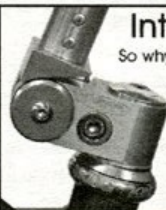
Rans Easy Racers BikeE  
Bacchetta Lightning Sun  
Burley Haluzak Vision  
Greenspeed

10212-A Yonge St.  
Richmond Hill, Ont.

905-737-4343

Toll Free: 877-426-2368

[www.bikeroute.com/BicycleSpokesman](http://www.bikeroute.com/BicycleSpokesman)  
spokes@idirect.com



## Introducing the TerraCycle GlideFlex™ Stem.

So why would someone spend \$129 on an adjusting stem for their recumbent?

Sure, it looks like a million bucks, and maybe that's enough.

But the true test is to work the pivot, then adjust tension, and work it again.

Silky, stiction-free action and completely linear resistance adjustment, stunning satin finish and 213 grams. Available for any suitable performance recumbent.

TerraCycle GlideFlex.

Not just different, but better. Far better.

[www.terracycle.com](http://www.terracycle.com)

1-800-371-5871



*Meticulous Assembly*



*Community Affairs*



*Innovative Leadership*



*Knowledgeable Sales*



*Custom Upgrades*



*Prompt Service*



*World Class Service*



*Genuine Hospitality*



*Seasoned Mechanics*



*Sound Financials*

## Confused about where to buy your next recumbent?

Let our over 10 years of experience in the recumbent business help you to find the bike that best suits you!

**Call or Visit the Recumbent Headquarters**

6 Wisconsin Locations  
5722 South 108th Street  
Hales Corners WI 53130  
800.362.4537



[www.recumbentheadquarters.com](http://www.recumbentheadquarters.com)

Brands We Carry  
BikeE • Burley • Easy Racers • Haluzak Linear •  
Rans • Rotator • Trek • Vision

# Easy Racers: Our Customers Speak

**SUBJECT: How Does That Thing Climb? April 4, 2001**

Just a quick update on the Gold Rush Replica that I purchased about two months ago. Great!!! The weather in Cincinnati is just starting to break. I have over 900 miles on my trainer since February, and about 120 miles on the GRR. With the weather breaking the GRR should see about 150 miles a week.

The GRR becomes more of a blast the more I ride it. I did my first climb out of the river valley where our major bike path is located. Everyone warned me that I would be in trouble on a climb. So I was somewhat apprehensive as I started the 1.5-mile climb out of the valley.

First, I never got out of the middle chainring. I think I could have stayed in the large (53). I held between 13 and 17 mph for most of the climb. I never dropped below 11 mph. I was very impressed. I have climbed this hill hundreds of times on my Trek OCLV and felt far worse at the top of the climb than on the GRR.

As a matter of fact, I felt great on the GRR!!! No back pain; nothing. The ride back down was a hoot. I had a friend with me (about 5 minutes behind me up the hill) as I descended down into the valley. I was hitting 40 mph without moving my legs, and using the brakes into the turns because I was not sure what to expect from the GRR at speed around the turns. My friend had to pedal like a madman and he still couldn't keep up. The GRR



*Double Century Man, Ron Bobb  
out training for the Terrible Two*

felt like a sports car going down the hill. What fun!!! I wish I had started this 30 years ago instead of my mid fifties!!!!

Best regards,  
Doug Pendery

**SUBJECT: GRR Update  
April 25, 2001**

This past Saturday I rode with a few friends that have conventional racing bikes (Wedgies; I think you call them). We climbed out of the valley up the Route 48 hill. This climb goes for about 1.5 miles. I pulled my friends up the hill at about 18 miles per hour and crested at over 20 mph. Needless to say they were out of their saddles trying to stay up. I must say I was winded, but so were they. Their

comment was, "I guess your recumbent doesn't have a problem going up hills."

In my younger days (about 8 years ago) I would have pushed myself to my limit to go 18 miles per hour up this hill on my Trek OCLV. My point is the GRR is a great recumbent. I enjoy going up hills on it more than my OCLV. I am more relaxed, my back doesn't hurt, and my legs aren't killing me from being out of the saddle trying to lever the OCLV up a hill.

By the way, we had a tailwind on one stretch of the ride. I managed to get up to 36 mph in the flats. Nobody passed me . . . It was a real hoot!!!

Best regards,  
Doug Pendery

## EASY RACERS INC

**Guaranteed opportunity  
to save your health.**

Easy Racers, Inc.  
PO Box 255  
Freedom, CA 95019

Laid Back and Loving it!  
Urgent. Call Today!  
Tel. 831-722-9797 Fax 831-768-9623

Tooeasy1@aol.com • www.easyracers.com



POSTMASTER: CHANGE SERVICE REQUESTED

*RCM*

PO Box 2048  
Port Townsend, WA 98368 USA

PRSR STD  
U.S. POSTAGE PAID  
PLATTSBURGH, NY 12901  
PERMIT #148