

RCN

RECUMBENT CYCLIST NEWS

RCN #25

The World's #1 Recumbent Source

Winter 1995



The ATP R-45: A No Compromise, Take No Prisoners Light Weight Recumbent

by Kurt Jensen

The \$2250 Vision R-45 SWB has set a new standard for production light-weight recumbents. Based on the successful R-40, the R-45 is designed as a no-holds-barred performance recumbent for the rider for whom less is more. Changes from the R-40 include a reduced boom tube diameter-1.75" vs 2.00"-tapered, cromoly fork blades serving as chain stays, and 6061 aluminum boom slider, seat stays, seat, and handlebar. The R-45 frameset is 3.5 pounds lighter than the R-40; 2.5 pounds lighter than the R-42. Claimed weight for the TIG-welded frame alone is a scant 3 pounds. Vision claims a 23 pound weight with Shimano Deore XT derailleurs, Ultegra hubs, and a Ritchey triple crankset. My own (early production) R-45, built with 1993 32 hole XTR hubs, bottom bracket,

and crankset, XT Derailleurs, and porky Shimano 737 pedals, weighed in at 23.5 pounds on the bathroom scale. Other purchasers, taking full advantage of the avalanche of light-weight, high-tech bicycle components, have built complete R-45s weighing a feathery sub- 20 pounds.

The reduced boom tube diameter means the R-45 doesn't offer the long wheel-base convertibility that makes the R-40/42 unique in the recumbent world, but the R-45 gives the purchaser the choice of over or under the seat steering, and all the other Vision accessories adapt to the R-45. ATP claims that the R-45 frame is 160% stiffer than 1.5" diameter steel frames and 300% stiffer than titanium. The boom and seat stays are aluminum.

....Continued on page 5.

Offroad Recumbent Riding on an ATRB (All Terrain Recumbent Bike)

by Ed Roeters Photos by Oris Barber

A few issues ago a reader wrote in and asked about the possibility of using a recumbent bike for off-road riding. Robert's reply was that the best bet in his opinion would be a properly outfitted Harmony frame from Alternative Bikes. At the time the Harmony was in the early prototype stage, so his hypothesis was theoretical at best.

That theory has now been put to the test. In the spring of 1993, I took one of the Harmony recumbents to the San Jacinto mountains in Southern California. I've ridden my various recumbents on short hiking trails around my home for some time, but never tried any "serious" off-road riding. However, the configuration of the Harmony seemed to lend itself well to the possibility. At 57.5 inches, the wheelbase is relatively short for a long wheelbase recumbent. The 20 x 1.75 wheels are wide enough to handle dirt trails. The step-through top tube allows easy on and off, and the high chain stay makes chain removal easy if necessary.

The bike used for this experiment had a standard frame. Weight was 33 pounds without water bottles. The seat pad and back rest were a little different from my usual in that

....Continued on page 13

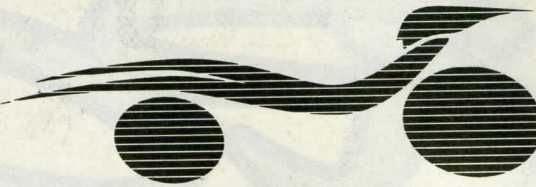
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Editorial License

By Robert J. Bryant

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WELCOME

To the January-February 1995 Recumbent Cyclist News! We anticipate an exciting year of recumbent happenings. First off, we have a fantastic list of new bikes to show you in the upcoming RCN Buyers Guide, which will be the next regular issue of RCN. We also have some never-seen-before unique Euro-bents as well as updates from most of your favorite recumbent manufacturers. If you have news for us, please send it express, as by the time you read this, we will be about ready to close the buyers guide.

EVENTS 1995

Also in this issue, you will see our 1995 calendar of events. There is no speed championships event in the US this summer, but there is plenty of activity in the mid-west. Some events are back to back, different towns same weekends. The RCN Crew hopes to make it out to the mid-west this season.

RCN FULL TIME!

For the first time ever, RCN is a self-supporting business. On January 4, 1995, the RCN Crew became 100% self-employed. Chances are that you will most certainly notice continued improvement in the quality of the magazine as both Marilyn and I both have much more time to devote to it.

ELECTRONIC MEDIA

Our biggest goal in 1995 (besides making a living), is to go full electronic with our magazine files. This means scanned images for all pictures and eliminating the paper copy originals. This will both streamline the production process as well as improve print quality.

As for our publications schedule, we are planning to do four regular RCN issues this year (RCN#25, #28, #29 and #30, as well as our double issue buyers guide, RCN#26/27. This is a grand total of six issues. The question that everyone always asks RCN is when can we expect monthly issues. Well, by fall of 1995, we will have the ca-

capacity to publish 8-10, maybe even 12 times per year, but we are not sure that our advertisers can handle the three-four week turn-around time. If we can find a way to accomplish this, you can bet we'd love to publish on a monthly schedule. If you have any ideas, drop us a note, email, or a fax (new fax machine will be hooked up 2-1-95).

RCN#25 January-February 1995:

Ad Closing date: Closed

Mailing date: February 10, 1995.

RCN#26/27 March-April-May 1995:

Ad Closing date: March 1, 1995

Mailing date: April 14, 1995.

RCN#28 June-July 1995:

Ad Closing date: May 15, 1995

Mailing date: July 10, 1995.

RCN#29 August-September 1995:

Ad Closing date: July 15, 1995

Mailing date: September 8, 1995

RCN#30 October-Nov.-Dec. 1995:

Ad Closing date: October 1, 1995

Mailing date: November 17, 1995

RCN RECUMBENT BOOKS

We also plan to offer some additional article and road-test reprints as well as introducing the "RCN Road-Tester" (RCN road tests: 1991-1995) late spring or early summer and then this fall, the long awaited "RCN Recumbent Design Book," which will be a study of all available recumbent designs and types with pictures, discussions and opinions.

RCN HATS and SHIRTS

We will be closing out our current design of shirts and hats at near cost. If you wish to submit a design for the second RCN T-Shirt, we will be thinking of some kind of award for the winning design. We have the following sizes of T-shirt left:

Large--twelve and XL--seven

This is your last chance to get the first-run original RCN T-shirt design

T-Shirts: We have lowered the price to \$15.

each + \$1.50 third class mail or \$3

priority mail. Hats are \$14 + postage: \$1.50

third class mail or \$3 priority mail. For

a shirt and hat, please send \$26 + postage:

\$3 third class mail or \$5 priority mail.

Please include a self addressed stamped SASE or \$1 for return mail if we are sold out or we will send an RCN credit.

1995 BUYERS GUIDE—THE FAST WAY

Due to the large size of this years buyers guide (the largest ever!), we will be mailing it third class bulk mail, unless you have a Deluxe or Supporter subscription. The bulk mailing could delay mid-west and east coast readers issue arrival until early May (2-4 weeks delivery). For this reason, we have decided to offer a special service. If you send us a check for \$3 by March 31, 1995, we will mail your buyers guide out the day it comes back from the printer in a 2nd Day Priority Mail Envelope. These issues go out 3-5 days before the third class mail even gets to the post office. If you want to upgrade your subscription to "Deluxe," just send a check for \$2 for each issue left on your subscription. If you are up for renewal, we are offering a sale on "Deluxe" subscriptions through March 31, 1995. The special rate is \$37. This is a \$3 savings!

RCN ACROSS THE NATION

We are considering relocating the RCN offices to another part of the country. We are looking for a recumbent utopia. A bicycle friendly town, that has little crime, low housing costs and lots of recumbent cyclists. If you are a Recumbent Cyclist from a place that fits our criteria, please drop us a note.

Viva Recumbency

Robert J. Bryant

RCN PUBLICATION INFORMATION

Recumbent Cyclist International is a sole-proprietorship in the state of Washington. Recumbent Cyclist News is 100% dedicated to promoting recumbent bicycles and providing and encouraging communications between HPV enthusiasts, home-builders, dealers and commercial manufacturers of recumbent bicycles. We are the only recumbent-specific news publication in the world today. **SUBSCRIPTION INFO:** See back cover of this issue for current rates and back copies.

Phone RCN at 206-630-7200 and leave us a message for subscription questions or upgrade information.

ADVERTISING: Call RCN at 206-630-7200 for commercial ad rates. Classified rates are listed in the classified ad section of this issue. **RCN SUBMISSIONS:** Please write or call for our reader/writer submission information sheet. This is information is important. Ph:#206-630-7200.

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For UPS, FEDEX: Please call.

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RCN#25 COVER

Cover photo courtesy of Advanced Transportation Products (ATP). RCN logo graphics provided by Mark Colliton of Kensington Heights Design.

MORE SORTIES ON THE F-40

Dear Robert,

Here's another spin on the Lightning F-40. The advice to slow down is well taken—it's amazing how fast you can go...and what can happen if you don't.

I had wanted an F-40 ever since I got my Lightning P-38 five years ago. A few months ago, I was lucky enough to purchase and old nose cone. Though cosmetically damaged from going airborne off a cartop carrier, it was still useable; I married it to coroplast panels that took the place of the original setup.

The thing ran like a scalded duck. It was astonishingly easy to achieve 25,30,35 mph with comparatively little effort...and great fun to tease the lycra-heads, letting them get almost close enough to draft and then toasting them. Unfortunately, speed (like coffee, sex, and other fun pursuits) can be addictive—and cloud your judgement.

One day on the American River Bike Trail—a beautiful, paved 32 mile path here in Sacramento—I was blazing away at 35mph when I came up on a jogger in the right lane. Common sense dictated slowing down, but I was on a <Lightning> high, and proceeded to pass him on the left. I yelled, "on your left," and he turned right in front of me! (As it turns out, he was British...).

It's a testament to <Lightning> engineering and the inherent safety of recumbents, that we both walked away from the ensuing (and quite ugly) accident. I nailed the brakes, but because I was recumbent, I did not go over the handlebars. I also nailed the jogger, but the nose cone took the energy of the impact and he walked away with just a small scratch on the leg. I had road rash on my arms from instinctively sticking them out of the bike as I went down. My P-38 was undamaged. I loaded what was left of the broken nose cone to the back of the bike and limped home, bloodied and shaken but thankful I wasn't riding a diamond frame.

If you to like to ride fast, get an F-40. Just use common sense. You can bet I'll slow down next time.

Eric Warp
Fair Oaks, CA

'BENT ON NEW NAMES

Dear Robert,

I sympathize with the philosophy that it may be all in the name, however, I don't think it's the whole picture. By the very construction, the word RECUMBENT is clumsy to say,

therefore, the public will always have a problem with it. In seeking a new name for this style of bicycle, we should coin something that may be a nonexistent word that is a compilation of what recumbents mean. And above all else, the word should be easy to pronounce.

In our search for such a word over the years, we have never really been successful. We've thought of three letter abbreviations that describe the essence of the bicycle and you have discovered them as well. The only name that I keep coming back to is the word, "Downright." Although it has some negative connotations in the word down, it does have an effective way of describing what we are doing since it is exactly the opposite of upright. In the end, I think we will find several names that will work other than recumbent, such as mountain bikes are not named by one name nor are road bikes.

Some other names we have come up with are as follows: ABX (Advanced Bike Concept), APX (Alternate Position Bicycle) and LEX (Low C. G. Ergonomic Bicycle). Of course we have tried some colorful words such as SLIDERS or GLIDERS and kind of hit all around the word CRUISER.

Of course we could re-invent the word bicycle and change it to bisevicle and have a scientific sounding name: bi meaning two wheels, sev meaning self powered and icycle which represents the bicycle. This is kind of a take off from an early invented word for a product we used to call trisevicles, which were three wheeled sail powered recumbents.

Some other names are as follows: WENDERS, BENDERS, VELGIOS, CLINERS, PEDILICS, ANIT-PED, LINERS, ABX (Advanced Bike Concept), HPX (Hi-Performance Bike), BEX (Bicycle Ergonomic Type) and LRX (Long Range Bike).

Yours Truly,
Randy Schlitter
Rans Bicycle Co.

BENT NAMES.....

Dear Robert,

In response to your request for new names for recumbent bicycles, I would like to suggest the following: Volkscycle, Cyclolounger, Reclino, Ultracycle, Easy Rider, Sitting Cycle, Aaahcycle, Sitzencycle, Spine Saver, UprightUs and my personal favorite, "Cyclus Erectus."

Viva Recumbency,
Dr. Lee Opatowsky
El Segundo, CA

.....Continued from the previous page

BARCO 'BENT

Dear Robert,

I've been commuting on my BikeE for over a year and am engaged in conversation at every stop. When asked about comfort my stock response is, "it's like a moving through the environment Barco-Lounger." Thus, one of my contributions "Bike-O-Lounger." Then of course, La-Z-Bike, but really, here's LowTreker, EasyFlow, Newprobe and Nextcycle. What I really think needs an alternate name is "BikeE."

Procumbently yours,

Tim Reamer
San Diego, CA

POWER RANGER

Dear Robert,

While working in Portland, Oregon Veterans Administration Medical Center, I approached the engineering department about modifying one of the hospital's bicycle lockers to store my Ryan Vanguard or ATP R-20 (neither of which would fit in the locker as designed). By removing the center diagonal partition from two lockers, thereby creating one large locker, either of my recumbents could be easily stored. Kudos to Portland, OR, VAMC, for exemplifying their commitment to providing a safer cycling environment for all of their bicycle commuters.

In the other picture, the Green Power Ranger with the Vision R-40, is my seven year old son Jonathan. We love the new look of the magazine and wish you continued success.

Sincerely,
Dave Davis

THERMAREST WOES

Dear Robert,

First off, let me congratulate you on a great magazine from a faithful reader. Keep up the good work.

Now to the point of this letter. I recently picked up a brochure for the ATP Vision and noticed a "Thermarest Seat Cushion" on the option list. I've ridden the original R-20, and the Vision bikes and have always felt that the seat was designed for a small person, woefully inadequate for anyone over 150 pounds. The ATP seat lacks lower bottom support.

On review of my back issues, I see you have gone and given them the "best recumbent of 1994" rating and considered the Thermarest pad the best upgrade for the bike.

I'm sorry, but this strikes me as a contradiction in recumbent design. Though I applaud Joel Smith and Grant Bower for their contribution to the recumbent field and their design of a nice recumbent, I think they need to address the problem with the seat. I have been a Counterpoint Presto rider for a number of years and I have never felt the need to add a padded seat bottom.

In my opinion, one of the many benefits of a recumbent bicycle is the comfortable seat. The Thermarest seat pad option reminds me of the sheepskin seat covers

and the air and water bladders used for making regular safety bike seats more comfortable.

I feel the recumbent manufacturers should leave the extra padding to the diamond frame market.

Signed,

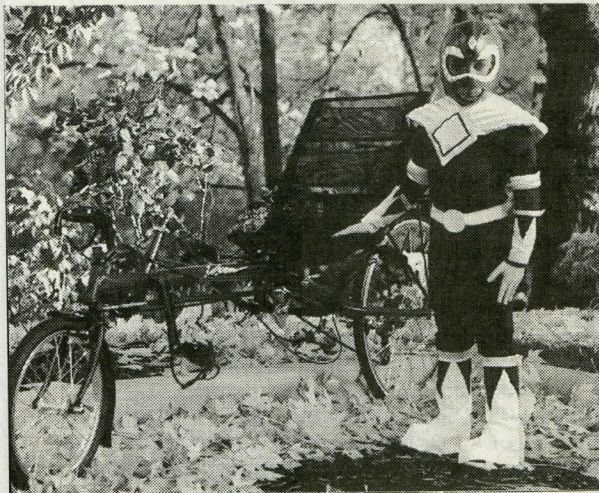
A Dedicated RCN Supporter.

Sasquatch Road Limo

Dear Robert,

Although I enjoy an awful lot of ego-gratification being the only dude for miles with the coolest set of wheels ever made, "Sasquatch" (custom Ryan Vanguard). It's really time for 'bents to go mainstream.

Lots of bicycle "experts" are pooh-pooing recumbents on the grounds that they don't really fit the body in its active state...you're not



Power Ranger Vision-Dave Davis

standing on it, you can't "wheelie," "bunny-hop," or "track-stand." These are the same people who just seem not to have the right brainware to deal with helmet-mirrors. Hey, common bikes have remained unchanged for over a century, and won't go away tomorrow. In fact, I am starting to think that recumbents, although fitting the Webster's definition, and seen in the eyes of the establishment as such, are not really "bicycles" at all, but something completely different, and not superior in all respects.

I see my vehicle as more of a human powered limousine, sans chauffeur. I can't afford a stretch Cadillac, but I have a splinter of one. This is true for high-end road and mountain bikes as well, whose operators can enjoy a distilled essence of the Ferrari or the Baja-racer without the expense.

The recumbent industry should take note of this and quit trying to compete with the Interbike set. What we need are better accouterments for luxury, sound systems, air conditioning and collision protection. DON'T LAUGH-THE TECHNOLOGY EXISTS! Currently, the real trend in bicycling is known as "retro." Hence the abundance of balloon-tired curved-frame-tube no-fills '50's bike to go with your high-top canvas basketball shoes. Recumbents possess as much retro-style as

Barney the purple dinosaur sings heavy metal.

Happy New Year,
Danny Ray Burdick

Subj: Avatar Recumbent

From: Elektroman

I recently got a used Avatar recumbent and am in the process of refurbishing it. I know that Avatar is no longer in existence and that the Ryan is a close approximation to it. My question is this.... how many others out there are Avatar owners? I would be interested in talking with you and finding out what you have done to your Avatar to make it a better riding machine.

You can e-mail me at elektroman@aol.com or via direct mail to: Tom Diskin, 330 Portola Dr. San Mateo, CA 94403 415-573-6867. Thanks and hope to hear from you!

Subj: Modifying Infinity

From: CMARTINDAL

I am 48 years old. I had a stroke a few years ago which left my right side paralyzed. I have no use of my right hand, and only partial use of my right foot. I can push it down but I can't pull it up. I also can't get it down fast enough to keep me from falling. I had a back wheel made to keep from falling but after falling over about 4 times, I gave up. Can I make a tri-cycle out of my Infinity?

Thanks.Charles

Charles, the Infinity would not be the easiest recumbent to ride with limited use of your right hand and foot. My guess is that the bike will be really tough to steer/balance while steering. For your legs, I suggest using clipless pedals, if you don't have some already.

Making the Infinity into a trike is going to be a challenging job and I am not sure it can be done. The only way I can think of is finding a trike rear end and making a two-wheels-in-back/ LWB trike. There are custom trike differential manufacturers in England, but I don't know of any in the USA. A company in California called Mathews once made trike kits that would have been perfect, but they since went out of business. You may want to call around and try to find an old stock or similar unit. I would also recommend going with upright steering. If you use 20" wheels in the rear, they will drop the rear end and reduce the head tube angle, thus helping upright steering to work out better. I suggest a Rans "closed loop, 'C' bar" and stem. This will make one-handed steering possible. You may also want to consider a bar-end shifter for the rear derailleur and a Grip Shift for the front, both on the same side of the handlebar.

My only other suggestion is to shop for a recumbent trike. On the low end, "Easy Rider III" trike (no longer made, I think? See RCN#13), you may be able to find one in the mid-west somewhere or there is the ReTrike. On the high-end, the Trice, Windcheetah or AngleTech Presto Triad trike would work perfect for you. Robert

.....Continued on page 23

.....Continued from page 1

R-45 Road Test Continued:

Co-designer Grant Bower mentioned that a surprising number of R-45 purchasers are using the bike for performance touring; unlike many conventional performance bicycles, the R-45 offers rear rack braze-ons and the ability to carry the capacious Vision seat back bag. High-speed touring can hardly get more comfortable than this.

For 1995, the R-45 comes with a redesigned chain idler that retro-fits to all previous R-45s, as well as R-40s/42s. The idlers are custom made for ATP and have "Vision" imprinted on the black delrin wheel. The mounting bracket is also very trick. It is aluminum with the ATP logo laser-cut in it. Custom Delrin additions to the seat/seat stay junction eliminates any scratching during seat angle adjustments. Advanced Transportation Products is offering the 1995 R-45 in six powder-coat colors or 14 urethane colors at no up-charge. Custom paint jobs are available. For mid 1995, a lighter seat and a narrower handlebars will available as options for R-45s. The anorexic R-45 offers recumbent comfort without the weight normally associated with recumbents. Now, if we could only get it with suspension.....

FRAME:CrMo 1.75" dia main tube, CrMo fork,

Al 6061 front boom tube and seat stays.

SEAT:Aluminum frame, nylon mesh fabric.

HANDLEBAR:Custom aluminum; underseat steering or above bar steering.

WHEELS:Sun Metal 26" 14A aero alloy rear.

Sun Metal 16" 14A aero alloy front.

HUBS:Shimano Ultegra

TIRES:Specialized Turbo-S 26" x 1" 110 psi

rear and Kenda 16" x 1-3/8" 90 psi rear.

The Primo 16" x 1" is optional.

DERALLEUR:Shimano Deore XT rear.

Shimano Deore XT front.

SHIFTERS:Grip Shift SRT 600 twist shift 8 spd. index.

FREEWHEEL:Hyperglide eight speed cassette.

CRANK:Ritchey 24/40/24 (triple).

BRAKES:Suntour XC Pro cantilever front and rear.

DIMENSIONS:Seat/Crank height: 22.5"/20"

WHEELBASE: 36"

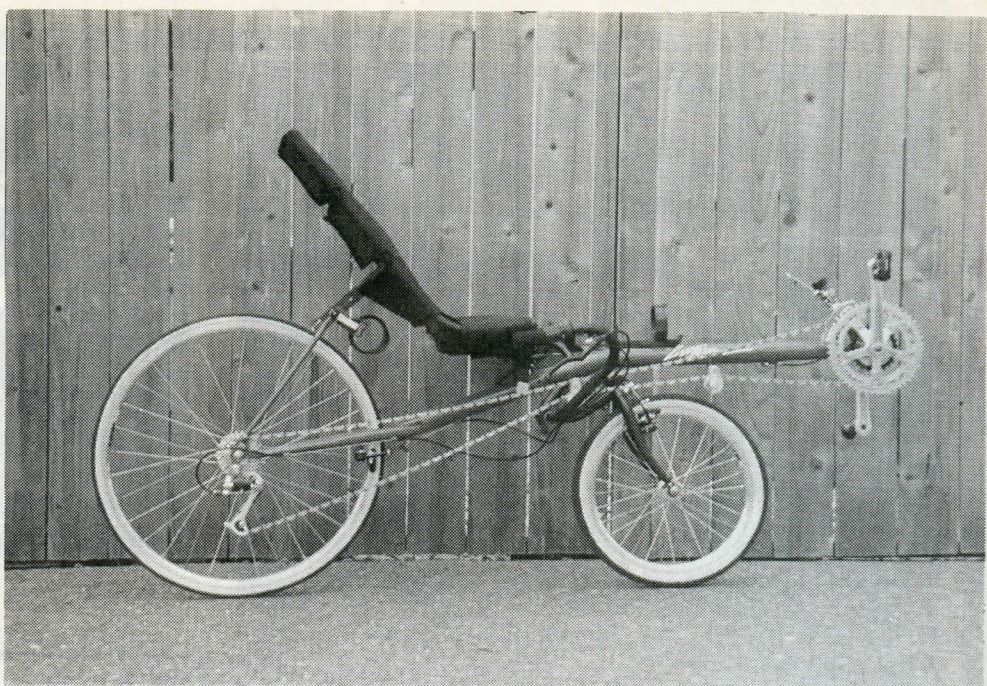
WEIGHT: 23.5 lbs.

OPTIONS: The R-45 will be built to custom order. Call for prices and other component options.

PRICES:R-45 underseat steering \$2250, frame kit only: \$1480 R-45 above bar steering \$2275, frame kit only: \$1500.

Vision recumbent bicycles are available at many bicycle dealers and recumbent specialty shops. For more information on Advanced Transportation Products and Vision Bicycles, contact:

Advanced Transportation Products (ATP)
6201 Ravenna Ave. NE
Seattle, WA 98115
Phone #206-789-7323
Fax: #206-524-8411



Vision R-45 with Introspect Cycle options
Staff Photo

EDITORS NOTE

While at the ATP shop in early January, I saw a 1995 R-45 custom built with Magura Hydraulic brakes, custom components and a gorgeous purple custom paint job. This was the nicest <production> Vision recumbent that I have seen. There were also some surprises hidden deep in the back room of ATP. We will be able to tell you more later in the year.

NEW FOR 1995

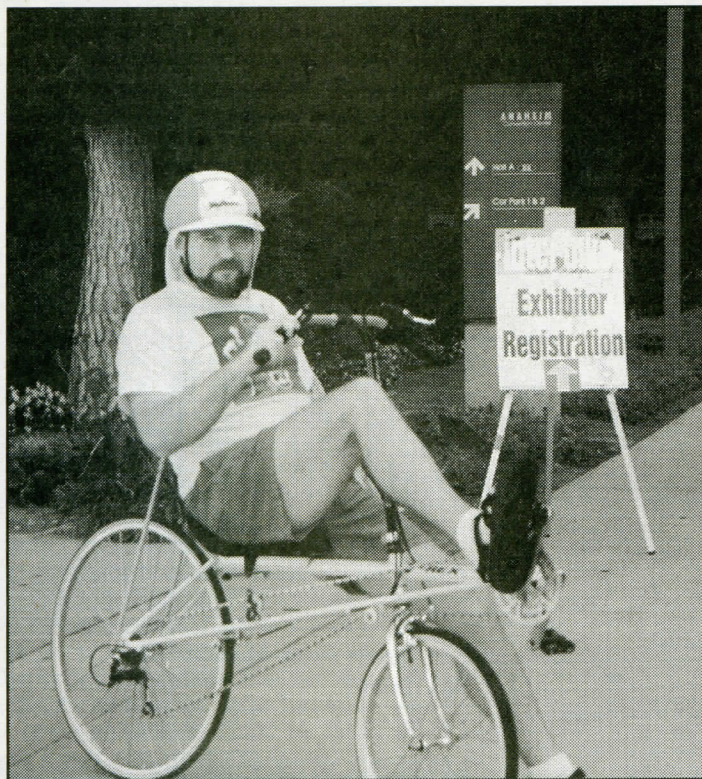
New for this year for the R-40 model are Shimano Alivio components which replace the Suntour drivetrain of the '94 model. Also new is a new top pocket on the Vision Seat Back Day Bag. A second stock color will be added, it will be a Burgundy powdercoat. A new seat stay cap will protect the where the seat and seat stays meet. The great new ATP idlers will be available on all new Vision models on or about Feb. 1, 1995. The retrofit is \$28 + shipping for each idler.

The writer of the R-45 article, Kurt Jensen, is the owner of two bike shops in the beautiful Willamette Valley in Oregon, Eugene Cyclesport and Santa Clara Cyclesport. He has been a recumbent rider since 1989 when he purchased a Ryan Vanguard. Last summer, Kurt and his eleven year old daughter, Tess, rode their Ryan Tandem 3743 mile ride across the USA. Congratulations Kurt and Tess!



Vision R-45 with Introspect Cycle options
Staff Photo

.....Continued on page 23



BJ on his new V-Rex!

View from
The Big
Chair

DINOSAUR JOKES.....? Road Test of the Rans V-Rex

by BJ Strass

"V-Rex" is a unique name. It took me a little time to get accustomed, but it is catchy, easy to remember and difficult to screw up when spelling. The name "V-Rex" was a take off on "T-Rex" or Tyrannosaurus Rex, that long dead dino recently resurrected for the movie hit "Jurassic Park." The name did distract me, for a while, as I continually thought of dinosaur jokes instead of focusing on this test. When thinking of these names, and their bearers, I actually found a few correlations between the bike and the extinct carnivore. Both are rugged, very tall and have an aggressive appearance. The question is whether the V-Rex is capable of outlasting its prehistoric counterpart.

I have put quite a few miles on "Rex," as I call it now, and thus far, am very pleased with the results. In actuality I am on my second V-Rex. Number one, a beautiful pearl white

show bike that I picked up at Interbike, was shipped to Idaho to do a tour of the Natchez Trace from Tennessee to Mississippi. I have since heard it did an excellent job. I was very much in love with the tri-color paint of the prototype that I viewed at Interbike, so after number one was sold, I ordered a replacement with the upgrade of the flashy paint scheme and cantilever brakes. Number two and I are getting to be real good friends.

QUALITY AND INITIAL THOUGHTS

When checking out the V-Rex my first reaction is "This is a Tall Bike," and it is. Seat height of the 20"/700c wheeled /40" frame model is an ample 25". Throwing your leg over the bike isn't difficult but does require a bit of a stretch.

In looking at the construction and finish of the bike it reminded me of when, in the distant past, I had shopped for a quality, mass produced "conventional" bike. The V-Rex has that look of consistent quality and lacked the "hand built" look. I felt that if I looked at twenty V-Rexs, they all would be very identical in fit and finish. This is likely as the Rans production facility, adjoined to their aircraft facility, is large, streamlined and could likely house twenty existing recumbent builders. I have been told by many visiting the facility that it is an excellent example of clean and orderly manufacturing.

MODELS AND COMPONENTS

Both of my V-Rexs were the basic model in 21 speed, equipped with Shimano Deore LX components (including hubs). The frame size

BICYCLES BY HALUZAK

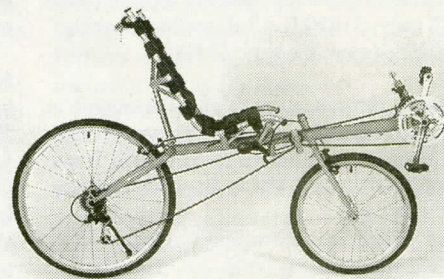
The All New "Horizon" is equipped with top-of-the-line components, a 26"/20" wheel combination and the finest craftsmanship found on recumbents today.

Bicycles by Haluzak
2166 Burbank Ave.
Santa Rosa, CA 95407

We Now Accept Visa & Mastercard

Phone# 707-544-6243 FAX# 707-571-1873

Email: Recumbent1@aol.com (America Online)
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1995 Haluzak Recumbent

was the 40," which is the largest model. The smaller model uses a 16" front wheel and a 24" rear on a 37" frame. Other than slight variances in frame sizing and wheel size, the two models are identical. The V-Rex is also available in an XT model that comes with Shimano Deore XT components, cantilevers, and a higher grade of rims. The '95 price for the base model is \$1155 which includes the new seat. The XT model will cost around an additional \$500. Other upgrades include paint and cantilever brakes (standard on the XT).

The shifters are the excellent and popular SRAM Grip Shifts. Rims were solid and basic Araya laced with stainless steel spokes in 36 hole. Brakes on number one V-Rex were Dia Compe calipers, and Shimano cantilevers on number two. The 175mm crankset was geared at 28/38/48 (also available as a 14 speed geared with 40/52). The rear cassette contained a fairly wide 12-28 spread. Tires were IRC; a Roadlite 1-1/8" on the front with the rear rolling on a Duro 700c X 28c.

For my money Deore LX is every bit as good as XT, maybe better. The derailleurs are nearly identical with a slight weight savings and a polished finish being the great extent of the XT's difference. Many people still prefer XT but I am stymied as to why. Rans does hand build the XT model wheels in house, whereas the standard model's wheels come from an outside wheel builder.

The shifting and performance of the components were crisp, predictable and consistent.



The 1995 Rans V-Rex 700c/20 with the new seat - Photo courtesy of Rans.

The V-Rex displayed well thought out cable routing. Cable housing is minimized, thus helping attain the excellent shifting.

COMFORT

The long awaited new mesh seat was not initially on either of my V-Rexs. I actually

dreaded putting my 6'3" 240 lb. body onto the small padded fiberglass Rans seat. After all, comfort is why most of us come to recumbents and I have been an opponent of this type of seat for a while. This particular fiberglass V-Rex model had a few changes from past LWB models. The outside corners of the front seat

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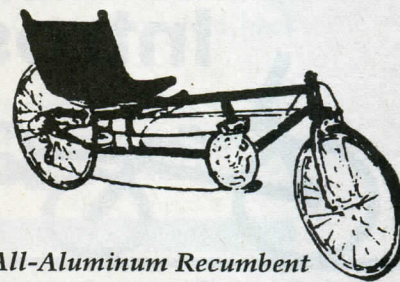
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.....Rans V-Rex Continued

bottom were angled inward. This allows easier access for the riders feet to touch the ground. For rider adjustment Rans went the route of their LWB counterparts as the seat slides on an aluminum rail attached to the frame tube. Angle is adjustable by pulling two pins and repositioning the seat. Seat removal is also quick and easy. For an SWB/MWB recumbent it is thought that such an adjustment would change steering geometry too much with different height riders. Overall, I found this to be untrue with the V-Rex as I had number one at the Sacramento Valley Recumbent and HPV Rally doing demos with riders from 5'8" to 6'5" and all reported the bike to be stable and not heavy on the front wheel. The ample 40" wheelbase may be part of the reason for this.

A quick release under the seat allows quick and easy adjustments without the need to change chain length. There were nine one-inch diameter holes drilled through the short, narrow seat back. This continues through the foam and allows some airflow to the fabric, aiding in ventilation. The small surface area of the seat allows the rider to easily use body english to whip through tight turns and maneuvers. The overall feel is that you are sitting "atop" the seat instead of "in" the seat. For some this may give a less stable feel, especially if coming from a recumbent with a large, full mesh seat. The seats contour was a bit shallow and made me feel as

if I could not get my bottom back into the seat far enough. After a forty mile test ride I found the seat more comfortable than expected. I suffered no pain from pressure points or lack of padding, but overall the seat remains not particularly to my liking. Also I felt the rear tire a bit small for my size and switched to a tough IRC Tandem model with a 30c width giving me a little "peace of mind" in avoiding pinch flats.

The relationship of the handlebar to the rider was both good and bad. I liked its stiff stem and clean look but when the stem was adjusted over my knees I felt as if I were reaching for the clouds. I called John at Rans and he whipped up a new stem that placed the handlebars 3" more rearward. This allowed a 1-2" lowering of the handlebar but made the bike difficult to get onto as I now had to slip under the bars to get seated. After time I became accustomed to this but thought the bike might do well with a folding steering setup.

THE REVELATION

After a few weeks with number two, I received the new production model of the Rans mesh seat (stock for '95). In truest form, the seat is a hybrid, with the back consisting of aluminum rails covered by mesh, and the bottom, a chrome-moly frame, supporting a contoured fiberglass pan, covered with foam, and the traditional Rans cotton/poly cover. John Schlitter of Rans had stated that the seat was delayed so long because he was determined to create some-

thing different that offered new features. It seems Rans has truly accomplished this.

I pulled the seat from the box in three pieces; the bottom, the back and the mesh fabric. In attaching the back to the bottom it requires two pop rivets be installed after the frames are aligned. This was a bit of a chore as internal spacers had a tendency to slip. A bit of persistence and all went together well. Next the mesh was wrapped around the entire seat back and attached with nylon zip ties. The zip ties pull the fabric together easily due to the insertion of a stainless steel rod up either side of the fabric's edge. This allows the tension to be uniform all along the fabric and avoids sagging areas common with many other methods of attachment.

The seat went into place easily using identical mounting to the original seat. The seat is very tall; especially as compared to the original, giving support all the way up the back. The look of the seat is unusual. It gives the bike a "sinister" look like a prop in a science fiction movie. Why, I can't explain. Possibly, it's because of the anatomic, curvy, compound bends of the seat back, or maybe it's the all black composition. Sitting in the seat is where the "Revelation" starts. The seat is so far improved over the original it was indescribable. My initial reaction was that someone had covertly molded the entire seat from my body while I slept. It fit every curve and bump with no

....Continued on page 11.

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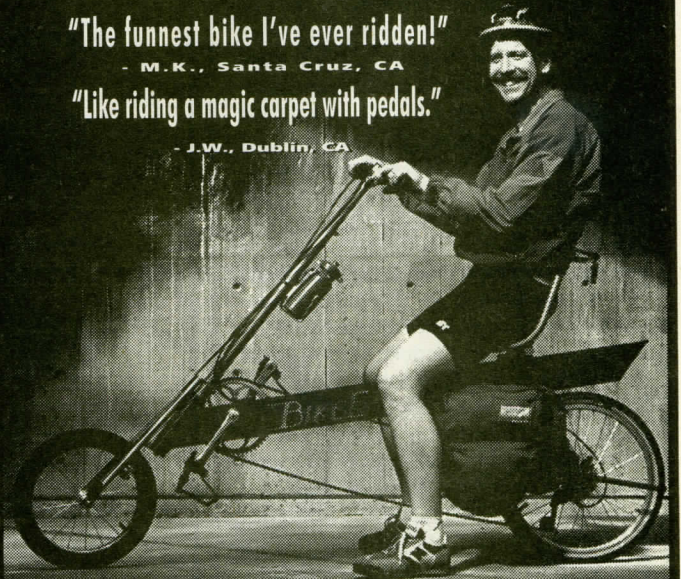
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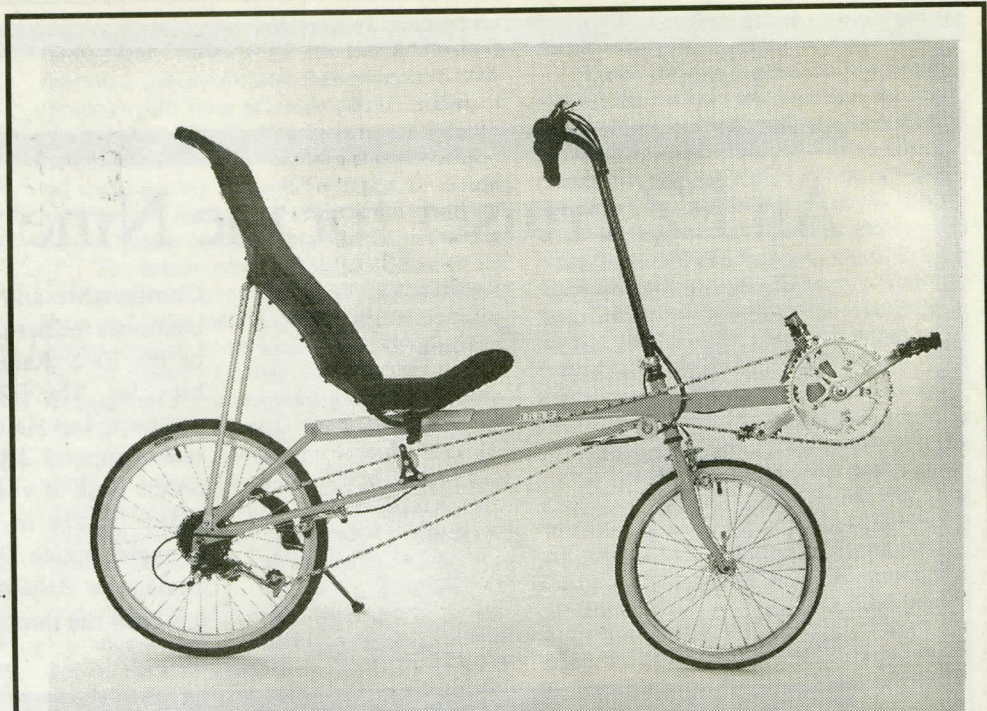
.....V-Rex Continued

V-REX SPEC'S

FRAME SIZE: 37" & 40"
WHEELBASE: 40"
OVERALL LENGTH: 68.5"
HANDLEBAR WIDTH: 22"
SEAT HEIGHT: 26"
SEAT TILT RANGE: 25 degrees
FRAME MATERIAL: 4130 aircraft grade
CroMo steel, TIG welded.
FINISH: DuPont Chroma Base
WHEEL SIZE: 700c x 1.375" or 24"/16"
WEIGHT: 28.8 lbs.

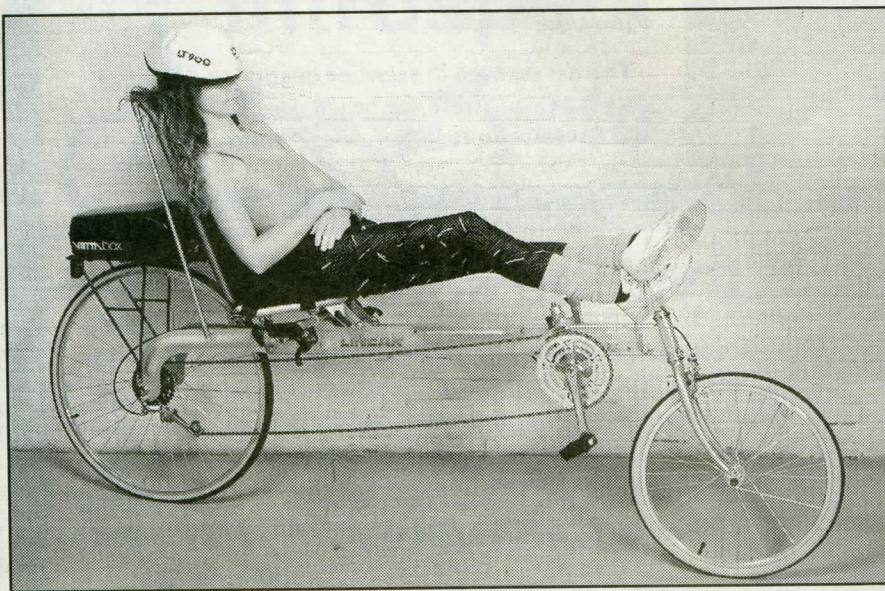
COMPONENTS

CRANKSET: Shimano LX 28/38/48
(or Sugino 42/52)
BOTTOM BRACKET: Shimano BB-UN 51
PEDALS: SR Lowfat Sports
DERAILLEURS: Shimano Deore LX
SHIFTERS: Sram Twist Grip SRT 500, 7 spd.
BRAKES: Dia Compe B500N Sidepull
BRAKE LEVERS: Dia Compe or Tektro
RIMS: Araya
HUBS: Shimano RM-50, HG50, 36 spoke
TIRES: IRC Duro Tour Kevlar 700c x 28c
(rear), Kenda 95 psi 20" x 1-1-3/8" (front)
CASSETTE: HG-50 12-28, 7 spd.
GEAR INCH RANGE: 28-112 (700c); 33-96
(double crank 24/16)
COLORS: Red, Green, Yellow, White, Black,
and Metallic Blue. Custom colors available.



The new '95 Rans Rocket is yet another new design from the team of John Schlitter, Randy Schlitter and Mark Colliton. The Rocket is an entry level MWB and will sell for under \$700! The bike has dual 20" wheels, a 40" wheelbase, the new Rans seat and V-Rex handlebar & stem. Rocket co-designer, Mark Colliton, has no official connection with the Rans, he is a freelance designer. His company is Kensington Heights Design.

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interference or compromise. I was very enthused about getting out on the bike trail.

The first ride out with the new seat was short, around ten miles and I quickly found one small problem. The most relaxed position of the new seat was the most upright position of the prior seat. This was easily cured by marking and drilling new holes lower on the seat supports, then cutting the excess off the ends. The next ride was a good solid forty-five miler. It became obvious to me this was truly a superior seat. The initial contours and comfort never left. The only concern I had with the new seat was a carry over from the old. With the bottom being open cell foam and the cover being an open cotton/poly fabric, sweat would easily seep into the foam. This of course would eventually dry, but may allow the seat bottom to feel damp in hot humid riding conditions. A waterproof nylon cover or closed cell foam could cure this problem. Overall the new seat made the V-Rex into a whole new bike. It may be ordered for existing Rans models with a cost of around \$200. I strongly suspect the word may get out that this seat would also be an excellent retrofit for Easy Racer bikes.

SPEED AND PERFORMANCE

One thing I noticed immediately was how fast the bike is. This was accomplished by the narrow profile wheels, lanky wheelbase, a high bottom bracket configuration, and excellent frame stiffness. The bike also feels a lot lighter than its claimed 28 lb. weight. Acceleration was excellent. I spend most of my riding time on touring/commuting- type recumbents and the fast wheels would make a difference on any bike, but it is really more. The V-Rex really feels fast,..... like setting behind the wheel of a high horsepower sports car while it idles, the speed potential emanates up through the vehicle..... and it grabs you! Rex says, "Lets go..... and we're not taking prisoners"!

After convincing myself I was exaggerating the speed and it was just the cold winter wind fooling me, I installed a mileage computer to verify. Surprise! 20 mph was an easy cruise and extended bursts of 25 mph and more were possible. The Sacramento Valley being a relatively flat area, I had to ride toward the foothills to utilize my "test hill." The hill is around 1/4 mile long and fairly steep for its entirety. The V-Rex again did not let me down as it climbed like all bikes should; stable, brisk and stiff with no noticeable frame flex. To be honest, I am in the worst riding condition in 3 years but I felt as if I was a lot more fit on the V-Rex. "BJ.....Think of the potential.....Just think of the potential" kept flashing into my mind. Who knows what this bike would be capable of with a Zipper fairing and a fast rider.

On the down-side, all this speed was hard to control with the stock Dia Compe caliper brakes on V-Rex number one. Levers, cables and routing were good, but the brakes just plain stunk. Changing the pads to a high quality after-market helped the front, but did very little

on the rear. This is a common problem on the SWB/MWB configuration as there are no quality, short reach calipers with the needed left side cable entry needed to clear the chain on the front. But then the front was not so bad after the pad change, so I decided to try a Shimano dual pivot on the rear. Unfortunately the reach was too short. It was likewise with other brakes I tried. They either came up too short or long in reach. Somehow the brake bridge was in the exact right spot for only the Dia Compe caliper. I am sure there must be a good solid caliper available, but this is what prompted me to order the cantilever brake option on number two. With the cantilevers, number two braked very well and was predictable in panic stops, with no further braking weakness.

HANDLING

The steering on the V-Rex is performance quick but remains stable. The feeling of "wheel flop," the wheel wanting to steer inward, is not there. Steering is neutral. The headtube angle is fairly steep but trail is accurate and gives a light snappy feel to the steering. I was actually capable of riding no-hands for short distances. High speed descents of 45 mph plus were attained and the bike remained smooth and predictable. At low speed the bike was very maneuverable and had a nice turning radius. There was a small tendency for the wheel to twitch inward in extremely slow, tight turns. This is due to the steep headtube angle, but if the rider is aware, it is of no problem. Heel clearance is good for a bike with such a large front wheel and ample wheelbase. Actually, I had to force heel interference to see how much was inherent and it is minimal for a SWB/MWB configuration.

CLOSING COMMENTS

Overall the V-Rex is an excellent bike, especially for the \$1155 price tag (\$1655 for the Deore XT model). The one I have now will be placed in my permanent stable of personal 'bents as my "Fast One" as and I feel speed is the V-Rex's forte. For touring riders the bike will take a standard touring rack and thus tour well also. For serious touring I would recommend a 40 spoke wheel, 1-3/8" front tire and 32c or larger rear tire for the 20"/700c model. This set-up would easily take a heavy load. I highly recommend the cantilever brake upgrade, at least on the rear wheel, as the stock Dia



*The new 1995 Rans V-Rex seat.
Photo courtesy of Rans.*

Compe's left a lot to be desired. In fact it would be nice if the V-Rex came stock with cantilevers on the rear.

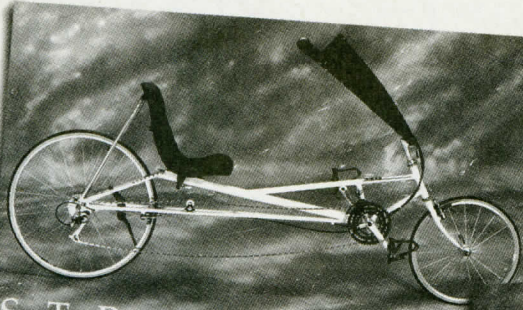
Though the steering works well I would personally prefer a "Vision/Presto type" folding steering thus allowing the handlebars to be lower, more adjustable, and make the bike smaller for transport. As nice as the new seat is it should be easier to assemble or come preassembled. The stock 28/38/48 gearing would be fine for a first time recumbent owner, but riders with fast recumbent experience may want to go to a 28/40/52 for that "speed potential". Also, a Vision fairing kit, from ATP, should fit the V-Rex with no problems.

For riders under 6' I would strongly recommend the 16"/24" wheeled 37" frame. The smaller wheeled frame has a slightly more graceful look to it and should be just as fast.

With the old, solid fiberglass seat out of the picture and with the cantilever brake upgrade, I would really have to stretch to find any real problems with the V-Rex. It is hard to go wrong with buying this bike. It should serve anyone well.

Finally, I found one other similarity between a "T-Rex" and the "V-Rex",they both were capable of devouring their competition! Relax and Ride.....BJ □

More Rans information in "Recumbent News."



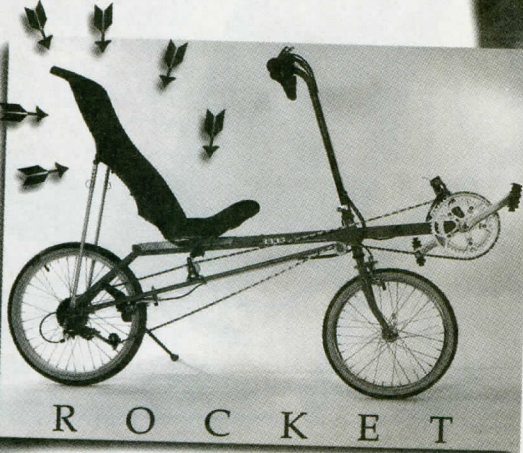
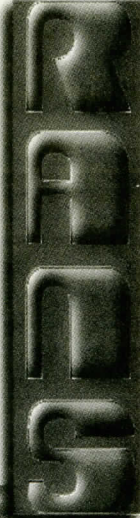
STRATUS XT

ran-*kle* (rang-kel, ran-*kl*) n. a form of annoyance or anger, irritation and annoyance or

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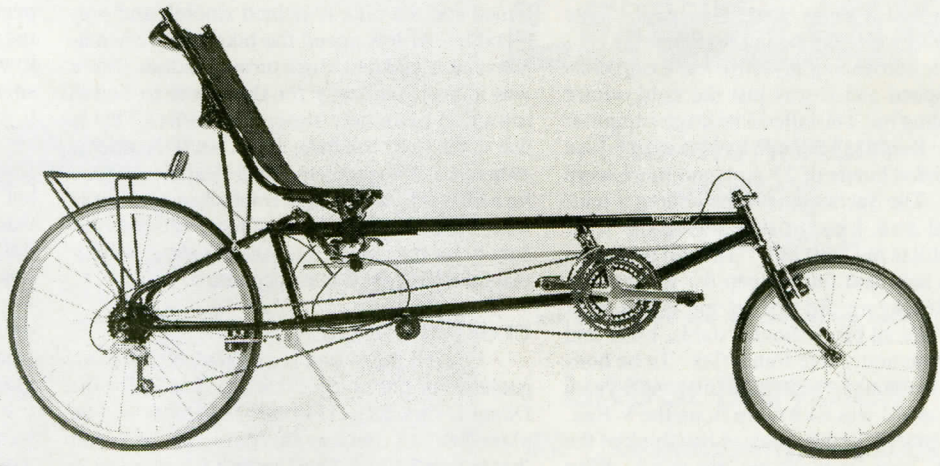
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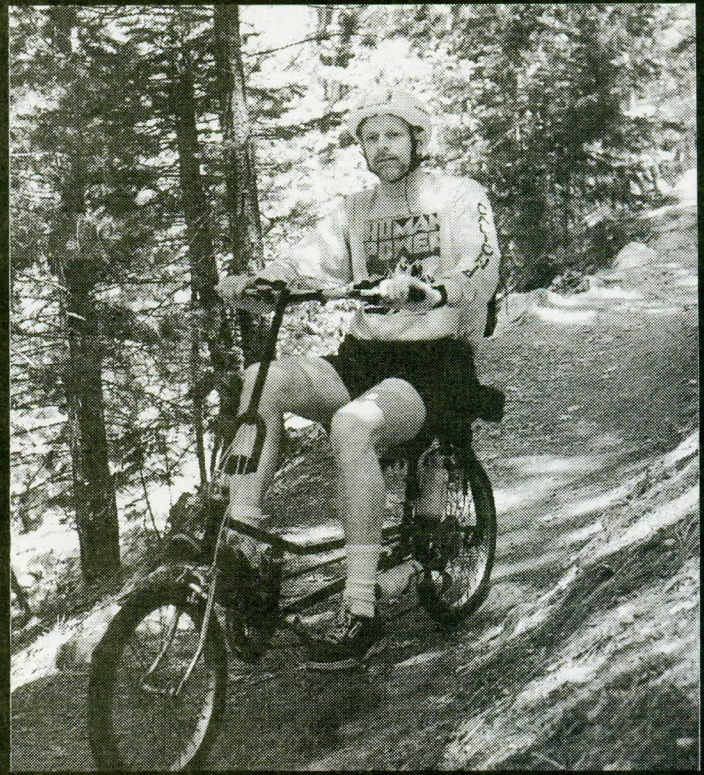


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Offroad Recumbent Riding on an ATRB

(All Terrain Recumbent Bike)

By Ed Roeters with photo's
by Oris Barber



.....Continued from page 1

each adjusts separately. I use a very dense closed-cell vinyl foam pad on the seat and a "director's chair" back rest made from nylon. The rear cluster was a 13-28 tooth seven speed, and the front sprocket had a 36-46-54 triple crank. (Because of the smaller 20" rear wheel, larger front sprockets are used to produce a conventional drive ratio.) I am personally sold on airless tires and/or tubes, but since most people use conventional inner tubes, I used them for this ride. The rims were an inexpensive alloy. Brakes were calipers with MTB type levers. The bottom line: make sure it's geared properly and safely, keep it reasonably light, and don't modify the standard frame. I really wanted to see if a stock frame outfitted with the right components was up to the task.

Now the rider. I'm not a long distance biker. Prior to going to the mountains, my riding consisted mainly of riding the bike home from swimming about twice a week, a distance of approximately two miles with a few small hills. However, I have 12 years riding experience with a variety of recumbent styles. I have learned to ride with no hands and to ride over curbs. I say this not to advertise my prowess, but to suggest that you don't head for the trail the first time you get on a recumbent. You definitely use different muscles, and it's a good idea to learn the new sense of balance before you encounter the risk of falling down a mountainside.

We started out from our cabin and proceeded to ride about three miles uphill on a paved winding road. Our destination was Humber Park, a trailhead where backpackers

park their cars prior to hiking into the San Jacinto Wilderness Area. Our chosen route was the Ernie Maxwell Scenic Trail, about three miles long. We chose this trail mostly because I had hiked it before, and knew what to expect. The trail crosses several streams and has several rocky spots. It is, for the most part, a typical mountain trail, a dirt path winding through the forest along the edge of a steep incline. In this case we chose to hike from high to low elevation, simply because it would be easier to get to the other end walking the bike in case we didn't make it. Accompanying me was a friend, Oris Barber, who was riding his new Trek aluminum mountain bike. Oris is a seasoned touring cyclist, but is relatively new to off-road biking. His traditional approach made for a good comparison using conventional wisdom.

The trail began very steeply down a rocky ledge. I straddled the bike and walked it down to where riding was possible, about 30 feet. Because of the low seating position, straddling and walking is quite easy. I found myself doing that whenever the rocks were so large that pedaling was impossible.

Very soon the trail turned into a dirt path, quite easy to ride. The occasional roots and rocks were no problem to maneuver around or go over. After a few hundred yards we arrived at Strawberry Creek, the largest creek on the trail. Here it was necessary to get off the bike and carry it across the stream. Oris did the same with his bike.

After we crossed the creek, the trail was mostly smooth dirt, winding through a variety of terrain. I stayed in low gear most of the trip, just coasting on the downhill and pedaling eas-

ily on the inclines. When we got to rocks, I stopped pedaling on the downhill and when possible coasted through them. On the uphill rocky areas where pedaling was impossible, I once again found myself straddling the frame and walking. There were many seasonal streams flowing, usually right in a gully where the trail jack-knifes. I was successful almost every time in simply riding through the water. Even some of the smaller permanent streams were passable as long as the bottom was reasonably even.

All objectivity aside, this ride was a kick! I don't think I've ever had this much fun on a bike. Our biggest obstacle was the one recumbent riders always face: curious non-riders wanting to ask questions. I have never been a traditional off-road biker, so I have nothing in my personal experience with which to compare this. However, Oris commented several times how easy it looked for me to ride on the hills. He also was surprised at how easily I handled the paved road to the trailhead. On the dirt, I found myself shifting my position on the bike as the terrain changed. When going downhill over rocks, I moved forward. This seemed to give me better control as I bounced across the bumps. On the uphill grades, I leaned back in order to put more power into my stroke. (I suspect this is just the opposite of what Oris was doing on his Trek.)

The biggest limiting factor was the degree of incline. I was able to provide adequate power in any situation until the slope was so steep that the front wheel rose off the ground during the peak of my power stroke. At that point I had to put my feet down and walk. This was true for both dirt and paved surfaces. I suppose you

could call this the "dragster effect". From a standing stop or at a very slow pace, the torque during the power stroke is so great that if applied too rapidly, you get a front end wheelie instead of forward motion. I can do it easily on level ground if I want to show off, but it is an unavoidable reality on a steep grade. The only way to prevent a recurrence would be to build a longer rear cage, so that the wheel is farther back. However, to do so would also lengthen the wheelbase, which would affect maneuverability. At 6'-1", I keep the seat back quite far. Shorter riders would likely find this problem far less severe than I.

The Maxwell Trail ends at a dirt road, Tahquitz View Drive. After a few hundred yards the pavement begins again. We stopped to inspect the bike and found that our first venture into the wild was a complete success. The closest thing to a mishap was that I lost a water bottle, which Oris picked up and gave me later. Also, I should have rigged a holder for a pack behind my back, as I discovered early on that my jacket was unnecessary. But the frame was completely intact, with no cracked welds or bent tubes. All the components were up to the task, and we both meandered into town, eager to find a one hour photo developer. All told, we put about 17 miles on the bikes that day, and decided it was so much fun we would do it again soon.

Some conclusions are in order. Readers may wonder if their own recumbent is up to the task. Here are my recommendations:

Reasonably wide tires are a must. Most recumbents have 26"/27"/700c rear wheels with



Ed Roeters on the trail-Photo by Oris Barber

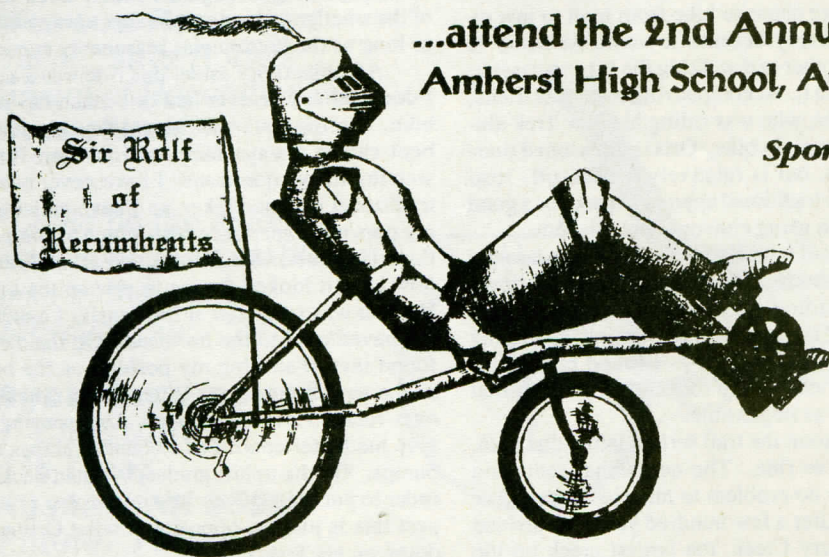
narrow street tires which would need to be replaced with wide tires. I also liked having a seat with a firm pad to cushion the bumps as opposed to something webbed.

At the risk of sounding like I'm tooting my own horn, I'm not sure the frame geometry of any other recumbent lends itself to off-road

riding. The typical long wheelbase bike is so long that I wonder how it would fare on switchbacks and over rocky spots. Short wheelbase bikes have the cranks high off the ground, making the transition from pedaling to straddling and walking difficult. I also wonder about

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.....Continued from previous page

the possibility of tipping over forward and bending that expensive crank when a 16" front wheel lodges between two rocks. My Maverick style frame uses identical frame geometry (as the Harmony), but has a horizontal top tube and a few other differences. It would probably do well on the trail. We will find out next trip, when my wife joins us.

The longer wheelbase styles might do well on the Forest Service roads if they had wider tires. Since the roads are wide enough to handle trucks, the danger of sharp turns and falls down mountainsides are greatly reduced. Someone with very little recumbent riding experience could probably handle those roads if they're not too steep. Riding on a trail, however, should be reserved for someone who knows his equipment well. No one should take a trail on the edge of a mountain too fast. The temptation here is to do what comes naturally to recumbent riders: look around and enjoy the view, since you're not hunched over. I made that mistake once. After I corrected, I looked down and saw how far the fall would have been. Respect the mountain.

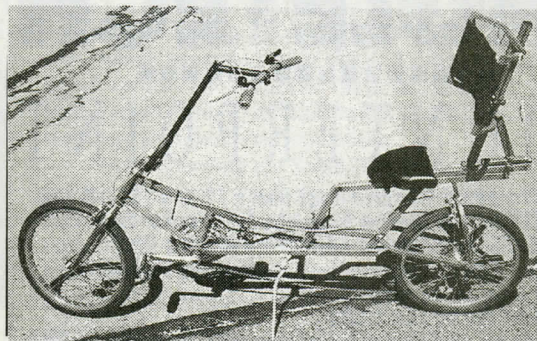
Serious off-roaders will probably laugh at this article. The degree of difficulty on these trails was very low. It was intentional, considering that little if any has been documented on the subject. However, I should point out that I have no intention of competing with any seasoned mountain rider. If the trail you're on mandates shock absorbers, you may rest easy knowing that I won't be behind you asking to play through. I have no use for that type of challenge on any bike and won't even pretend that my recumbent is up to the task. But for those of us who revel in just getting off the asphalt and away from traffic, it can certainly be done on my recumbent. And with a great deal of pleasure.

A post script: On our second outing, the inevitable happened. I had a blowout. Fortunately it was at the end of the riding time for this vacation. As soon as I got home, the tires from Airless Technology Group went right back on the bike. The little extra weight becomes insignificant when you include a patch kit, tools, and pump for air filled tubes. I'm a believer now more than ever.

EDITORS NOTES: The off-road recumbent could be a new opportunity for us recumbent pavement-burners. We have a six mile, varied terrain, horse/ MTB trail around a local watershed just a mile the RCN offices. Every time I drive by, I think about what it would be like to scream around that on a 'bent specifically set up for off-roading. For reasons Ed noted, My choice would be the CLWB design. I think having your feet close to the ground would be the best approach, although, the only off-road recumbent on the market today is the Turner LB, which is a SWB design.

My personal choice would be a CLWB bike with 20," 24" or even 26" wheels for riding varied terrain. The only CLWB recumbents on the market today that even come close to this

criteria are the BikeE and Easy Racer EZ-1, both of which would be great, although they both have 16" front wheels. BikeE and Easy Racers tell RCN that they both have owners using their bikes for off-road use. Maybe the most ideal offroad recumbents would be the Rans models, as their frames have built in suspension. Imagine a Response set up with a 26"/20" wheel combination (or even make it a 24"/24"?) with front suspension. The Nimbus would work equally well, this bike is a pioneering CLWB design, even though it is longer than it's brethren. The new Response HP, with mono-beam frame and dual 20" wheels may be the best of all, but it does place the bottom bracket significantly higher in comparison to the seat. Also, not to be overlooked, is the new Rans Rocket MWB, which is, without a doubt, the hottest new entry level bike of the 1995. My guess is that riding recumbents on fire roads is a market segment that has been long overlooked, but no manufacturer has yet to take it serious.



Ed's Altermatove Bikestyles Harmony prototype-Staff Photo, Yreka, CA, 1992

CLWB PIONEER: Alternative Bikestyles designer, Ed Roeters, is an unsung recumbent hero who has pioneered the CLWB recumbent design. This design was overlooked for many years, but has now turned out to be the most mass-marketable recumbent style. Ed's designs predate all of the current production CLWB recumbents. Many who have seen Ed's bikes may feel they are on the unfinished side, but they are simple, inexpensive and tough. If you want a great recumbent cruiser to tinker with, see if you can find an Alternative Bikestyles Maverick or Harmony. Production of Alternative Bikestyles is currently in hibernation for the moment.



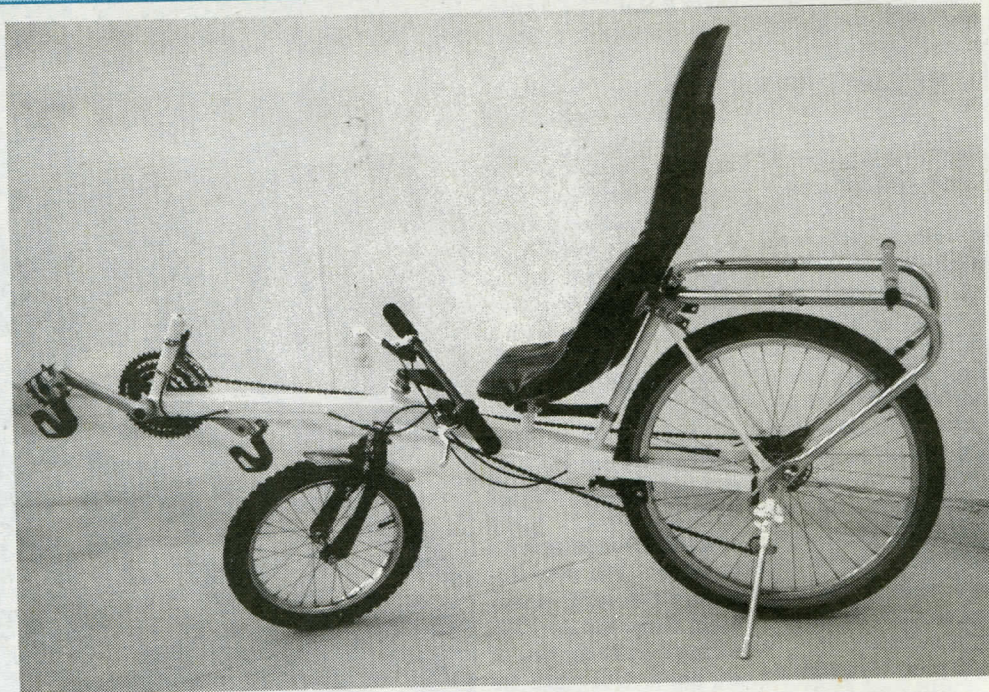
Ed in the out-back--Photo by Oris Barber

We called Ed, to see what he had available and it seems that an RCN reader, Pete Lardo, had just cleaned out his stock of Maverick and Harmony frames. Ed does have one Harmony CLWB, the Woody, his Quad four wheeler, the original Beam-X (BMX) SWB as well as some bargain bike parts available. If you want the updated list, please send \$1 or SASE to: Alternative Bikestyles, PO Box 1344, Bonita, CA, 91908.

TURNER OFFROAD: Before press time, I had a long discussion with Milt Turner about his SWB Offroad design. He states that the CLWB design is not as effective (as his SWB) for offroad use, primarily because there is too much weight on the back wheels and not enough on the front. In comparison, his SWB design has a built in "rotational axis" that only a SWB can have. The balance point is just ahead of the front seat edge. This allows the bike to pivot on rocks and ruts and rotate over the top of these obstacles with ease. Milt said that his LB-E Offroad bike has a 24" x 2.125 rear knobby and a 16" x 1.75" front knobby. He says he runs very low air pressure to get even more traction. The "Offroad E" can be had for \$650 or just over \$1000 if he equips the bike with the new lighter chromoly "E" frame.

You can write Milt Turner at: Turner Enterprises, 1350 E. Flamingo Rd. #73, Las Vegas, NV. 89119, or call him at Ph#602-290-5646.

If you are interested in more information on this type of recumbent, see RCN#17 "Homebuilders Corner: The Hybrid Recumbent Bicycle." This issue is available for \$5. post-paid USA. If you have built a bike like this, or have offroad recumbent tips, please write us.



Milton Turner's LB Offroad model--Photo courtesy of Turner Enterprises.

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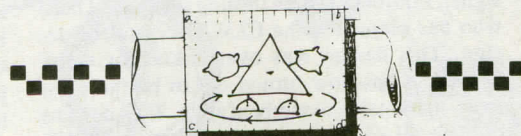


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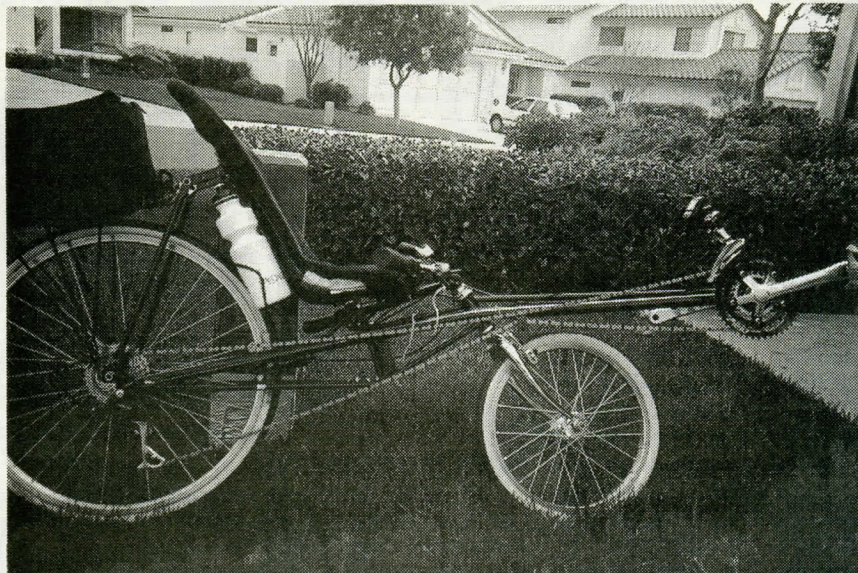
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"BIKE TECHNOLOGY FROM A DIFFERENT ANGLE."

RCN Reader Road Test The S & B Recumbent

by William Volk



I'm sure almost every recumbent rider must undergo that "aha" feeling when their control and comfort on a recumbent makes them wonder why they ever put up with the pain of a conventional bicycle. It's not that I didn't enjoy cycling on my conventional touring bicycle. It's just that I was so limited in that enjoyment by the ever present numb fingers and saddle sores. The pain didn't stop me from cycling, it just limited me to perhaps 3 short rides a week. There had to be a better way.

I had seen recumbents on the bike paths of Los Angeles and they looked like a possible solution. I spent a year in my search for a recumbent. Luckily there existed a local recumbent riding group, the South Bay Recumbent Riders. I was able to look at everything from a Lighting to a Wind Cheetah. I spent much time admiring, test riding, and talking recumbents with the patient members of that club.

There were three major things I was looking for in a recumbent.

- 1) Had to be comfortable, which was the whole point of switching in the first place.
- 2) Had to be affordable, I didn't want to spend over \$1000.
- 3) Had to be strong enough.

The last one was the hardest to deal with. Let's just say that I'm on the large (very) side of the weight charts. If that wasn't enough, I've had a history of breaking frames just from pedaling with a sufficiently high force. In fact my first decent bicycle a Peugeot PX10, with 531

tubing and sew up tires, was obtained at a substantial discount after I twisted the rear dropouts of a typical ten speed of the '70's at the age of 14. Of course I was a 6' tall 225 pounds at the age of 14 years old. The next victim was a expensive racing bicycle's bottom bracket shell which separated from the seat tube on a uphill sprint. The names of these two bicycle manufacturers shall remain anonymous to protect their well deserved reputation.

When attending the South Bay Recumbent group's meetings, I was fortunate to run into Jack Baker and Julian "Smitty" Smith of S & B recumbents. S & B builds a line of short wheel base, under seat steering recumbents that range from a \$225 micro sized bike with a 12" front wheel and a 16" rear to a \$2495 tandem (73" wheelbase!).

What sold me on S & B was their willingness to accommodate me and their experience in building recumbents. Jack told me that they had built heavy duty bikes for larger riders, including one who had tipped the scale at 385 pounds. They could build a custom size frame for taller (and shorter) riders as well. Basically the "heavy duty" model uses the lower sub frame and rear dropouts from their excellent tandem. It's built up of TIG welded 4130 Chro-moly tubing.

Smitty has been designing recumbents since the late '60's. The first bike was the Hypercycle, which holds a place in the Chicago Bicycle Museum as the first mass produced recumbent. Hypercycle frames were contracted to Taiwan. Smitty was also involved in the design of the Turner Laid Back recumbent. Jack

comes from aerospace where he worked as a prototype machinist at Hughes Aircraft.

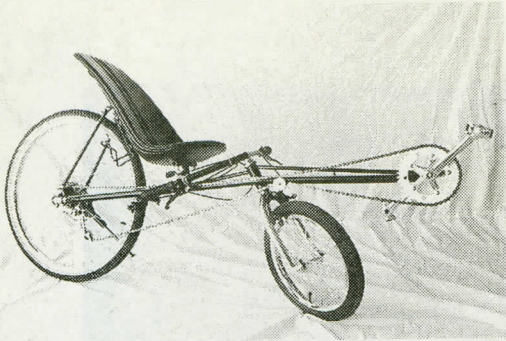
This makes the S & B a third generation product and added to my confidence that Jack and Smitty "knew where the stresses were." In addition the S & B uses a very tough fiberglass seat, which allows me to put a good bit of force into my pedaling. The adult sized S & B's start at under \$500.00. I opted for the previously mentioned heavy duty frameset and a 21 speed setup with decent Shimano components, mountain bike rear wheel, and a luggage rack with a cost of around \$800.

S & B will work with any customer to get it right. Custom bikes require a 25% deposit. In addition to the steel bikes, they do have a new Aluminum 6061 tubing model that sells for \$1295 and weighs in at under 22 pounds. You could get this under 20 pounds with the proper, if expensive, selection of components. Paint on all models is powder coat and looks great. The weight distribution is between 55% to 60% rear (65% on the Aluminum model). The steering is direct and quite stable at speed. S & B also offers a new optional chro-molly fork, the cost is \$25 unpainted or \$45 chromed.

I've had my S & B for over 6 months now. It's comfort allows me to ride on almost a daily basis. The durability is evident in some downhill encounters with sizable potholes. I removed the clipless pedals from my touring upright and use them on the S & B. Hopefully I can find someone who wants to purchase a 63cm sized touring bike in excellent condition.

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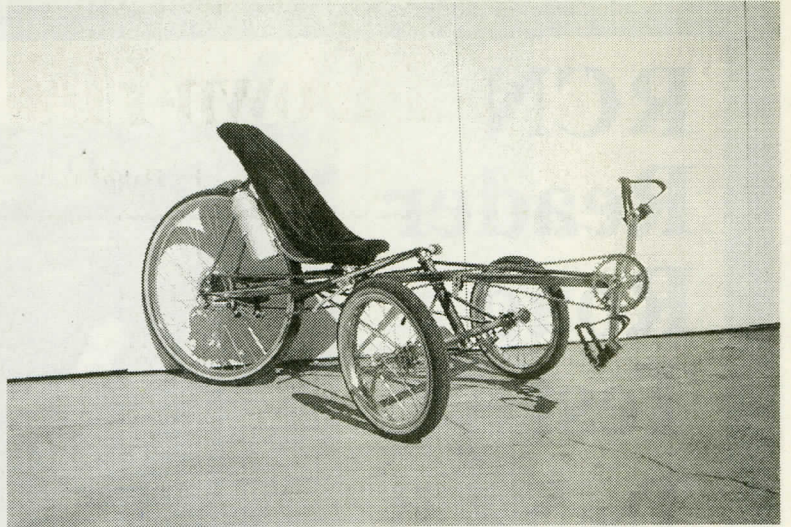


S & B SWB-Photo courtesy of S & B Recumbents

I recently moved to a hilly area of San Diego county and find that the S & B climbs every bit as well as the touring bike ever did. Maybe it's just the daily riding? I've ridden past riders who were walking up some of the hills around here. I've always believed that climbing is as much attitude as anything, but the stiffness of the S & B seat and frame do help.

I'd recommend the S & B recumbent to anyone. Not only is the bike great, but so is the company's attitude toward the customer. If you're taller than average, shorter than average, or just plain thrifty the S & B is a great way to go. You can reach S & B at:

S & B Recumbents
P.O. Box 3061
Compton, CA 90222
Ph# 310-608-0008



New 1995 S & B Trike--Photo courtesy of S & B

S & B TRIKE UPDATE:

I posted the pricing information (\$749?) on this mailing list last week. Here's my impressions of the trike.

The new S & B trike is designed for recreational riding. The seat is the same height as the two wheel version (about 18"), which is higher than a Wind Cheetah or similar racing trike. This does allow you to get on and off the trike as easily as a normal recumbent, as I have had to do some gymnastics when testing the lower performance trikes.

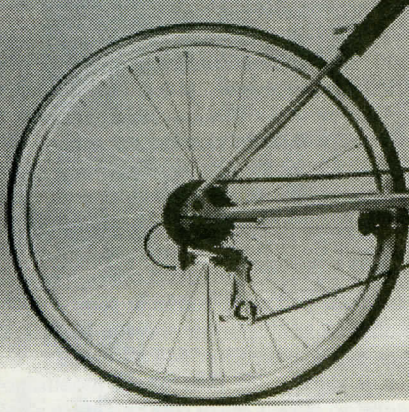
The basic model uses a single chainring and a 6 speed derailleur gears, but you can

order multiple front chainrings as well. The braking is accomplished by a rear hub brake, which is powerful enough to lock the rear wheel at will. I discovered that this is a quick way (if a bit tire-destructive) to turn around the trike.

The steering is under seat, and the trike can be turned around on a typical bike path. It weighs in at 36 lbs with mostly steel components (wheels, chainring etc.). S & B is aiming this trike at riders who want a easy to ride bike that doesn't require much coordination to master. It's fun, strong, and I liked it. Price start at \$759. □



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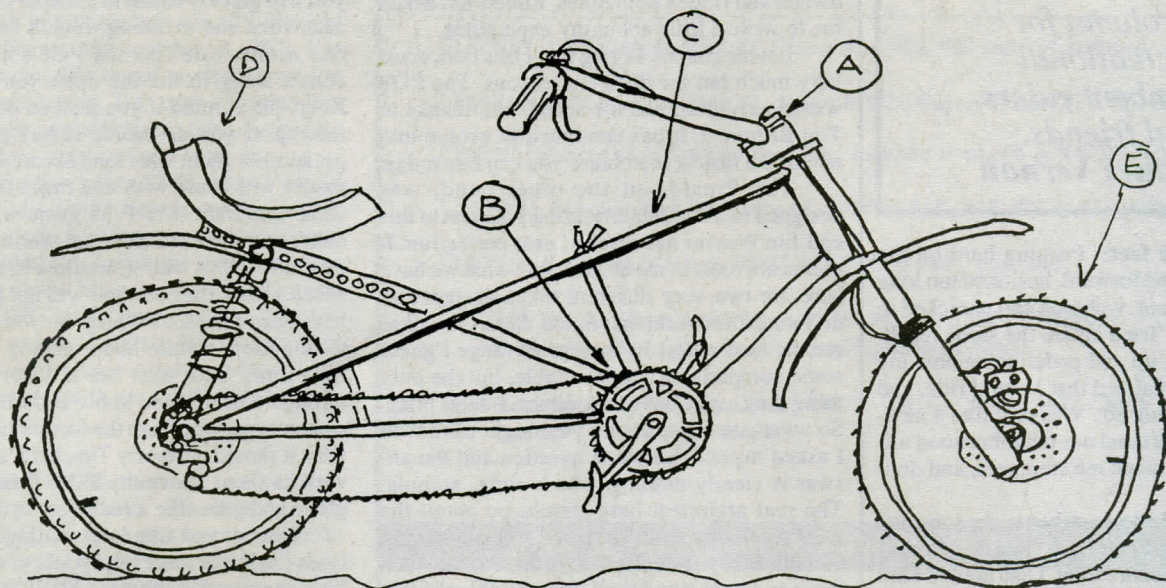
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Fire-Road-Down-Hill-Barn-Burner-Bike

by Danny Ray Burdick



THE DOWNHILL BIKE ©1993 DANNY RAY BURDICK

Some cycling "experts" have discounted the recumbent as unsuitable for off-road use. The criticism concerns the inability to stand up for climbing hills. Sound familiar? Actually, it is critical to shift your weight forward and back while climbing a steep, loose hill to maintain traction while keeping your front wheel on the ground. Yeah sure!

Not to put down conventional MTB's, I don't get off on climbing hills all the time, and, in fact, I find it much more fun to catch a lift to the top of the hill and ride back down. Cowabunga!

Considering there are diverse snow-skiing types for cross-country (Nordic) and downhill (Alpine), I propose a bicycle less likely to launch you over the bars, with the brakes and springs to enable maximum exhilaration! Oh yeah, it still has the gears and cranks for going up the not-so-steep hills in comfortable recumbent style!

A) HANDLEBAR: (Tour Easy type) with quick release to rotate forward, enabling you to stand.

B) SEAT ARM: (a-la "Allsop Beam") pivots just behind the bottom bracket

shell, maintaining rigid seat-to-pedals relationship.

C) TOP TUBES: (like Kingcycle) parallel with space between to allow clearance for seat arm.

D) BACKLESS SADDLE: with a lumbar "hook & grab" bar.

E) WHEELS: 24" smaller MTB size (larger diameters work better in the rough)

RCN Readers, let us know if you build something like the "Down Hill Bike."

Subscribers, the 1995 Recumbent Cyclist Buyers Guide will be the NEXT issue that you will receive. This double issue and will be mailed April 14, 1995

Allow three-to-four weeks for normal "bulk" delivery, or for special delivery, see page 2. Suggested retail for the buyers guide as a back-issue is \$12.50 USA.

FIRST RIDES



©ALLOY MOUSE

*A column for
recreational
recumbent riders
and friends.*

by James Vernon

The first ten feet: Pushing hard on the right pedal, I started forward, hesitated too long in lifting my left foot, wobbled and panicked to an awkward stop. Tried again, the same result. Try three worked, up and pedaling against my will, at ten feet I realized that I could ride, and had better start doing so. Weaving like a newborn pony, I rode around our neighborhood until the excitement made me stop, rest, and do it again.

"Slim," my first recumbent: As soon as I saw my completed *Tour Easy* from the front, I named it Slim. A month earlier, I had bought Slim as a completed frame kit. I had carefully customized it to what I thought I wanted, even though I had never ridden a recumbent and had seen only one. Of course, I had studied many photos in RCN and other magazines. My cycle building experience told me already that Slim could be trusted.

The Dream: The dream happened a week before the first ride. In the dream, I was gliding down the street making graceful banked turns with the wind coming around the fairing. The ride was so shocking and real that I woke up and could remember all of it. I knew I could ride and how to do it. Unfortunately, the dream had nothing to do with that first ten feet or the next few learning rides. Just now, over a month later, I am starting to relive that dream, only better.

Slim and I: Slim and I were well prepared for our first rides. *Easy Racers'* Luke Howe and *Tour Easy* designer Gardner Martin gave excellent advice:

- The first fifty feet is the hardest, get it behind you.
- Stay out of traffic until you ride well, at least several days.
- Avoid long rides until leg muscles and seats (both yours and the bike's) are well broken in. For recreational riders, this should be 6 to 8 weeks of less than 10 mile rides.
- And, of course, Never Ever! Ever! Ever! ride without a helmet.

I learned from my first rides that the trick is to relax and glide. If I tense up, so does Slim. Relax and all is well. I may never give another thought to speed, distance, or an upright bike ☐.

Presto & P-38, which is best?

by Mark Colliton

This is the question a lot of SWB enthusiasts love to argue about. Unfortunately, the cult-like members of each camp never seem to clear the air to anyone's satisfaction. Since I have owned and ridden both bikes, Robert has asked me to write a little about my experience.

Let me start by saying that I like both bikes very much but for different reasons. The P-38 was clearly designed for speed and, thanks to Tim Brummer, it has continued to evolve into one of the fastest road bikes you can buy today.

The Presto, on the other hand, was designed as a commuter/touring bike and to this end Jim Weaver has reached near perfection. It seems obvious, to me at least, that what we have here are two very different bikes designed to do two different things. Since these two bikes are the best sellers in their price range I guess some comparisons are inevitable, but the only thing they really have in common is their price. So what's to argue about, you might ask? Well I asked myself that same question and the answer is clearly nothing. That's right, nothing. The real argument here should be about the marketing, or should I say the *over* marketing, of both bikes. I contend that there is no such thing as a "one size fits all, do everything" bike, recumbent or diamond frame. For the media and the manufacturers to imply that there is, is just a crock! So here's my advice to all you still reading this little tirade:

Look at what your riding needs are and buy accordingly. If you like racing, or lightly loaded, (30 lbs. or less) fast touring, consider a P-38. Also, if your 6' or taller or under 5'5" you may find a better fit in one of the four different size

frames that Lightning offers. I must say that all the talk about the P-38's front wheel heel interference and quick handling is just that, a lot of talk. Once you spend some time on the P-38 you will quickly adjust to the bike's riding characteristics and avoiding trouble becomes second nature. I do find the P-38's handling becomes sluggish the more you load it up. Keep this in mind if you plan on doing a lot of touring. If you do decide to buy a Lightning, get specific about what kind of components your model will come with and make sure you get what you want. My P-38 came with a cheap crank and a mixed Suntour/Shimano groupo that didn't shift well. (Needless to say I hadn't asked.) Also, the paint job was not all it should have been for a \$2000 bike. So you might want to dog them a little about getting it right the first time. Your best bet is to order a P-38 through a dealer you know and trust since the customer service from the factory is not always what it should be! (sorry Tim, but it's true.) Even with its flaws I love my P-38. It fits me like a glove and goes like a rocket.

Now, if you like long touring with heavy loads (30 lbs. or more) and you also want a quick little commuter, consider a PRESTO. This bike comes with a great set of wheels for everyday riding and seems to handle even better the more you load it up. I did find the PRESTO a little hip-hoppy over bumps at speed due to its stiff front end and short wheelbase (36"). The new

.....Continued on the next page

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Presto & P-38, which is best?

suspension front fork should help smooth things out and is an option on the '95s. Set-up on the PRESTO is fast and easy thanks to the preassembly done at AngleTech (Angle Tech Presto's only). You should be out riding 20-30 minutes after you open the box. The fit and finish of the PRESTO is top of the line and dealing with the folks at AngleTech is always a pleasure. The one thing that I really disliked about this bike was the seat height (24"). I'm 6'1" and was not able to put my foot down flat when I came to a stop. This may not seem like much but, when your legs are tired, balancing on your tip toes at a stop light is no fun.

There are four other SWB bikes I would recommend test riding before spending your hard-earned cash. All three are great rides and cost considerably less than the two bikes I've been talking about. They are the VISION from ATP, the HORIZON from Haluzak and the V-REX and new Rocket from RANS. I'm sorry if this confuses the issue even more but it's not just a two horse race in the SWB market anymore! Have fun.

Editors note: for 1995, there are two versions of Counterpoint Presto. The first are the custom spec'ed versions that have come from Angle Lake Cycle/ Angle Tech over the years. These are the models that RCN has tested and given awards to. Kelvin Clark's AngleTech offers the ultimate custom spec'ed bikes in the business. For '95, they are giving the special AngleTech "treatment" to the Rans V-Rex.

New for '95 are Presto's that are coming directly from Counterpoint. We have not tested one of the non-AngleTech models, but we are aware of differences between the two.

Mainly, the stock Counterpoint model has longer seat rails (untrimmed), a new suspension (ProFlex elastomer is an option on AngleTech models) and the component choices are limited to a 21 speed Sachs 3 x 7 with the SE 63 upgrade (addition of a triple crank).

It is very clear that the SWB/MWB market is heating up for the '95 season. There are new bikes that have come onto the market even since this article was written. There are some great new bargain bikes for this season. The ATP R-40 remains a great enthusiast deal and the V-Rex and R-42 are giving higher priced SWB/MWB models a real run for the money. Finally, there is the new \$700 Rans Rocket, that could change recumbent history! □

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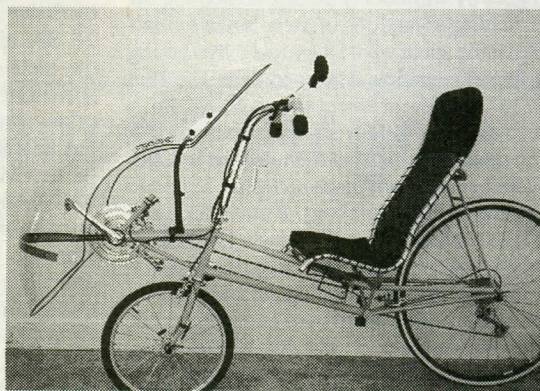
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Homebuilders Corner

Cycle & Re-Cycle

Story & photo's
by Gregory E. Clark, D.C.

I first became interested in recumbents about two years ago when a friend of mine, Randy Coverstone, asked me if I would try to weld a broken bicycle frame for him. I wasn't much of a welder and my only equipment consisted of a 200 amp. AC buzz box unit. I agreed to try the repair, but couldn't guarantee that I wouldn't melt the frame.

It turned out that the frame was an old SWB Hypercycle that had many miles in it and the chainstays had fatigued and broken off just past the main frame tube. To make a long story short, I succeeded with the repair (we won't discuss the looks of it) and fell in love with the bike.

That original Hypercycle had a pronounced effect on my thinking as can be seen in the accompanying photos of my bike and my daughters. My bike (Test Bed 1) is the one with the "cow-horn" handlebars, and my daughter Stacey's (Re-Cycle) is the one with the high steering. Test Bed 1 was my first attempt at frame building, and due to the original welding equipment, it is made of fairly thick walled tube and a lot of pieces from garage sale specials.

Test Bed 1 is well named because hardly a month goes by without my cutting something off of it or welding something on to it. Since I didn't know anything about what I was doing, everything was an experimentation. At the moment, Test Bed 1 has a 16" alloy front wheel with a 70 psi tire, a 700c x 25 rear tire, cantilever brakes front and rear and a 56 speed intermediate freehub gear system. The freehub section was made up from a Shimano body and has four shiftable cogs. It uses a Shimano Deore DX derailleurs. This gives me a 19" to 135" gear range which is more than adequate so far.

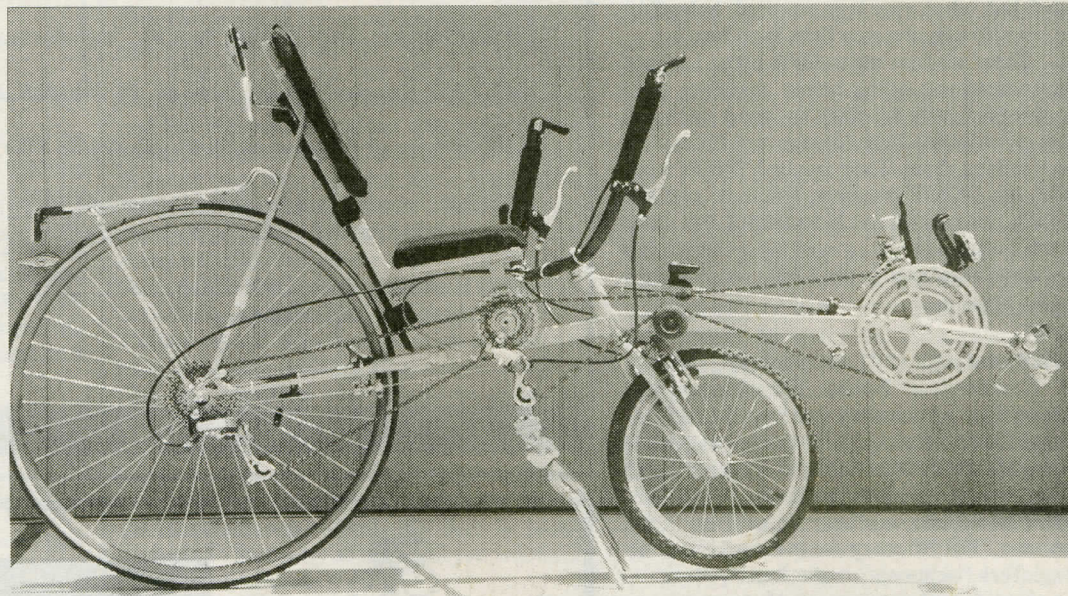
I find that the cow horn handlebars are very comfortable and give me a lot of control, considering that the bike has a 35" wheelbase and is rather twitchy. I usually ride with my hands resting in the top of the tubes and have the bar-con shifters right in my hand. This makes for effortless gear changes on the conventional front and rear cogs.

My daughters bike, Re-Cycle, is our third attempt at building, and is a lot better built bike. One reason for the improvement (besides more practice) is the acquisition of a MIG welder. Bike number 2 was so unstable and hard for her to

ride that we cut it up and started over, hence the name, "Re-Cycle." The bike was largely built by Stacey, who is 11. She did all of the metal cutting and fitting and all of the painting. I did the welding on the new MIG unit. This bike started out with underseat steering, but she didn't like it so we changed it to up-right. The latest change on this bike was the addition of a sling seat.

Bike #4 is on the drawing board and it looks like it's going to be a 2" monotube frame with either frame or seat suspension. As of yet, I haven't decided on low or high steering. Also, I want to see if I can get

most of the wires and cables inside the frame to clean up the lines. I think I'll stick with the 56 speeds, as I like the look on peoples faces when I tell them how many gears I have! □



Vision Feature continued from page 5

A Vision of the Past

by Robert J. Bryant

The ATP Vision is a hometown Seattle bike that was designed with nearly sixteen years of SWB technology. The very capable designers, Joel Smith, a former Boeing Engineer and founder of Advanced Transportation Products (ATP R-20) and Grant Bower, Engineer and Bower-Bike SWB designer.

Partner, Joel Smith, has been designing recumbent for nearly eleven years. His first serious endeavor was a low slung lean-to-steer recumbent trike that he built with three 17" Moulton wheels back in 1989. The trike was painted shades of yellow and green back. It was a striking vehicle that received much attention at the 1990 Portland, OR, IHPVA Speed Championships. Joel says the design was lots of fun, but not suited for the mass market.

The next major project was Joel's ATP R-20 SWB, built in late 1990. The R-20 had dual 20" wheels, dual chains and a unique intermediate drivetrain mounted behind the seat. This was fabricated from a freewheel that shifted with a front derailleur. The ATP R-20 was discontinued in 1992 when Joel joined forces with Grant Bower to create the ATP Vision. The Vision has the best attributes of the original ATP R-20, but a less complicated design to keep production costs down. (To read more about the ATP Vision, see RCN#9 R-20 road test and RCN#21, the Vision road test. And if you see any R-20's, for sale out there, let us know!)

Grant Bower has been experimenting with his SWB "Bowerbikes" for longer than I have been involved with recumbents. Anyone who has spent any time in the Northwest or at any of the IHPVA speed events has seen the exquisite Bower Bikes with their beautiful fairings, aeropanniers and even some with full suspension.

Grant Bower started building recumbents back in the mid-1980's. It was an acquaintance of Grant's who owned a Hypercycle, which in turn gave Grant the recumbent building bug. The Bower Bike was very much like the

Vision, with slightly different geometry and a very laid back contoured fiberglass shell seat. The Bower Bike's were great recumbents and would have been good sellers, had they been marketed commercially. I must admit, that I tried, albeit, unsuccessfully, to get Grant to build me a Bower Bike back in 1989. Grant and Debbie Bower's custom suspended Bower Bikes now hang in the ATP offices in Seattle, still fully outfitted and ready to ride. These bikes have climbed and toured every major mountain pass in Washington state, so don't ever let anybody tell you that SWB's can't climb hills, as we have some serious hills around here.

The ATP R-40 Vision was introduced in 1993. Soon to follow was the upgraded Vision R-42 and the top-of-the-line R-45. I first rode the R-45 about fourteen months ago, and it was, without a doubt, the lightest recumbent that I have ever ridden. This past summer, I had the opportunity to spend some time with a custom purple R-45 Deore XT 24 speed. For Vision fanatics and SWB fans, this is ATP's top of the line recumbent dream bike.

ATP has become one of the most respected recumbent manufacturers in the country today. ATP recumbents are continuing to evolve into world-class machines. And ATP has become a favorite amongst enthusiasts and recumbent dealers alike. □

.....Letters to the Editor Continued

CRUISER BURIAL

Dear Robert Bryant, Friends, Neighbors.....,

Recumbents are becoming their own industry, cutting their own line around the twists and turns of fate, fame and fortune.

American Classical Cruisers have their own niche, as in burial, and they will remain there. Let them rest in peace.

Sincerely

Mark J. J. Offenbach
Corporal Motorless

.....Letters to the Editor Continued

Subj: Letter to the Editor

Date: 94-11-26 20:25:01 EST

From:

Bluejay#m#_Michael@msgate.apple.com

Dear RCN:

I've been interested in recumbents for a long time and this year, I finally decided to buy one. I sent away for brochures from manufacturers who advertised in the cycling magazines, but I couldn't find very many of them. Somewhere, I came across a brochure for the International Human Powered Vehicle Association, and I eagerly sent in my membership dues, only to be extremely disappointed by the newsletters they sent me — very little advertising, no list of bike manufacturers, little in the way of helpful getting started articles ... in fact, very little of anything that was of use or of interest.

Then I heard about RCN and subscribed right away. I was very skeptical, and a little angry at myself for spending the \$41. (I elected to pay extra for the current issue and the buyer's guide.) I expected to get a few photocopied pages a few times a year done on a typewriter or skanky dot-matrix printer. Imagine my surprise when I received the buyer's guide, packed with a listing of dozens of bikes from dozens of manufacturers, and extremely down-to-earth articles on such topics as SWB vs. LWB and wheel sizes! I couldn't have asked for or expected anything more. As someone with some considerable experience in the small/alternative press, please accept my compliments for a job very well done.

Michael Bluejay

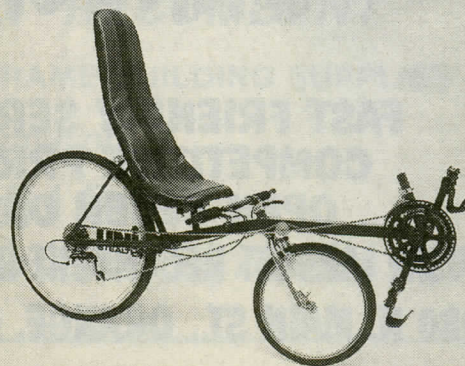
PS. If you haven't heard, there's a new recumbent shop in Austin: Recumbent Ranch, 512-454-3742, 5623 Woodrow Ave. Suite 30, Austin, TX. 78756-1708 (Eric Ebner). □

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RECUMBENT CYCLIST CALENDAR

WINTER '95

1995 Greater Seattle Bike Expo

Feb. 18-19, 1995

Seattle Center Exhibition Hall, Seattle, WA.
Contact: NW Classics, Dave Shaw, Ph# 206-322-8393.

CABDA: Chicago Consumer Bike Show

Feb. 25-26, 1995

Dick and Karl Ryan report that they will have bikes on display.

8th Annual Portland Bicycle & Fitness Show

March 11-12, 1995

Coliseum Exhibition Hall, Portland, Oregon.
Contact: Town Crier Promotion, Ph# 206-248-8430.

SPRING '95

Indiana HPV Fest

April 29, 1995

The first even in the 1995 Great Lakes HPV Race Series. Contact: Don Barry, Ph# 317-831-8798.

SUMMER '95

The Ninth Annual Michigan HPV Rally

June 3, 1995

Waterford Hills Raceway, Waterford, MI.
Events include a road-race, sprints, hill-climb/ coast down, and the chef's surprise.

Delta Challenge

June 4, 1995

Delta College, Bay City, MI.

Road course with hairpin turns. The fourth race in the Great Lakes HPV Race Series.

The Midwest Recumbent Rally

June 10-11, 1995

Amherst High School, Amherst, WI.

Ride, rally and hang'in in the parking lot. Sponsored by The Hostel Shoppe in Stevens Point, WI. Contact Rolf at Ph# 715-341-4340 or 1-800-233-4340 (WI. only).

DaVinci Days

July 14-16, 1995

The 7th annual celebration of science, art, and technology. Contact OHPV, Paul Atwood, Ph# 503-752-6410 or Festival info, at Ph# 503-757-6363.

The Wisconsin HPV Classic

July 15, 1995

State Fair Park, Milwaukee, WI.

The Milwaukee mile is a one mile oval auto race track. Great Lakes HPV Race Series. Contact Dennis Northey, c/o POW WOW Bicycle Tours, Ph# 414-671-4560.

The Third WISIL Challenge

July 16, 1995

Parkside in Kenosha, WI.

The one mile course is perfectly square, with wide radius turns. There will be 15 and 20 mile

road races, as well as the, "Cheddar Challenge," a standing-start quarter mile. Great Lakes Event. Contact: WISIL HPV'ers, Len Brunkalla, 260 S. Channing, Apt. 1, Elgin, IL 60120.

WORLD CHAMPIONSHIP HPV '95

August 26-Sept. 3, 1995

21st World HPV Championships, to be held in Eindhoven, The Netherlands. For more information, write: WK HPV'95, W-hoog 107a, PO Box 513, 5600 MB Eindhoven, The Netherlands.

FALL '95

Interbike Anaheim International Bicycle Expo

September 10-13, 1995

Anaheim Convention Center, Anaheim, CA. (Trade Show) Contact: Interbike, Ph# 714-722-6975.

1995 International Bicycle and Sports Show (BIO)

September 20-22, 1995

Sands Expo and Convention Center, Las Vegas, NV. (Trade Show) Contact: BIO, Ph# 303-444-4246.

Ohio HPV Race

October 7th or 8th, 1995

Columbus Motor Speedway, Columbus, OH.
A new race for the Great Lakes Series.

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Recumbent News & Rumors



New BikeE CEO, John M. Moreland.
Photo courtesy of BikeE.

AngleTech: Kelvin Clark specializes in very trick custom spec recumbents. The latest additions to the near legendary AngleTech Presto are the new V-Rex model with the 63 speed Sachs drivetrain and a high performance version with a 24" rear wheel and a 17" Moulton front wheel. If custom spec is what you are looking for, give AngleTech a call. Late Flash! A new custom spec'ed Linear SWB has just been announced.

Alternative Cycling: is the name of the excellent Chicago area hpv publication from the WISIL (Illinois) hpv group. This publication is as regular as clockwork and makes you long to be a member and go to their meetings. Club antics include a ride and tour of the Trek factory, meetings, the building of a "low-racer" recumbent as well as being very active in the midwest recumbent racing scene. The most recent newsletter had an article on converting a garage sale stationary bicycle to a recumbent stationary bicycle, cool! If you live anywhere near Elgin, IL., you should get in touch with this crew. Write to: Alternative Cycling, c/o Len Brunkalla, 260 S. Channing #1, Elgin, IL 60120.

ATP Vision: It looks like another fantastic year on the horizon for these northwest recumbent builders. Best of all is the new idler system written about elsewhere in this issue. Look for more important ATP news later. Give the ATP guys a call to get a hold of one of their new 1995 color brochures. Ph#206-789-6780.

BikeE Lowers Prices for 1995: Good news for BikeE customers. The list price on the 7-speed model will be \$750 and the 21-speed is now \$895! This makes the BikeE recumbent an exceptional value for the recumbent cyclist.

BikeE Management Changes: The BikeE Corporation from Corvallis, OR, has hired a new president and CEO, John M. Moreland will be at the helm as the company gears up for a year of aggressive growth. Moreland joins BikeE after serving as president and general manager of the PC-X Division of Network Computing Devices in Beaverton, OR. Moreland said, "I was attracted to BikeE by the opportunity to help grow a company which I expect to revolutionize how people think about bicycles. BikeE will quickly become a major player in the \$4.5 billion bicycle market. Moreland replaces David Ullman who will continue to serve BikeE as chairman and vice president and technical director. BikeE Ph#503-753-8004.

Easy Racers E-Z 1: This new CLWB should be one of the years hottest new bikes. The EZ-1 is finally in production. The first batch of bikes is almost gone, so give Gardner & crew a call to reserve yours. The first official EZ-1 option is now available, the new "Speed Wheel" option offers taller gears and 21 speeds. Can an EZ-1 Zipper be far behind? Call Easy Racers for one of their new EZ-1 color brochures. Ph#408-722-9797.

LATE BREAKING NEWS: SR/Suntour has closed their doors and are leaving the US market. This has sent some recumbent manufacturers scrambling for new component sources and could effect some 1995 bike prices. The remaining stock was sold to J & B Imports.

New HPV Hour World Record: On October 1, during the Dutch national time trial championships, Bram Moens, European HPV Champion of 1993, 1994 drove to a new world hour record of 77.123 km, 1.5 km more than the distance of the previous record holder, Pat Kinch on his Kingcycle. The new record recumbent is an M5 Carbon Low Racer.

People Movers: Jim Wronski has been building some custom spec'ed Shimano Deore XT microdrive recumbents in his Orange, CA, shop. Jim also mentioned something about importing a Chinkara FWD recumbent..... Give Jim a call and find out the latest scoop on commercial recumbents. Ph #714-633-3663.

RANS: What can we say. Hot airplanes and even hotter bicycles. V-Rex, once a dinosaur, now one of the hottest high performance recumbent bicycles in North America today. While just barely getting caught up with the on slot of V-Rex orders,

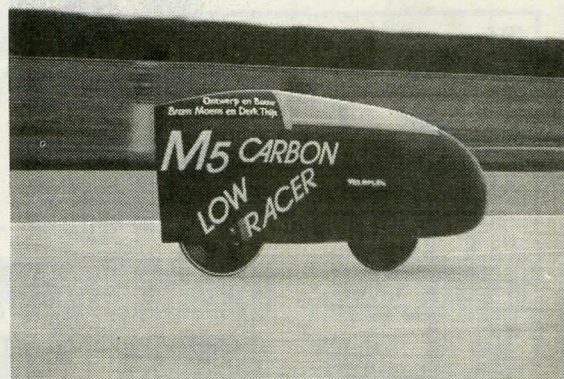
Rans introduces what could be "the hottest recumbent of the year," the new Rans Rocket. This entry level MWB will sell for under \$700! The bike will have dual 20" wheels, a 40" wheelbase, a 21.8" seat height, and 25.5" bottom bracket height. The new Rans seat will adjust for riders from 5' - 6'10." Oh yes, if you think the V-Rex looks tall, you are correct, it is. But, the neat part is that our 5'4" recumbent tester had no problem holding up the 700c/20 model. Ph#913-625-6346.

Ryan Recumbents: The Godfather of recumbency has had a busy winter working on new systems for the Cadillac of recumbents. There is a new casting that the handlebar clamps into that separates the handlebar assembly from the seat and allows it to adjust independently. Ryan also will have a new handlebar for Spring release. The seat and handlebar retrofits to existing bikes 1991-present. Ph#603-598-1711.

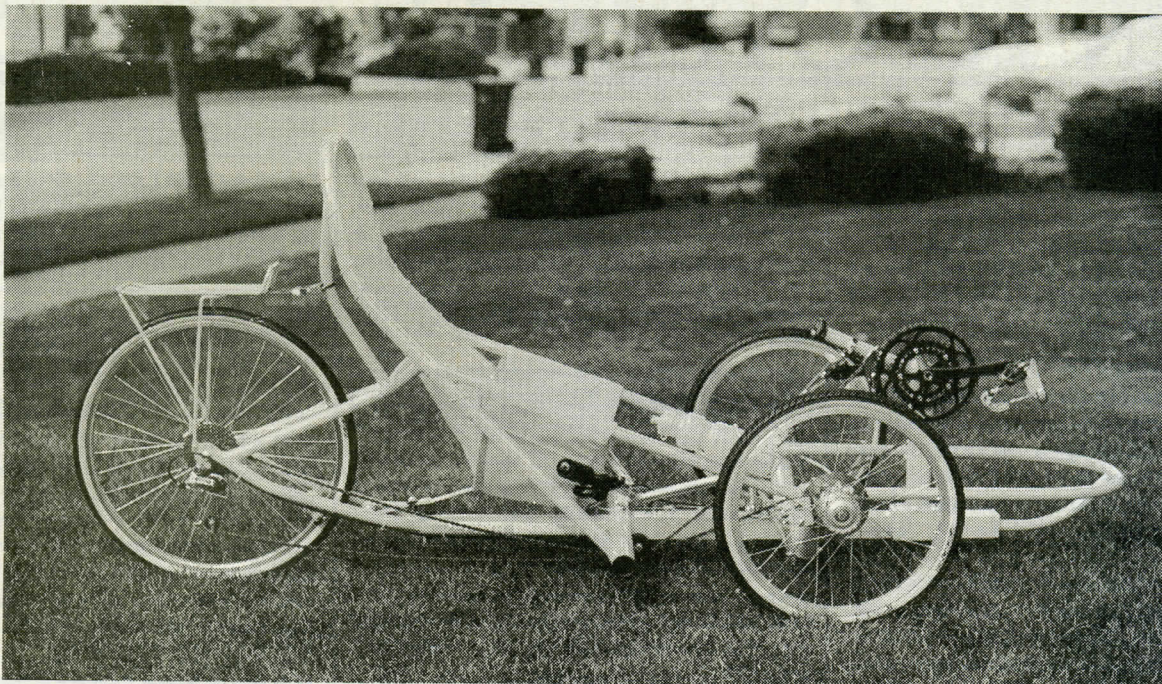
Stolen 'Bents: With the rise in 'bent popularity, had to come 'bent theft. Jim Wronski (People Movers) had a pair of recumbents stolen in his shop this past month. With the help of the local recumbent community and one very special person in particular, who wishes to remain anonymous, the bikes were recovered and in excellent condition. Our hat it off to this very special recumbent person who really saved the day.

Stolen 'Bents Part II: East coast Recumbent builder, Bill Darby, whose recumbent quad, "Double Eagle," (on the cover of RCN#15 protective cover, "Invaders from Mars..." reports that the vehicle has been stolen. If you have seen it, please give Bill a call at Ph#508-927-3135.

Turner Enterprises: Milt Turner reports that, Van Kaynor, on one of his "E" model recumbents climbed Mt. Washington and



M5 Record run--Photo by Thymen Moere



The Zephyr recumbent trike--Photo courtesy of Practical Innovations

.....Continued from previous page

came in 43rd place out of 400 bicycles (the only recumbent in the ride). The ride included a 7.6 mile grade with a 12 degree climb. The last 50 yards was a 22 degree climb! Milt went onto say that it was the only bike in the race to have an ergonomic seat, as well as being the only ergonomic bike seat available in the world today. The Laid Back E is one of the most affordable recumbents in the US market today, at \$499 retail for an 18 speed

recumbent. Milt also sent along a great video that he has available. It has some footage of LB's riding in the Tucson, AZ, foothills, yes, offroad. For your copy, send \$10 for the video and \$2 for the new info-pack. Ph#602-290-5646.

Practical Innovations: The Zephyr Mk II is the successor of the Zephyr three wheel recumbent trike. Improvements include a reduced 44 inch wheelbase, a reduced weight of 37 lbs., improved steering geometry, front

spring suspension, removable front bumper, internally routed cabling, stainless steel hardware and much more. The Zephyr Mk II is available in both Sachs and Shimano components. Additionally, the trike comes standard with Sachs front hub drum brakes, disc brakes are optional. Base price for the Zephyr Mk II is \$2,995. A full-color info pack is \$2. Practical Innovations, P.O. Box 2536, Morgan Hill, CA, 95038, Ph#408-578-5753, Email: rhorwitz@hooked.net ☐

REVIEW: 1995 Encyclopedia Video

By Robert J. Bryant

We received this video one week before to press time, but since it is so much fun, we had to squeeze a review into this issue of RCN.

The Encyclopedia video is from Open Road U.K., these are the folks who bring you the quarterly publication "Bicycle Culture Quarterly" and the yearly bookalogue, "Encyclopedia." The Open Road publishers have really created something special with the '95 Encyclopedia issue. It is loaded with full color pages of recumbents and other cycling tidbits that most of us have not seen previously.

The video includes many segments of bikes from the companion publication. The opening footage was filmed by the BBC (British Broadcasting) at the Portland, Oregon, International HPV Speed Championships in 1990. I recall being followed around Portland by the BBC. They had their movie

cameras and were hanging out of the windows of their black Lincoln Town Car. In the footage, I immediately recognized west coast HPV'ers, Gerry Pease (F-40), Paul Atwood (modified Counterpoint Presto) and Tom Traylor on his FWD 'bent. Other historical cycling footage is from the BBC series, "Bicycle," which is another must-have for your video library.

The recumbent footage in the video lasts approx. thirteen minutes, out of the total running time of approx. 30 minutes. Though there is much non-recumbent footage, if you like weird bikes, you'll still love the video.

Some other interesting footage includes off-roading with the one-wheeled "BOB" trailer as well as many unique folding bikes. There is a segment on the Oregon, built Bike Friday Pocket Rocket folder. Shown is quite possibly the fastest set up ever for a Bike Friday. From Samsonite to ride-away in less than three minutes!

The recumbent action footage includes the Bevo FWD, as seen in RCN #23; the Chinkara, a FWD Flevo like machine; the Kingcycle; a German full suspension LWB, the Ostraad; the Rapide, a suspended Linear-like LWB from the

UK; the Street Glider, a SWB with a reverse fork (it's supposed to handle great?) and a few others (some of which can be seen in the RCN 1995 Buyers Guide). Watching these interesting bikes in motion on TV is the next best thing to test riding them yourself and a very enjoyable thirty minutes. I also enjoyed the close-up shots of the drivetrain and suspension details. The Europeans seem to be very serious about suspension on recumbents. My prediction is that this will be a new American recumbent trend as well.

Jim McGurn, Allan Davidson and the BCQ Crew have done a very nice job with this video. Recumbent information junkies may notice a lack of verbal discussion and critique, but the video is meant as a companion to the Encyclopedia publication, which, by the way, lacks product critique as well. Heck, maybe we can learn something from them. This video is a must have for couch-hpv'ers and I give it a rave. Two thumb up!

The video is available for \$18 + \$3 shipping from Open Road USA (RCN), PO Box 1055, Ansonia Stn., NY, 10023. Email: OpenRDUSA@aol.com ☐

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

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

RECUMBENT SEA ,GRAND RAPIDS MICHIGAN Serving the midwest with Rans (including the V-REX) Ryan, ATP Vision, Reetrike and Reebike, Maxam and others test rides, rentals, parts accesories & service. Call or email for appointment. Ph#616-454-3260, 1334 Logan SE Grand Rapids, Michigan 49506. Visa & mc ok.Email: sheldonhe@aol.com (MI/25)

Hal's Recumbent Cycles-Southern California Call#310-376-5882! Southern CA's Performance HPV Headquarters. Easy Racers, Kingcycle, Linear, Radius, Rotator, Windcheetah and Zephyr. Accessories too. Zzip Designs, Camelback, Magura, Briko, Spinergy and many more. The only recumbent clothing dealer in the USA. Catalog Available. 801 Meyer Lane, Redondo Beach, CA. 90278. Call #310-376-5882. Minutes from LAX. (CA25).

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FOR SALE: 42" Linear Frame Only. \$150 or best offer. Call for Eric and leave a message. Ph#508-667-0137. (25)

BIKE PARTS FOR SALE: Item#1: Small Zzipper fairing (mtb) & mounts. Will work creatively on a CLWB, LWB recumbent or upright. Some scratches, good cond. \$60 + \$10 shipping; **#2: Look Carbon Shoes,** like new, used twice. US-11.5/Euro 46 \$45 + \$7 shipping; **#3 Carmichael** Titanium derailleur pulleys, new in package. \$25 + \$1 shipping; **#4 Campagnolo Grand-Sport** long cage rear derailleur & Campy barcons(non-index). This is an exquisite classic derailleur—as bike art. Excellent NOS demo (25 miles), in original box. \$50 + \$3 shipping; **#5 Bruce Gordon** tubular CroMo touring racks, custom powder coated black, front low rider and rear. The finest racks known. Excellent condition, \$70 + \$10 shipping; **#6 Used Thermarest (Vision) seat pad,** like new, \$20 + \$3 shipping. **#8 Wheelset Maillard 700c** Front and rear with Super Champion rims 700c x28, very good cond., includes tires and freewheel, \$75 shipped; **#9 Sugino AT Crankset** 32/47/52 170mm triple, high quality cold-forged (similar to Ritchey), exc. cond. \$65 shipped; Call first for availability or send order with self addressed, stamped SASE in case item is sold. Ph#206-630-7200, 8am-noon, 1pm-3pm, 6pm-8pm PST.

FOR SALE: Easy Racer Sling Seat, custom made prototype that bolts directly to a Tour Easy or Gold Rush recumbent. The seat comes with all parts necessary to easily bolt on. Also comes with custom aero-pannier trunk. The aluminum glove box/ rack has the Lightning aero-panniers permanently mounted on. This is one of a kind and will add to the looks of your Easy Racer. Less than 50 miles on both. Complete package \$329 shipped anywhere in the USA. Ph #206-630-7200, 8am-noon, 1pm-3pm, 6pm-8pm PST.

FOR SALE: HPV parts: 17" Uni Discs. Colors. Recumbent Fenders. Name your size combination, kits or ready to mount. ANGLETECH - Ph# 719-687-7475.

USED RECUMBENTS

LOOK-A-GREAT DEAL: Gold Rush Replica, Aluminum, Super Zzipper, Mavic Racing Rims, Byrne Pedals, Many Extras, Excellent Condition. \$1800 + shipping. Call Jerry Ph#615-446-3387 (25)

MY WIFE WON'T RIDE ANYMORE: Gold Rush Replica, aluminum, Super Zzipper, All original equipment. Many extras. \$1200 + shipping. Call Jerry Ph#615-446-3387 (25)

FOR SALE: LINEAR, 42" Gold, rear rack, U-lock, extras. Cost \$1350 new. Sell for \$1000 firm. Rick LeBlanc Ph#318-237-6072 (LA/ 25)

ALMOST NEW * SUPER DEAL: Vision R-40 SWB underseat steering, less than 2000 miles. Original equipment. Wife says three 'bents are too many! \$690+ shipping. Charlie Ph#805-871-9445. (CA/25-26)

FOR SALE: Vision R-40, SWB, upright steering, low miles, new seat, \$750. Buck Ph#610-378-1008. (24/25)

FOR SALE: Tour Easy, mid '80's, black, medium size, 18 speed, Sml. Zzipper, Shimano side-pull brakes, kickstand, computer, Huret Duopar derailleurs, Suntour Bar-cons, Blackburn rack. Hurry! \$599.99 shipped. Sweet deal, act quickly. Call RCI Ph#206-630-7200.

FOR SALE: 1994 Linear, blue anodized, 45" (approx. 6' rider) This is a brand new bike that is ready to go and in the box: \$949 shipped/ USA. RCN Ph#206-630-7200

FOR SALE: Presto Tourer-Deore DX \$1250, '93 Infinity, better than new \$550. Hypercycle SWB \$250. Dave Ph#205-492-3454 (25)

FOR SALE: 1990 Tour Easy, Red, Medium size frame, large Zzipper fairing, triple chainring (half step + granny), rack, computer, water bottle cage, narrow tires, air pump, double kick stand, \$1250 + shipping. Rod Ph#813-294-0051 days, 813-646-3870 evenings EST. (FL/25)

CLASSIFIED AD Rates & Information

Effective with this issue, all non-commercial paid classified ads will run for "TWO" issues. If your bike sells would like to cancel your ad for the second insertion—please call us ASAP. Free ads run only once.

Classified Ads Rates:

"Parts Wanted," "Parts For Sale" & "Personal ads" all free to subscribers. "Bikes For Sale"—Each 25 words \$12.50. Non-Subscriber rates are: \$20 for each 25 words. Commercial classifieds are \$1. ea. word (40 word minimum). Name, address & phone counts as 10 words. Please phone 206-630-7200 to request a display-ad rate sheet.

USED RECUMBENTS

FOR SALE: Lightning P-38, medium size frame, Aluminum seat frame, Moulton front wheel, Suntour XC Pro & Phil parts, Excellent shape, owned by mechanic. Selling to buy a tandem. \$950 Ph#414-567-9653 (WI/24-25)

FOR SALE: Counterpoint Presto, 1992/93 model, 20" x 1.5" tires, Front suspension, Magura brakes, Deore XT drivetrain, triple crank and custom dark green paint. Call John (mobile/voice mail) Ph#206-279-9469. (WA/25-26)

FOR SALE: 1994 Easy Racer Tour Easy, size large frame, red, Zipper fairing, rack, pump, 20" x 1.5" front tire. Less than 1000 miles. Bike is like new. \$1400 + shipping OBO. Call Darryl at: Ph#(HM) 206-933-6577 or (WK) 206-441-0295. (WA/25-26)

FOR SALE: 1995. ATP Vision: Maroon, new idler system, boxed and ready to go! \$849 Shipped-USA) RCI. Ph#206-630-7200

FOR SALE: 1994 LINEAR, 45" Frame size. Only 700 miles. Great ride. Must sell. Asking \$700 but make your best offer. Bill Ph#518-725-8484 (NY 25)

FOR SALE: Windcheetah Never used. 1994 model. Best Offer or trade for? Ph#414-774-5000 (WA/25)

FOR SALE: Counterpoint Presto 1987(?), folding boom, drop bars, 12-speed, 20" x 1-1/8" wheels, Dia Compe brakes, Custom pearl paint, exc. cond. est. 500 mi., \$1250 + shipping. Call Rick, Ph#206-828-3701 (WA/25-26)

FOR SALE: New Linear 45" Blue Ltd. Ed., 21 speed. Bike is new in box. \$1099. + shipping. People Movers Ph#714-633-3663 (CA/25)

FOR SALE: 1992 Tour Easy. Medium frame, blue, Zipper. Upgraded 13-32 freewheel, Grip Shifts and Shimano STX rear derailleur. Dual bottle cages. \$1199 + shipping. Ph#715-392-9411 (WA/25)

FOR SALE: Tour Easy 18 Speed, Super Zipper fairing, 61.5" wheelbase. Fits up to a 31" inseam or 6 foot tall rider. \$900 or offer. David Ph#303-756-3561. (CO25)

FOR SALE: Front Wheel Drive Recumbent Trike, very unique, built by famed hpv racer, George Georgiev of Canada. This is a Varna FWD trike based on the one seen at Yreka IHPSC in 1992. It has three 20" wheels, all with drum brakes, a Rans seat and is in excellent condition. A gift at \$999.99. Call Mark, Ph#301-933-1947. (MD/25)

FOR SALE: Old Biker Sells Young ATP "Vision" Recumbent, \$800. Seattle, WA. Ph#206-935-8385 (25/26)

FOR SALE: TRICE three wheel recumbent, US model, 2 wheel in front. Low and fast, all chromoly, custom upgrades, 20" front wheels w/ alloy drum brakes. 700c rear wheel. 21 speed Suntour. New powdercoat (red), crankset, BB, rear wheel/tire, upgraded idlers, and more. New sells for around \$1800. This one only \$1400 + shipping.

FOR SALE: 1995 Rans V-Rex RCN test bike. 50 miles. turquoise/ purple fade. Deore XT model, with two sets of Deore XT wheels: 700/20 and 24/16. Two sets of brakes: cantilevers and side-pulls. Bike is in new condition. Retail price \$2100! RCI Price \$1795 shipped anywhere in the USA. Recumbent Cyclist International Ph#206-630-7200.

USED RECUMBENTS

FOR SALE: DeFelice Custom size 4. Black, custom full mesh seat, custom Bushnell fork, Phil hubs and BB, rear rack. 26/20. Rare, one of the finest LWB designs. \$999.99 ANGLETECH - Ph#719-687-7475.

FOR SALE: Linear LWB 1994. Like new, medium size, silver, ZZipper fairing. \$999.99 with fairing!! ANGLETECH - Ph#719-687-7475.

FOR SALE: Linear LWB demo. Great condition, not trashed, silver \$899.99 ANGLETECH- Ph#719-687-7475.

FOR SALE: RANS Stratus "B." Gripshift SRT600, Shimano 105sc dual pivot brakes, new factory paint (your color choice if you hurry), new seat pad/fabric. \$999.99. ANGLETECH- Ph#719-687-7475

FOR SALE: DH5000 LWB, Deore /XT upgrades, rare Avocet triple crank, large size frame (for a tall rider), metallic black and loaded. \$1499 shipped (USA). Ph#360-574-5893. (WA/25)

FOR SALE: Lightning Cycle Tailwind, custom built by Gene Lemle in Ohio. Original RCN test bike, custom Presto-like high back seat. blue imron paint, Deore crank, 18 spd., This is a deal! \$899 shipped (USA). Ph#360-574-5893. (WA/25)

NEW RECUMBENTS

WANTED: Customers to place an order for the rare Counterpoint Trio 3 seater. Independent cadence for all 3 people, great handling, major fun quotient. Need 3 more orders to complete minimum for a "batch." Delivery January '96. ANGLETECH, Ph#719-687-7475. (25)

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PUBLICATIONS

BIKE PLANS FOR SALE: Item#10 Coos Bay Flyer Trike Plans, \$15 + \$3 shipping; **#11 Rebel Cycle SWB Plans**, \$15 + \$3 shipping. **#12 Kerns Composite LWB building plans**, \$12 + \$3 shipping. **#13 Hudyn Trike Manual Set.** Rare and the best works EVER on these subjects! This set includes "Designing and Building the 3 Wheeled HPV," "Hudyn Construction Plans" and "Designing HPV Composite fairings;" Set \$100 shipped. **#14 Easy Racer Plans.** New set. \$40 shipped USA. No bikes have been built from these plans and there is only one copy of each (except Easy Racer). All plans (items #10-#14): \$160 shipped USA.

HPV NEWSLETTERS: Item#15 British Human Power Club Newsletters & Future Bike CH Newsletters. 15 misc. issues, 1990-94, \$20 + \$3 shipping; **#16 Bike Tech Newsletters** 34 issues from 1982-88. \$25 + \$5 shipping; **#17 IHPVA's HPV News**, 16 copies mixed, 1989-94, \$15 + \$3 shipping; **#18 IHPVA Human Power**, 24 various, 1982-1994, \$35 + \$5 shipping; **#18 IHPVA HPV News**, 35 various issues, 1984-1989, \$65 + \$7 shipping; **#20 IHPVA HPV News**, 35 issues, 1989-1994, \$35 + \$7 shipping; All items (#15-#20), \$200 shipped. Call first for availability or send order with self addressed, stamped SASE in case item is sold. Recumbent, POB 58755, Renton, WA 98058. Ph#206-630-7200, 8am-noon, 1pm-3pm, 6pm-8pm PST.

FOR SALE: RCN Issues: RCN#19/20 1994 Buyers Guide: Were \$10 each, now \$5 + \$1 first class shipping. Five copies for \$25, Shipped; Ten copies for \$45, shipped; Twenty-five copies for \$80, shipped; Fifty copies for \$150 shipped; One-hundred copies for \$250 shipped. **RCN #22-23-24-25:** sample issue prices, mix & match, five copies for \$15 shipped; ten copies for \$25 shipped; twenty-five copies for \$50 shipped; fifty copies for \$80 shipped; one-hundred copies for \$150 shipped. Offer good thru March 1995. Please mail orders to: Recumbent, POB 58755, Renton, WA, 98058. Ph#206-630-7200, 8am-noon, 1-3pm, 6-8pm PST.

PERSONAL

WANTED INFO ON SIDE BY SIDE TANDEM RECUMBENT Will buy homebuilt SWB recumbents, parts, or tools. Pete Lardo, PO Box 1834, Flagler Beach, FL 32136 or call at 1-904-439-0420. (FL/25)

WANTED: Information from Gold Rush Riders: If you are 6' tall/ 200 lbs, I would like to know what you think about your bike, as well as speeds in various conditions. Please send to: Greg McBean, 10 Dunrobin St., Rothesay, N.B. Canada. E2E 3R3

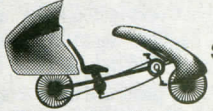
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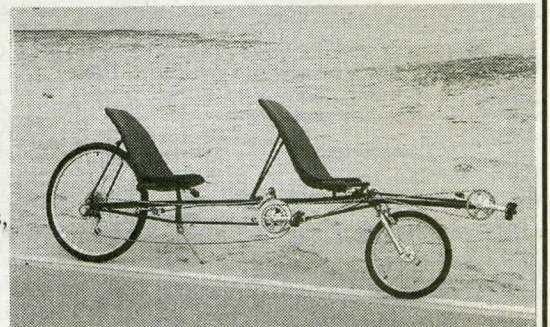
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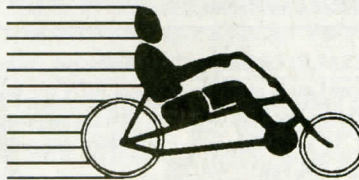
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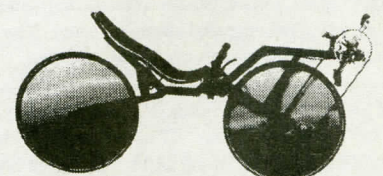
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RECUMBENT CYCLIST NEWS

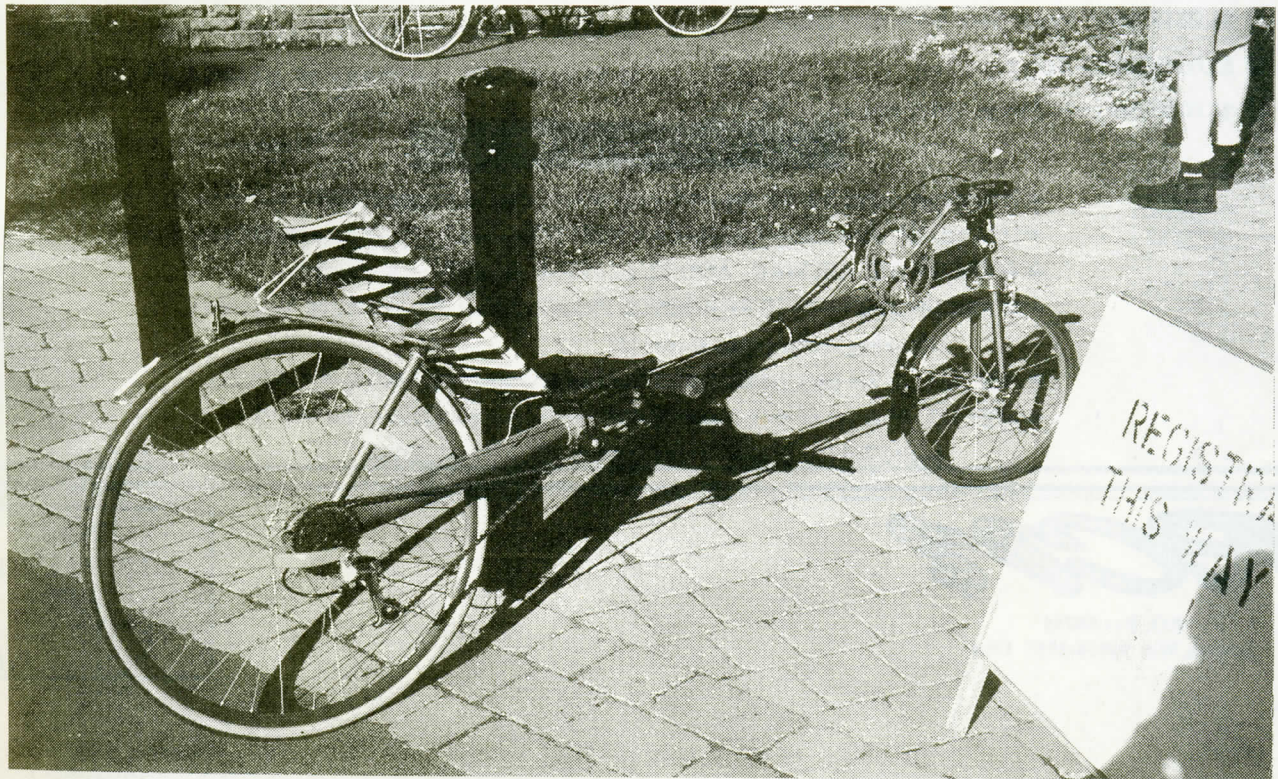
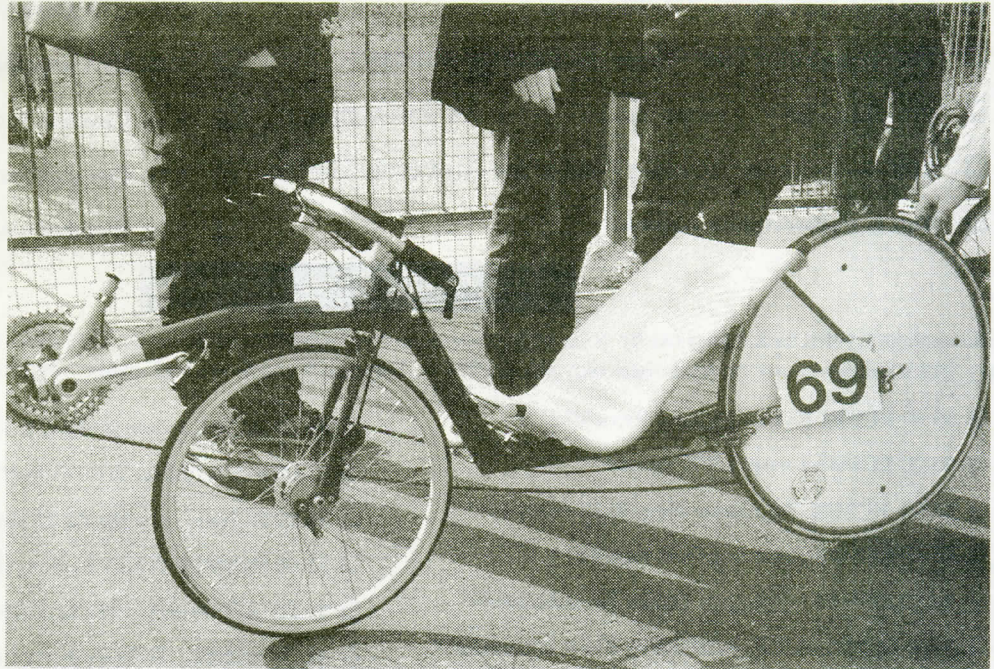


RCN, The *OTTING* Eye of bicycling!

Recumbent Spy Photos

RIGHT: This is a prototype for the new limited production Ross Low-Racer. Peter Ross is the designer of the Trice recumbent trike and the Ross SWB. Photo by Peter Ross

BOTTOM: This is a LWB prototype designed by Mike Burrows (Windcheetah fame) that was seen last summer at Bike Fest in Lancaster, U.K. by our astute undercover reporter, Ron Schmid. Hey, doesn't Mike work for GIANT? Hmmm.....



RECUMBENT CYCLIST NEWS

Read all about it! New product information, the latest on all commercially built recumbent bicycles, readers shared experiences and the latest new bicycle technologies. We are positive that you will find our issues and information the most concise every written on the subject of recumbent bicycles. This is the #1 source for recumbent bicycle information in the world today! Become part of bicycling's future today!

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