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RCN Mission

We are dedicated to promoting communications between recumbent bicycle enthusiasts, home-builders, hpv-racers and commercial recumbent manufacturers. It is our goal to encourage healthy and comfortable transportation alternatives. RCN is the only recumbent bicycle specific publication in the world today.

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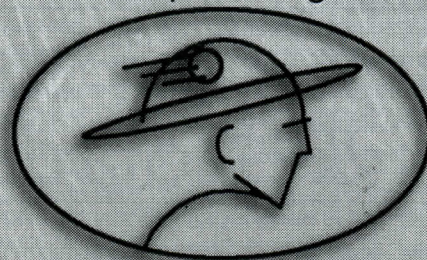
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Thank You

To all involved with this project

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How To Choose A



Recumbent

by Robert J. Bryant

There are many reasons to consider buying a recumbent, but first and foremost is comfort. When you ride a recumbent bicycle you will no longer have an aching back, stiff neck, numb wrists or a sore bottom. You will be able to ride longer with less fatigue and arrive at your destination feeling refreshed. The reason for this is the relaxed easy-chair seating position that the recumbent bicycle offers. This laid-back position allows for a better view of the road in front of you as well as the world around you. Another benefit of the recumbent seating position is a more open chest and diaphragm that makes for easier breathing. Recumbents are also very versatile machines and can be used for a wide range of applications: recreational and sport riding, daily commuting, as well as an HPV race or fast century and they are optimum for long distance touring.

Outstanding performance is another good reason to consider a recumbent. Human Powered Vehicles (HPV's) hold all of the human-powered speed records. This is because they are aerodynamically superior to conventional bicycles; less frontal area means less wind resistance. The Lightning F-40 currently holds the Race Across America speed record of five days and one hour. Gardner Martin's Easy Racer Gold Rush

ridden by Fast Freddie Markham was the winner of the Dupont Prize for breaking 65 mph. Production versions of these bicycles are currently being offered for sale. Fairings for street use are common and optional equipment on most commercially built models. They protect you from rain, cold and wind with up to a 30% reduction in drag. The general rule is that a recumbent is about 10% faster than a conventional bike. With a fairing, it can range from 15%-25% faster. With a full body it can be even more. Keep in mind that production recumbents are not always faster than conventional bicycles. It depends on the rider and the machine. Your best bet is to do your homework. If your goal is performance and speed, be sure that you look for a recumbent designed for this purpose. Pay close attention to speed records, racing involvement and victories.

COMMON QUESTIONS

Do recumbents climb hills well? Yes they do, although climbing on a recumbent requires a different technique, you must gear down and spin. Maintaining an efficient spin takes some practice & conditioning, once mastered it takes less physical effort to climb hills, but you don't have your body weight to aid in the climb. Depending on your riding style, your speeds can range from slower to some-

times faster than on a conventional bicycle. Again, this really depends on the individual rider. Roadies who charge up hills are usually slower on an unfaired recumbent, recreational "gear down & spin" riders can usually maintain the same climbing speed and with experience can become faster.

Can recumbents be seen in traffic? Recumbents are different, fun, futuristic and they get noticed. Many riders feel they get more respect from motorists while on their recumbents. Models with higher seating positions may be better suited for riding in traffic. We recommend that riders use safety flags, flashers and reflective devices.

Are they safe? Recumbents are safer than a conventional bicycle in an emergency stop due to their low center of gravity. Brakes can be evenly applied to both wheels simultaneously providing more traction without throwing the rider over the handlebars.

In crash situations, the rider goes down to the side absorbing the impact with the hip or leg rather than flying over the handlebars and absorbing the impact on your head and shoulder. Straight ahead vision is also better on a recumbent; however, rearview mirrors are mandatory for proper vision.

RECUMBENT DESIGN

Like conventional bikes, there are recumbent designs for all kinds of riders and all types of riding. These include road bikes, tandems, trikes and specialty bikes. But, because there are no arbitrary rules to limit the design process, recumbents come in every shape and size you can imagine. Listed below is a short description for each of the major categories.

SWB: (Short Wheel Base) 33"-38". These recumbents have their crank in front of the head tube and the front wheel tucked underneath or just ahead of the rider's knees. The SWB is a popular design amongst enthusiasts, home-builders and racers.

SWB/ MWB recumbent popularity has surged in the past year. This is primarily due to the growth and market segment of such manufacturers as ATP and Rans with their new and affordable designs are making the SWB/ MWB the design for the 90's.

A sub-category of SWB is the MWB (medium wheel base) 38"-50". These bikes offer the best weight distribution and offer great high speed handling.

These bikes are agile, quick handling, quick accelerating and extremely maneuverable. They can also be lighter, with some in the low-20 pound range. They fit car racks better and can stow easier than LWB models. The SWB/ MWB drivetrains all have at least one chain idler, some have two and some idle the upper chain--all add friction, and in some cases noise. Each manufacturer handles the chain line differently, some better than others. We like the skate-wheel type idlers. The best examples come from Rans, Lightning and the best we've seen is the Haluzak.

Some bikes use two 20" wheels, which offers a great all-around ride and a large selection of tires; however, this can make the seat too tall for some riders. Other models use the larger rear wheel (700c/ 26") matched with a 20" front wheel. This works well and makes gearing choices more easily obtainable. The most popular configuration seems to be the 700c/ 26" rear wheel matched with a 16" front wheel. This lowers the



seat height considerably, but the lack of a high pressure/ performance rated, yet streetable, 16" tire is a consideration. An updated 90 psi 16" X 1-3/8" Kenda tire should be available soon. This is a major boost for 16" wheel fans, but we have found that they still do not match the quality and durability of the BMX type 20" tires.

SWB recumbents can have varying degrees of heel interference where your the heel of your foot can cross the tip of the front wheel. With some bikes, you will need to get accustomed to this trait. Other models have shorter wheelbases and the seats can appear closer to the front wheel. This is done so that riders of many sizes can pedal with virtually no interference. How much depends on the bike (ask the manufacturer!) and also on your height. First-time riders may have a harder time with heel interference. Seasoned riders report that they do not even notice it after awhile.

The final consideration is handling. On wet pavement or riding in sand, gravel or snow, the SWB can be more difficult to control. Most SWB riders are almost religious about their choice of bike. It seems to be the choice for HPV racers and enthusiasts. For these riders, this is all worth while to achieve that exciting ride that only a SWB can offer.

SWB bikes are best used for enthusiast level, recreational and sport riding. They are great multipurpose bike and are at home on a tour, commute or a fast century.

MWBs offer a stretched wheelbase and better weight distribution making them ideal for performance riding and hpv racing. This type of recumbent is more suited for a serious enthusiast.

CLWB: (Compact Long Wheel-Base) 46"-60." This is the newest designation for recumbent bicycles and has become the most popular choice, primarily due to the entry-level models. A CLWB recumbent has a similar configuration to the LWB, but has a higher seat/ low bottom bracket and the front wheel is ahead of the crankset. The designers have made a conscious effort to shorten the wheelbase to make the bike easier to handle for novice riders. This is primarily done by making the seat higher/ wheelbase shorter and/ or through the use of smaller diameter wheels. The CLWB recumbent design is the most user friendly type available.

The most popular wheel combination is the 20" rear and 16" front. Other models have two 20" wheels. Be aware that the 20" x 1.75" BMX size fits a different wheel than does the 1-3/8." The same goes for the 16" size.

CLWB Performance: If the CLWB falls short in any respect it's in slightly reduced performance. The way in which designers achieve the CLWB design is to move the rider rearward on the bike. This usually means raising the seat up, thus moving the center of gravity up and back.

The major benefit to the CLWB design is its superior ability to be seen in traffic and that it offers the best view of the road possible on a recumbent.

CLWB bikes are best suited for entry level, recreational riders, commuters, as a second bike and some are even being used for off-road. The bike's simplicity is its greatest asset.

LWB (Long Wheel Base) 60" and longer. LWB recumbents are very smooth, stable, fast and inspire confidence in their riders. There is no heel interference and the drivetrains are relatively standard & simple. They are less maneuverable than their SWB counterparts, but usually smoother riding and stable at speed. They offer the most luxurious ride in the bicycle world today. LWB recumbents come outfitted with standard 26" or 700c rear wheels and 20" BMX size front wheels. LWB bikes can be a chore to maneuvering on a busy city street or narrow bike trail. They are usually heavier than SWB models, although there are some exceptions.

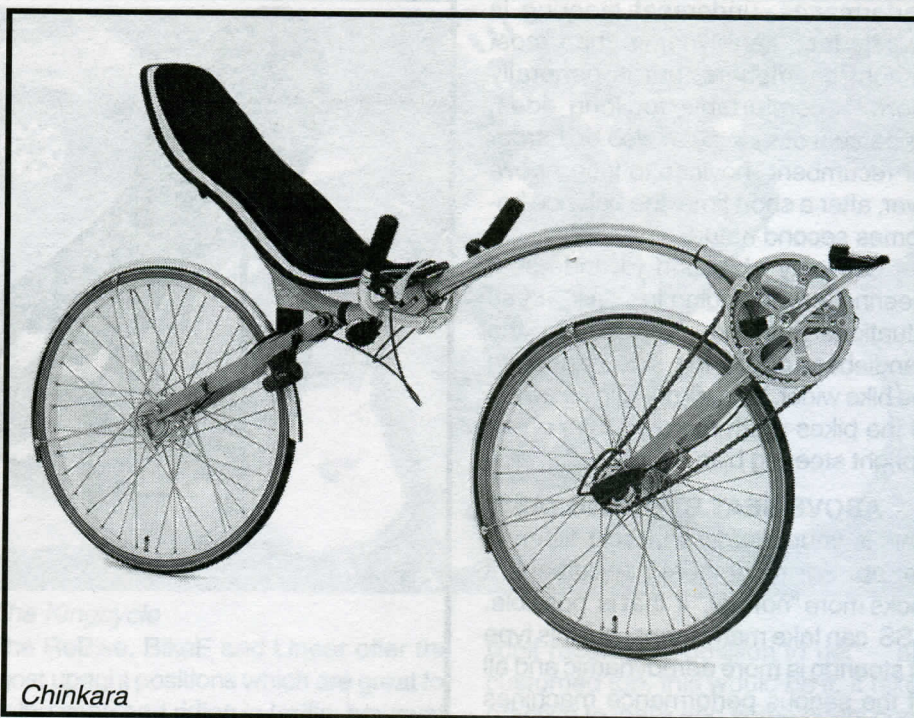
The LWB models are time-proven and have been the mainstay of the recumbent business for years. 1995 is the first year that we can report that the SWB has approached the LWB's popularity level, in fact, the SWB should surpass the LWB in sales this year..

LWB recumbents are diverse in their use. Some models are nearly unbeatable performers, others are world tourists and still others are great for the daily commute. The only drawback is the bike's length.

TRIKES: Immortalized in Richard Ballantine's "Richard's New Bicycle Book" several years ago, most readers dream of a recumbent tricycle with a body zooming all over town protected from the weather.

If you've ridden a recumbent trike before, you'll know that every bit of the trike mystique is absolutely true. They are low, sleek, fast and the most fun you'll ever have on three wheels.

Before you buy one, consider the following: Trikes take up more of the road; many trikes are low, thus harder for drivers to see. Trikes are usually



Chinkara

slower than two wheelers due to the increase in weight and frontal area.

Some trikes are so low that the rider's head is about bumper height to a pickup truck. One way to solve this is to put a body on the trike. It changes the perception of the vehicle completely.

As the trike market matures, the vehicles are being separated into sub-groups. First are the cruiser-style trikes. These are the most affordable and have two wheels in back. Next are the low slung racers with two wheels in front. These are the most fun, however, without a full body, they can be difficult to see and be seen on the road. The newest type of trike is the higher-seat variety. These are the most practical, but the higher center of gravity makes it possible to tip in hard cornering conditions. This is why their tracks are generally wider.

When all is said and done, there is really no experience quite like zooming around a parking lot in a three-wheel human powered sports car.

FWD (Front-Wheel-Drive) This has been around for years, but is gaining popularity in recumbent racing circles. Compared with any other recumbent format, FWD bikes are the most difficult to ride. There are two basic types: the

first has the drive mechanism/ bottom bracket, gear-train etc. mounted to the front fork of a SWB style recumbent. With this format, the entire drivetrain swings when the bike is turned. This creates a torque-steer situation and the muscle power/ your legs actually steer the bike. Riding this type of recumbent takes much practice. The second type is the "twisting-chain" FWD. This looks like a SWB type recumbent with the drive chain going to the front wheel usually via a double idler or even a double chain system. When the bike is steered, the drive-chain twists. From appearances, this seems to work best. The Flevo uses a different format with a steering pivot near the bike's center.

The FWD design continues to evolve, although we see limited uses for it. Racing is one use, and there remains a possibility that the FWD could be tamed for recreational riding via the CLWB. We are hoping for the possible USA introduction of a new FWD recumbent, the Bevo, later this year.

UNDERSEAT STEERING (USS)

This is when the handlebars are placed underneath the recumbent bike's seat. The steering can be via cables, or direct to the fork (SWB). All work well and are viable options. When considering

performance, underseat steering is slightly less aerodynamic than most upright handlebars, but is generally more comfortable for long rides. Underseat steering can also be harder for recumbent novices to learn; however, after a short time, the balance becomes second nature.

Our only objection to underseat steering is when riding in dense urban situations (rush-hour commutes), the handlebars out to the side can make the bike wider. You will need to be aware of the bike's width more so than on an upright steering bike.

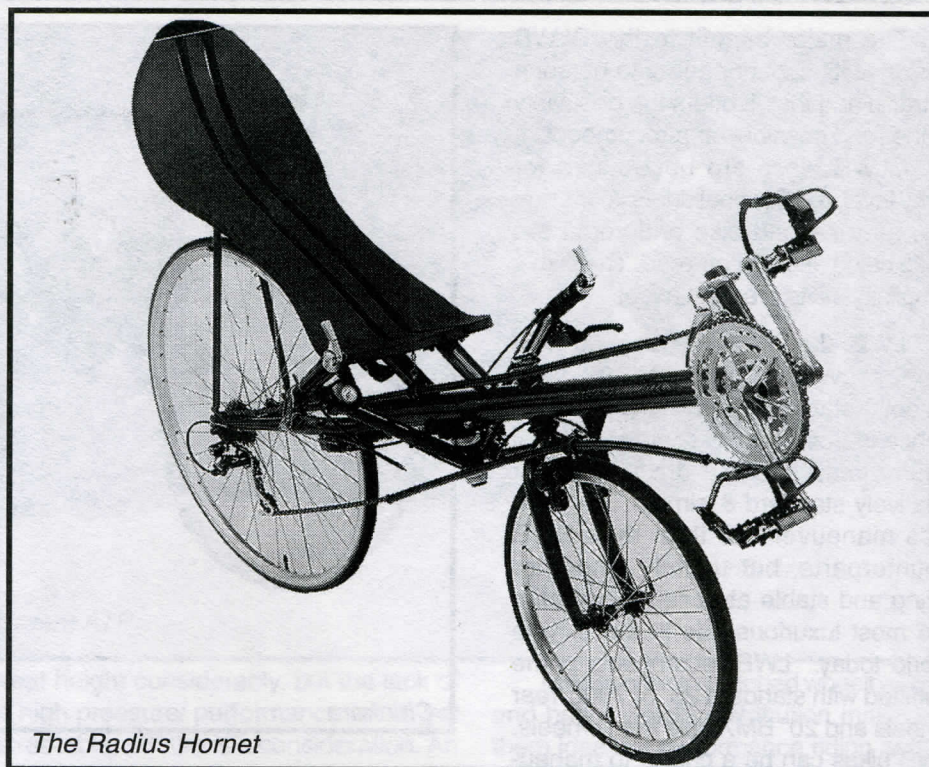
ABOVE SEAT STEERING (ASS)

This is your standard bicycle steering set up. For recumbent newcomers, it looks more "normal," if that is possible. ASS can take many forms, but this type of steering is more aerodynamic and all of the serious performance machines use it. Some riders feel that upright handlebars offer more control and are easier to learn to ride with. Others complain of a tiller-like feel on the LWB types. You will get accustomed to ASS quicker than you will to USS. The major benefit to USS is that it needs no special parts such as steering rods, rod-bearings, and cables.

RECUMBENT FITTING

Riders under 5'2" and over 6'1" will have a more difficult time finding a bike to fit them. Some manufacturers offer one-size-fits-all frames, others have multiple sizes. Riders fitting the described height extremes should pursue bikes that offer a selection of sizes. Riders over 200 pounds will need to quiz manufacturers on weight limits for their bikes. Sizing riders to recumbents can sometimes be challenging. Height and inseam are "approximate" methods, but heed this warning, if you are beyond the realm of "average," we recommend the "X-Seam" measurement.

Start by sitting on a floor with your back firmly pressed against the wall with your leg laying straight ahead of you. Have someone measure the distance from the wall to the bottom of your heel. This measurement can be duplicated on any recumbent bicycle when measured from where the seat back & base meet, measured out to the farthest



The Radius Hornet

reach of one pedal, thus the X-Seam.

Some bikes for small riders are the ReBike SS, Infinity-short, Easy Racer (small), Haluzak Leprechaun, LB and the ATP Vision. Models available with extra long frames include most Rans models, Ryan, & Linear. Keep in mind that most SWB/ MWB manufacturers can build longer "boom-tubes" for tall riders.

RECUMBENT COMPONENTRY

Components are the same as what is found on hybrid, mountain and road bikes. The only nonstandard parts are: chain idlers, long chains (standard chain/two-three lengths spliced together), steering rods and linkage (underseat models) and the small front wheels that are generally BMX or other smaller sized wheels. Be sure to check ALL specs of the bike you are buying. Full gruppo's are fairly uncommon in the recumbent world. If you want special components, find a dealer who will do this for you or consider purchasing a frameset. Be sure to check compatibility with your manufacturer.

For 1995, componentry for recumbents has taken a new direction. Because of Suntour's demise in the US market, more bikes have mixed groupsets of Shimano and Sachs components. Be sure to study component specs carefully.

Bicycle components are becoming more and more incompatible. Shimano group sets work best with 100% Shimano systems. The 11T cassette cog was a breakthrough for 'bent riders, but microdrive is not.

Recumbent bicycles need high highs and low lows in their gearing. For diverse terrain, we suggest a range from 20-100 gear inches or for flat terrain, a range from 30-115 works fine. Performance riders will need to sacrifice low gears for higher gears. Our Easy Racer Gold Rush Replica test bike has a 24/46/54 crankset and a gear range of 22.5-126 gear inches. We have pushed the limits of this drivetrain, but it shifts wonderful- just like a mountain bike. This is primarily due to the Easy Racer chain line and idler system.

Gearing is important, and we recommend having your dealer personalize it for your special needs, as without proper low gears, it is possible to injure your knees. Another way to get low gears is the Sachs 3 x 7. This is an internal three speed with a seven speed cassette, providing seven speeds in three different ranges (21 speeds). Add a double crank for 42 speeds or a triple for 63. There is power loss due to friction in the high and low gears, but ask

any 3 x 7 user if they notice it. This is a remarkable system that seems to be made for recumbents/ HPV's. Sachs also makes wonderful drum brakes that offer superior all-weather braking, especially in small wheels (Sturmey Archer also makes some decent drum brakes).

Be sure to ask the manufacturer about the wheel quality. Recumbents need strong wheels. We suggest hand built and trued wheels using top quality rims, hubs and spokes. Find out who built your wheels and look for consistency. Brand name parts that have name recognition are best.

RECUMBENT SEATS

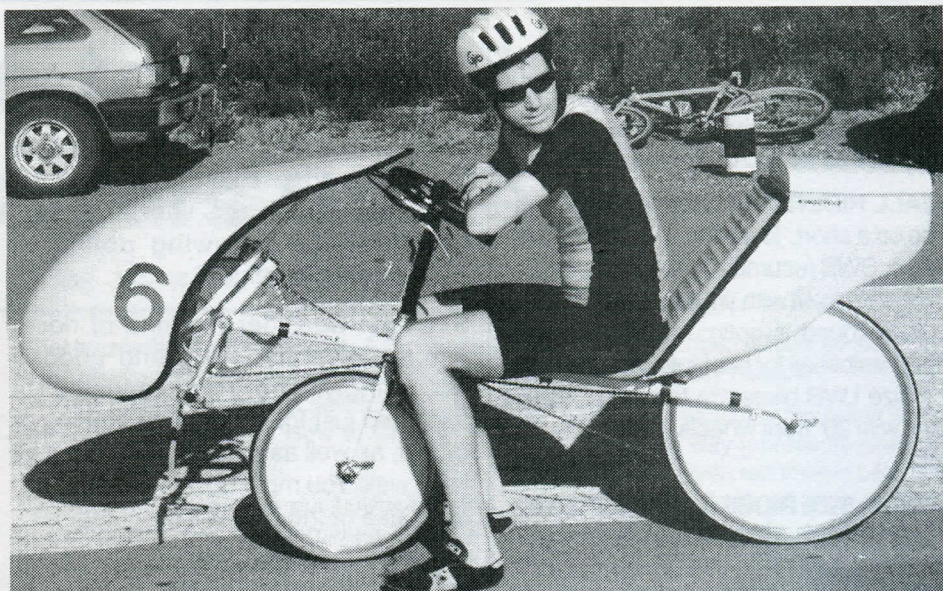
There are two distinctly different variations of recumbent seats. The first is a (steel/ aluminum) frame with sling/ mesh like those found on the Presto, Lightning, ATP Vision and Haluzak. We have found these seats superior in comfort for long distances or when many hours will be spent on the bike.

The foam/ shell seats, like those found on the Easy Racer work great with their respective designs, offer good comfort and excellent power generation. These seats can offer better lumbar or lower back support than the sling/ mesh, but tend to be hotter due to the lack of ventilation. The foam tends to break down over time and your seat may need to be rebuilt.

Seat selection is something that should not be overlooked, it may possibly be the most important feature on your bike. Seat conversions are not impossible, but can be very costly and may not work as well as the seat the bike's designer intended. Our favorite new seat this year is a hybrid of the two, the new Rans seat has a mesh back and a composite base with a foam cushion.

SEATING POSITION

Every recumbent rider develops his/her own theories and ideas on this subject. You should try out many different recumbents to see what type of seat recline angle appeals to you. Bikes like the Ryan & Presto recline you fairly far. The Tour Easy, Infinity & Lightning are slightly more upright, but reclined far enough to take pressure off the tailbone.



The Kingcycle

The ReBike, BikeE and Linear offer the most upright positions which are great for being seen and riding in traffic; however, this position puts more weight on your tailbone. Quite possibly the perfect option is the ATP or RANS, which offer an adjustable seat recline.

BOTTOM BRACKET POSITION

Seating position in relation to your foot/ bottom bracket position is another important consideration. All designs are not created equal. In layman terms, here is what we have found. The downward pedal angle such as the CLWB EZ-1 and BikeE offer the easiest riding position. For the most part, this is not the most efficient pedal position, but certainly the most comfortable. The Tour Easy/ Rans Stratus position is slightly different. These two bikes have downward pedal angles like the CLWB bikes, but also have low seats and long & low frames makes for an added bonus in performance. Power generation & performance is excellent.

Bikes with a bottom bracket height that is level with your hips or slightly downward pedal angle, such as the Vision, RANS and Presto are the easiest of the SWB recumbents to ride. This position is very comfortable and aids in hill climbing as power output is improved.

The more upright seat position with the high bottom bracket (higher than your hip joint) such as the Lightning MWB, offers superior hill climbing abilities and quick acceleration, however, this comes at a price. If asked to pick the most dif-

icult recumbent position to get accustomed to, this would be it. It takes practice to learn and some riders complain of numbing toes. If you can be certain this will not be a problem, this format is the high-performance rider's dream. The new Rans V-Rex offers a similar layout, but more user-friendly as the bottom bracket is slightly lower and seat recline is adjustable.

RECUMBENT WHEELS

REAR WHEELS: When ordering your new enthusiast-quality recumbent, consider the 700c or the 26" standard mountain bike wheel, which is tough, durable and many excellent street tires are readily available.

FRONT WHEELS: The 20" is the standard for LWB models and a good choice for the SWB. 20" tires come in three main configurations: the 20" X 1-1/8" IRC 100 psi Roadlite is the 20" performance leader; the 20" X 1-3/8" Kenda 90 psi (a comfortable choice) and finally the extremely durable 20" X 1.5" 65 psi Haro slick and ACS 20" X 1.75" 100 psi which are the #1 choice for commuters and tourists.

Many SWB recumbents use the smaller 16" or 17" front wheels. The two most popular sizes are the 16" X 1-3/8" and the 17" Moulton high performance wheel. The Kenda 16" is the best choice for most bikes, but the quality level is not up to that of the IRC, Haro or ACS tires. We expect a better, redesigned Kenda for early 1995 introduction.

RECUMBENT FIT INFO

Here are some very loose guidelines for recumbent fitting. Height ranges are approximate as no two body types are alike.

SMALL RIDERS: To approx. 5'6" need to be on a short, low bike. The best fit are LWB or SWB recumbents and the CLWB. Being able to sit with your feet planted flat on the ground is optimum. MWB bikes offer possibilities for heel interference and one-size LWB bikes are too long. SWB bikes with 20" front wheels will also be too high.

MEDIUM SIZE RIDERS: From 5'7" -5'10." Riders of this height can ride any type of bike SWB, MWB or LWB comfortably.

TALL RIDER: To 6'1" At this height, riders are getting into very long LWB models (wheelbases in the 67"-71"). We still feel that the LWB is a good choice. The MWB probably offers the best choice due to weight distribution, but riding style should also be considered.

REALLY TALL: 6'1"+ Really tall riders will have trouble finding a long enough LWB, and wheelbases edge past 70." SWB bikes will have a wheelbase that is too short for a really tall rider. The best bet for a tall rider is a MWB. It offers the best weight distribution and riders will not experience much heel interference. Also, custom boom lengths or models that will accept riders in the upper 6' range.

LEG EXTENSION: When you actually start riding your new bike, you will need to experiment with different leg extensions by adjusting the seat and/ or boom. See what works best for you.

HEAVY RIDERS: Should consider a strong triangulated bike and inquire with the manufacturer as to the warranty and weight limits. Forget about skinny tires and go with some beefy wheels. Go with 48 spokes on a 700c, a tough BMX 20" or an MTB 26." wheel. Steel frames take priority over aluminum and tried and true components in the middle-high end Deore LX/XT range work best. Heavy riders should not ride models with bottom brackets higher than their hip joint. Also, most CLWB's place the weight far rearward and are not designed for 200+ lb. riders.

Continued from page 7

NARROW THE CHOICES

There are vast differences between recumbent designs and how much they cost. Even bikes that look the same, can handle very differently. Consider the following points to simplify your purchase.

STEP#1: Consider the kind of riding you're currently doing and choose accordingly. There are recumbents designed just for sport riding, touring or racing, as well as those that can do it all fairly well. You must decide what the primary use of the bike will be.

STEP#2: Make a budget and stick to it.

STEP#3: Narrow your choices based on your budget, what bikes attract you and what bikes fit you.

STEP#4: Get as much information as you can about the bikes you like and try to ride as many as possible. Your best bet is to contact a local rider-group and manufacturers or dealers. Back issues of RCN are the best when it comes to info on recumbents.

We hope that you enjoy this buyers guide issue and that it helps you to purchase or build your dream bike! Viva Recumbency!

Robert J. Bryant

SWB/ MWB Dilemma

Are they really different?

By BJ Strass

So what's the deal? They look alike, they should handle alike! What are the differences?

To most people new to the recumbent world SWB (short-wheelbase) and MWB (medium-wheelbase) recumbents look fairly identical. They do have many common aspects; their compactness, wheelbases which are similar to conventional bikes, and location of the crank in front of the front axle. The differences, however, can be considerable. In choosing one of these designs it is important to note the nuances between the two.

In simplest terms, any recumbent which has the crank in front of the front axle, and is of a wheelbase of under 40" is considered a SWB. Any recumbent which has the crank in front of the front axle and is of a wheelbase of over 40" is considered a MWB. The differences go farther though. The following are some generic aspects of each design which are generally accepted.

SWB Pluses: Quick handling, compact design, excellent slow speed maneuverability, very easy to transport, often fits smaller riders better.

SWB Minuses: Rougher riding, less stable at high speeds, front wheel more heavily weighted.

MWB Pluses: Smoother ride, good slow speed maneuverability, good high speed handling, fairly easy to transport, front and rear wheel weighted more evenly, often fits larger riders better.

MWB Minuses: Increased heel to wheel interference, often fits smaller riders poorly, slightly less slow speed maneuverability.

When talking to your recumbent dealer ask questions regarding seat height, ease of getting feet to the ground for your height, heel to wheel clearance, and weight transfer. It is good to know your inseam measurement, X-seam measurement (This is determined by sitting on the floor against a wall, legs together and stretched flat. Force your bottom, not your back, against the wall and have someone measure from the wall to your bare heel.), height, riding style, and intended uses for the recumbent. These are important for your dealer to know when helping you select a recumbent which will fit you and your needs correctly. With a little knowledge you will get the recumbent that is best for you.

Relax and Ride

BJ

Welcome to the 1995 RCN Buyers Guide

by Robert J. Bryant

RCN BUYERS GUIDE LISTING KEY

DESIGNER: This is the name and date for the original design.

WEIGHT: As reported by the manufacturers in our buyers' guide questionnaire.

WARRANTY: These are warranties on the main frame and manufactured parts of the bike, not necessarily the components, which have their own manufacturer warranties based from 90 days to one year. Be sure to call each manufacturer for specifics of the warranty. Keep in mind that warranties vary from one year all the way to lifetime in length. Also a consideration is the manufacturer's ability to provide warranty service. With specialty recumbent bicycles you could have manufacturer overseas and there could be questions about who pays for shipping. Recumbents are expensive, so do not overlook the warranty.

WHEELBASE: The wheelbases of the models if the bike comes in different sizes.

SIZE: Be certain to get a properly sized bike. There are no bargains if your bike does not fit. Keep in mind inseam (measured-not pants), X-seam and all other measurements the manufacturer calls for. Shorter riders may want to consider model with a low(er) seat height. Riders shorter than 5'2" or taller than 6'2" should be especially cautious in their recumbent selection.

FRAME: AL-Aluminum; SS-Stainless steel; CroMo-chrome-moly steel; Hi-Tension-mild steel. As far as frame construction goes, there are three basic types: brazing, TIG and MIG. Brazing and TIG welding are what comes on top of the line bikes throughout the bicycle world. MIG welds are functional, but not always beautiful and come mostly on lower line models.

FORK: The best forks are the CroMo variety. Be sure to ask, as some manufacturers use Hi-Tension BMX forks on CroMo bikes. In many cases you can upgrade to a CroMo or suspension fork.

SEAT: Seats generally come in three varieties, the sling/mesh with aluminum or steel frames with suspended fabric inserts. The

other type is the shell/foam seat. A third seat is the sling/mesh/foam hybrid which comes on Rans recumbents and is new for '95. See our section on seats in "How to Choose a Recumbent," page 3.

DERAILLEURS: Just as our buyers' guide questionnaire was being mailed out, the bicycle industry got word that Suntour USA was closing its doors. This has sent many manufacturers scrambling. In the long run this could be a boost for the recumbent world as more upper line Sachs and Shimano parts may find their way onto recumbents. The buyers guide specs were valid as of April 1, 1995, and are subject to change by the manufacturers at any time.

SHIFTERS: Recumbents generally use MTB type shifters or bar-ends. The latest rage is the new Grip Shift and Sachs Twist Grip.

CRANKSET: In the '95 specs you will notice that many Shimano equipped bikes are outfitted with Suntour cranks. It may seem that these are bargain-basement specials, but the Suntour XC Expert, Comp and Pro are all very good cranksets. Beware of "Alloy" cranks with steel chainrings or riveted-on chainrings.

BRAKES: There is a diverse mix of brakes available. Cantilevers are tried and true, but set-up is no fun. Your editor's favorites are high quality side-pull: Campy, Shimano 105SC, BMX Big Dog, FSE and the under-rated Sachs and Sturmey drum brakes.

SOLD THROUGH: Many recumbents are sold direct from the manufacturer, many from bicycle retailers and then there are some manufacturers who do both. We suggest that you buy your recumbent from a specialist, not just a bike dealer who bought his first 'bent and you're the guinea-pig, but a practicing professional. If you must go mail-order because you have no local dealer, we suggest that you go with a bike that has been pre-assembled or road tested--even if it costs extra. Even cycling enthusiasts may not know the proper way a recumbent should be set up, and if you're not a savvy bike mechanic, it will be money well spent. The true winner in the pre-assembly game is AngleTech in Colorado. It doesn't matter where you are in the world, your bike ships

nearly ready to ride. Close seconds are BikeE and Easy Racers.

OPTIONS: The space for this listing is very small, and in no way represents what can be done to any given recumbent bike. We suggest that you obtain all of the information that you can prior to making the big decision. This includes RCN road test issues, manufacturer videos and best of all, get on-line with the America Online Recumbent Forum or the HPV mailing list on the internet. Stop by and say hi! DrRecumbnt@aol.com.

SIMILAR MODELS: There are many model variations available, even more so than what we have listed in this buyers' guide. If you're serious about getting a recumbent, become an information junkie and learn all you can.

SUGGESTED RETAIL PRICES: These are the prices quoted to us by the manufacturer on or before March 15, 1995. Quoted prices do not always include shipping and set up. We highly recommend that a recumbent professional set-up your new bike if at all possible.

ADDITIONAL NOTES:

Recumbents are expensive, but you get what you pay for. While comparing, keep in mind that even the cheapest model is made in the USA by American Craftsmen in American shops. When you get up into the \$1300 range, many of the bikes are literally hand built.

FANCY OVERSEAS MODELS: The Europeans are doing some great recumbent design work. Order one of these beauties and you may have a one of a kind in the USA--but be prepared for a price shock with the dollar value declining. When inquiring about a faired Windcheetah test trike, the cost was \$8100 and the price was going up! Air freight can cost \$500! The only manufacturer who has really affordably addressed the situation is Peter Ross from Crystal Eng./ Ross Recumbents. He will airfreight a Ross SWB to the USA for \$1299. The new model looks to be very competitive with US built SWB recumbent models.

SWB

Short Wheel Base

This type of recumbent has the crankset in front of the head tube and the front wheel tucked underneath the legs of the rider. They are quick handling, quick accelerating and extremely maneuverable. They are the road-racers of the recumbent world.

Ed.

1



ANGLETECH

318 N. Highway 97
PO Box 1893
Woodland Park, CO 80866
Phone# 719-687-7475

Presto SE63

Specifications

DESIGNER: Jim Weaver/ 1988

WEIGHT: 29 pounds

WARRANTY: 5 Yr./ Lifetime

WHEELBASE: 36.75"

SEAT HEIGHT: 24"

SIZES: One-size-fits-all

FRAME: 4130 CroMo/ SS/ TIG/

FORK: CroMo/ TIG

SEAT: 6061 AL/ nylon mesh

WHEEL SIZE: 20"

DERAILLEURS: Shimano XTR

SHIFTERS: 63 Spd./ Grip Shifts

CRANKSET: Sugino Fuse 38/50/61

GEARING: Sachs 12-28/ 3 x 7

BRAKE TYPE: Dia Compe side-pull

FINISH: Custom Imron

SOLD: Direct

OPTIONS: SE \$1849 & Ti model

\$5699. Many custom options available

ROAD TEST: RCN #11, #18

SUG. RETAIL PRICE: \$1849-1999.99+



BICYCLES BY HALUZAK

2166 Burbank Ave.
Santa Rosa, CA 95407
Phone#707-544-6243

Horizon

Specifications

DESIGNER: Bill Haluzak/ 1991

WARRANTY: Ltd. Lifetime

WEIGHT: 29.5 pounds

WHEELBASE: 40.5"

SEAT HEIGHT: 23"

SIZES: 5'6"-6'3"

FRAME: CroMo/ TIG/ 6061-T6 AL

FORK: CroMo

SEAT: AL/ nylon mesh

WHEEL SIZE: 26"/20" (700/24/16 opt.)

DERAILLEURS: Shimano

SHIFTERS: 21 spd. Grip Shift

CRANKSET: Suntour 28/40/50

GEARING: Shimano 11-28

BRAKES: Dual pivot or cantilever

SOLD THROUGH: Dealer / Direct

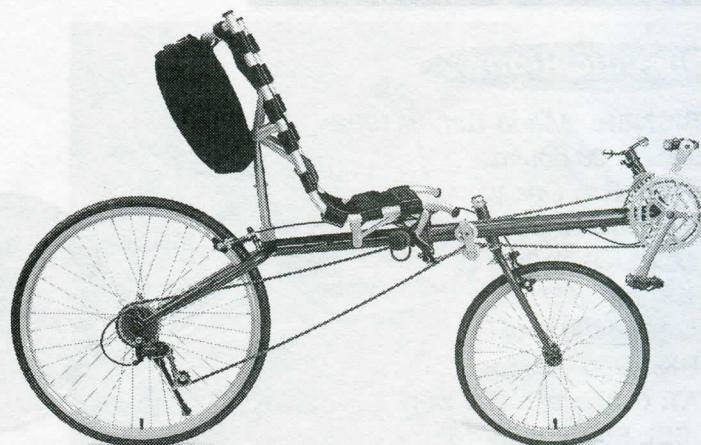
SIMILAR MODELS: Hybrid Race

(700c/20 \$1595) and Leprachaun (small

whl. version) and new SWB MTB

ROAD TEST: RCN #22

SUG. RETAIL PRICE: \$1295-\$1595



TURNER ENTERPRISES

1350 E. Flamingo Rd. #73
Las Vegas, NV 89119-5263
Phone#602-290-5646

LB E-Lite

Specifications

DESIGNER: Milton Turner/ 1994

WEIGHT: 29 pounds

WARRANTY: One year

WHEELBASE: 37"

SEAT HEIGHT: 22"

SIZES: 5'1"-6'3"

FRAME: Sq. 4130 CroMo/ TIG

FORK: 4130 CroMo

SEAT: Composite/ foam/ vinyl

WHEEL SIZE: 24" or 26"/ 16"

DERAILLEURS: Suntour

SHIFTERS: 7, 21 Speed Index

CRANKSET: Suntour XL 24/36/48

GEARING: Suntour 12-32

BRAKES: Odyssey side-pull

FINISH: Powdercoat

SOLD THROUGH: Dealer / Direct

SIMILAR MODELS: LB-E, steel

frame, Fg seat from \$499

ROAD TEST: RCN #10/ Upcoming

SUGGESTED RETAIL PRICE: \$950



TURNER ENTERPRISES

1350 E. Flamingo Rd. #73
Las Vegas, NV 89119-5263
Phone#602-290-5646

LB-2000

Specifications

DESIGNER: Milton Turner/ 1992

WEIGHT: 26 pounds

WARRANTY: One year

WHEELBASE: 37"

SEAT HEIGHT: 22"

SIZES: 5'2"-6'3"

FRAME: 4130 CroMo

FORK: 4130 CroMo

SEAT: Graphite/ foam/ vinyl

WHEEL SIZE: 700c/ 16"

DERAILLEURS: Suntour

SHIFTERS: 21 spd. Twist Shifters

CRANKSET: Suntour (choice)

GEARING: Suntour 12-32

BRAKES: Dia Compe side-pull

FINISH: Powdercoat

SOLD THROUGH: Dealer / Direct

SIMILAR MODELS: LB-E, steel

frame, Fg seat from \$675

ROAD TEST: RCN #10/ Upcoming

SUGGESTED RETAIL PRICE: \$1695



RANS, INC.

4600 Hwy 183 Alt.
Hays, KS 67601
Phone# 913-625-6346
Fax#913-625-2795

V-Rex/ XT

Specifications

DESIGNER: John Schlitter, Randy Schlitter and Mark Colliton/1994
WEIGHT: 28.8 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 40"
SEAT HEIGHT: 26"
SIZES: Fits riders 5'-6'10"
FRAME: CroMo/ TIG
FORK: Hi Carbon/ XT-CroMo
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 700c/20" or 24"/16"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 14/ 21 spd. Grip Shift
CRANKSET: Suntour XC 24/36/46
GEARING: Shimano 11/ 12-28



BRAKE TYPE: Dia Compe 730/ XT
FINISH: Powdercoat/ custom
SOLD THROUGH: Dealer / Direct
OPTIONS: V-Rex XT (Deore XT 24 spd.)
ROAD TEST: RCN #12, #21
SUG. RETAIL PRICE: \$1155-\$1655

ANGLETECH

318 N. Highway 97
PO Box 1893
Woodland Park, CO 80866
Phone# 719-687-7475

V-Rex GL63

Specifications

DESIGNER: Randy Schlitter, John Schlitter & Mark Colliton/1994
WEIGHT: 29 pounds
WARRANTY: Lifetime
WHEELBASE: 40"
SEAT HEIGHT: 26"
FRAME: CroMo/ TIG
FORK: CroMo (susp. opt.)
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 700c/20" or 24"/17"
DERAILLEURS: Shimano Deore XT
SHIFTERS: 63 spd. Grip Shift
CRANKSET: Sugino Fuse 24/36/46
GEARING: 12-28,, Sachs 3 x 7.
BRAKES: Magura HS22



SOLD: Direct
SIMILAR MODELS: SS features Spineray rear wheel, 24 speeds, upgraded components and AngleTech Zipper standard.
SUG. RETAIL PRICE: \$2099.99

RANS, INC.

4600 Hwy 183 Alt.
Hays, KS 67601
Phone# 913-625-6346
Fax#913-625-2795

Rocket

Specifications

DESIGNER: Randy Schlitter/ 1994
WEIGHT: 30 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 40"
SEAT HEIGHT: 21.8"
SIZES: 5'-6'10"
FRAME: 4130 CroMo/ TIG/ MIG
FORK: Hi Carbon steel
SEAT: AL/ CroMo /FG/ mesh/ foam
WHEEL SIZE: 20/ 20" or 20"/ 16"
DERAILLEURS: Shimano Alivio
SHIFTERS: 21 spd. Grip Shift
CRANKSET: Alloy 42/52
GEARING: Shimano 11-28
BRAKES: Dia Compe Bulldog



FINISH: Powdercoat

COLORS: Red, grn, blue and black

SOLD THROUGH: Dealer / Direct

NEW FOR '95: New model.

OPTIONS: Performance whls./ gearing.

SUGGESTED RETAIL PRICE: \$695

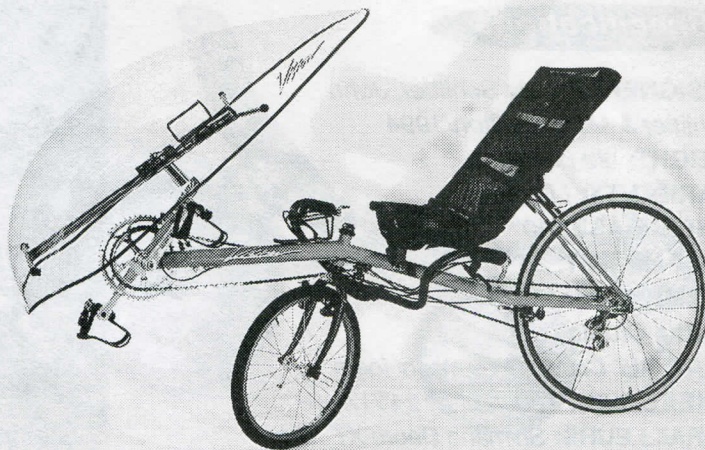
ATP/ Vision

952 Republican St.
Seattle, WA 98109
Phone#206-467-0231
Fax#206-467-0175

R-40 SWB

Specifications

DESIGNER: Bower/Smith/ 1992
WEIGHT: 29.5 pounds
WARRANTY: Two years
WHEELBASE: 36"
SEAT HEIGHT: 22.5"
SIZES: 5'2"-6'2"
FRAME: CroMo/ TIG
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 26"/16" (1-3/8")
DERAILLEURS: Shimano Alivio
SHIFTERS: 21 spd. Grip Shift
CRANKSET: XC LTD 24/36/48
GEARING: 12-28
BRAKES: Cantilever



FINISH: Powdercoat maroon & teal

SOLD THROUGH: Dealers

SIMILAR MODELS: R-42 LWB

OPTIONS: LWB & upright steer

ROAD TEST: RCN #9, #21 #25

SUGGESTED RETAIL PRICE: \$995

ATP/ Vision

952 Republican St.
Seattle, WA 98109
Phone#206-467-0231
Fax#206-467-0175

R-42 SWB

Specifications

DESIGNER: Bower/Smith/ 1992
WEIGHT: 27 pounds
WARRANTY: Two years
WHEELBASE: 36"
SEAT HEIGHT: 22.5"
SIZES: 5'2"-6'2"
FRAME: CroMo/ TIG
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 26"/16" (1-3/8")
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. Grip Shift
CRANKSET: XC LTD 24/40/50
GEARING: Shimano 12-28
BRAKES: Suntour XC Pro Cantilever



FINISH: Powdercoat maroon & teal
SOLD THROUGH: Dealers
SIMILAR MODELS: R-40 SWB
NEW FOR '95: 20" wheel & fork option coming for summer '95 (all models).
SUGGESTED RETAIL PRICE: \$1390

ATP/ Vision

952 Republican St.
Seattle, WA 98109
Phone#206-467-0231
Fax#206-467-0175

R-45

Specifications

DESIGNER: Bower/Smith/ 1992
WEIGHT: 22.5 pounds
WARRANTY: Two years
WHEELBASE: 36"
SEAT HEIGHT: 22.5"
SIZES: 5'2"-6'2"
FRAME: CroMo/ TIG
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 26"/16" (1-3/8")
DERAILLEURS: Shimano Deore XT
SHIFTERS: 24 Spd. Grip Shift
CRANKSET: Ritchey 24/40/50
GEARING: Shimano 12-25
BRAKES: Suntour XC-Pro Cantilever



FINISH: Custom
SOLD THROUGH: Dealers
SIMILAR MODELS: R-40/42
OPTIONS: Upright steer & fairing
ROAD TEST: RCN #9, #21 #25
SUGGESTED RETAIL PRICE: \$2250

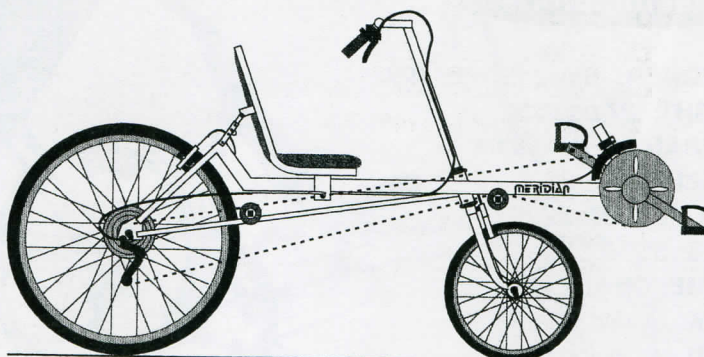
INTROSPECT CYCLE

1029 Amberwood Dr.
Sacramento, CA 95864
Phone# 916-481-2906

Meridian

Specifications

DESIGNER: BJ Strass/ 1995
WEIGHT: 29 pounds
TYPE: Frame-kit sales only
WARRANTY: Five years
WHEELBASE: 44"
SEAT HEIGHT: 23"
SIZES: One-size-fits all
FRAME: Hi-Ten/ CroMo/ MIG
FORK: CroMo
SEAT: AL/ nylon mesh/ cushion
WHEEL SIZE: 26"/ 16"
DERAILLEURS: Owner supplied
SHIFTERS: Owner supplied
CRANKSET: Owner supplied
BRAKES-FRONT: Big Dog



BRAKES-FRONT: Owner supplied
FINISH: Powdercoat
SOLD THROUGH: Direct
NEW FOR '95: Convert your MTB, hybrid or touring bike to a 'bent!
SUGGESTED RETAIL PRICE: \$575

LINEAR MFG. INC.

RR 1, Box 173
Guttenberg, IA 52052
Phone# 319-252-1637
FAX#319-252-3305

Kingcycle

Specifications

DESIGNER: Miles Kingsbury
WEIGHT: 29 pounds
WARRANTY: NA
WHEELBASE: 39"
SEAT HEIGHT: 18"
SIZES: Sml./ med./ lg.
FRAME: Reynolds CroMo
FORK: CroMo
SEAT: AL
WHEEL SIZE: 24"/450A
DERAILLEURS: Sachs
SHIFTERS: 21 Spd. Sachs
CRANKSET: Stronglight 24/26/48
GEARING: 12-28
BRAKES: Magura or drum



FINISH: Powdercoat Yellow
SOLD THROUGH: Dealer
OPTIONS: Nose & tail fairings.
ROAD TEST: Upcoming
SUG. RETAIL PRICE: \$2900

DOPPLER CYCLE TECHNOLOGIES

52 Walnut St.
Kitchener, Ontario, Canada N2G 1P6
Phone# 519-579-9479

Specifications

DESIGNER: Swartz/ Heisch/ 1994

WEIGHT: 27 pounds

WARRANTY: 18 months

WHEELBASE: 44"

SEAT HEIGHT: 21"

SIZES: One-size-fits-all

FRAME: 6061-T6 Al (epoxy/TIG/ rivet)

FORK: CroMo

SEAT: AL/ nylon mesh

WHEEL SIZE: 700c/20"

DERAILLEURS: Sachs 7000/ 3 x 7

SHIFTERS: 21 Spd. Pro Grip Shifters

CRANKSET: Sachs 50T (46 or 48)

GEARING: 14-32 or 11-28/ 3 x 7

BRAKES-FRONT: Sachs Cantilever

BRAKES-REAR: Dia Compe Big Dog

FINISH: Powdercoat:

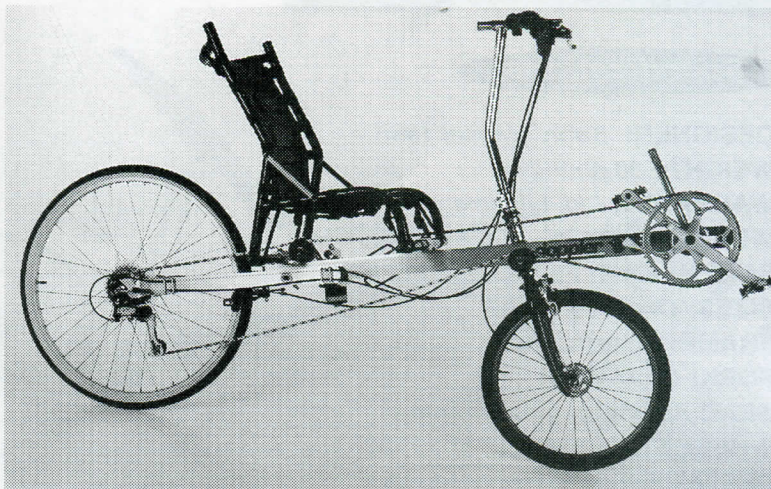
SOLD THROUGH: Direct/ Dealers

SIMILAR MODELS: TM-3 LWB

ROAD TEST: Upcoming

SUGGESTED RETAIL PRICE: \$1450

TM-4 Taiga



VARNA RECUMBENTS

RR 2, Site 54, Gabriola Island
BC, Canada
Phone#604-247-8379

Specifications

DESIGNER: Georgi Georgiev/ 1986

WEIGHT: 32 pounds

WARRANTY: Two years

WHEELBASE: 36"

SEAT HEIGHT: 20"

SIZES: 5'0"-6'5"

FRAME: CroMo/ TIG

FORK: CroMo

SEAT: CroMo/ foam/ cloth

WHEEL SIZE: 24 or 26"/ 20"

DERAILLEURS: Shimano

SHIFTERS: 18/ 21 Speed Index

CRANKSET: Shimano 36/46/52

GEARING: Shimano 12-28

BRAKES: Sachs or SA drum

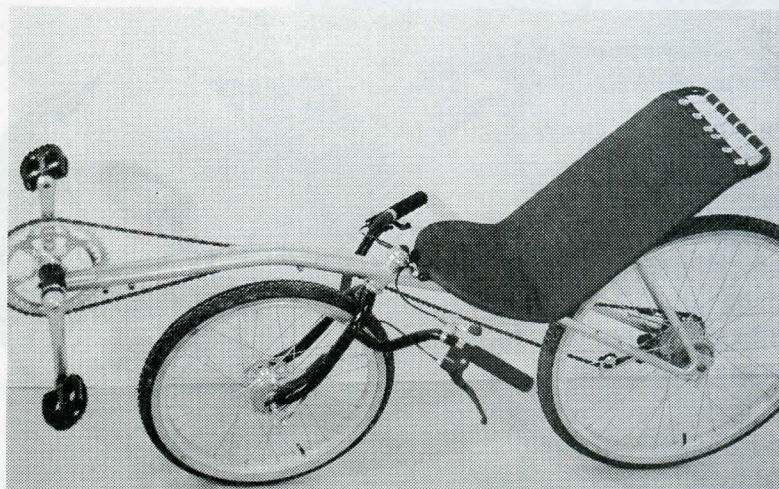
FINISH: NA

OPTIONS: Custom

SOLD: Direct

SUG. RETAIL PRICE: \$1600

Varna SWB



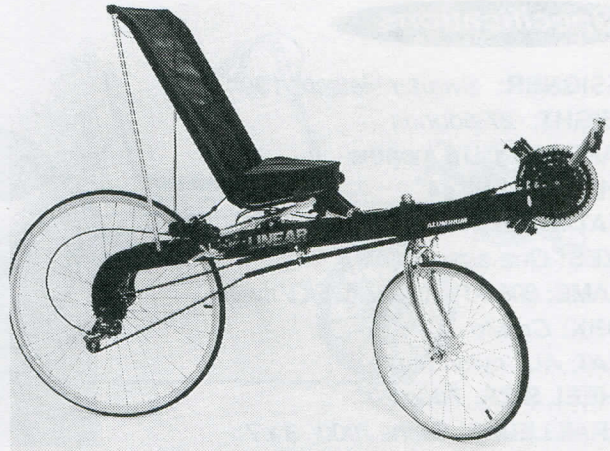
LINEAR MFG. INC

RR 1, Box 173
Guttenberg, IA 52052
Phone# 319-252-1637
FAX#319-252-3305

Sonic

Specifications

DESIGNER: Kann/Hansel 1995
WEIGHT: 30 pounds
WARRANTY: Ltd. Lifetime
WHEELBASE: 38"
SEAT HEIGHT: 25"
SIZES: One-size-fits-all
FRAME: AL extrusion
FORK: CroMo/TIG
SEAT: AL/ nylon mesh/ foam
WHEEL SIZE: 700c/20" or 26"/20"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. grip shifters
CRANKSET: Shimano Deore LX
GEARING: Shimano 12-28
BRAKES-FRONT: Big Dog



BRAKES-FRONT: DiaCompe FSE
FINISH: Anodized
SOLD THROUGH: Dealers

NEW FOR '95: New model.
ROAD TEST: Upcoming
SUGGESTED RETAIL PRICE: \$1200

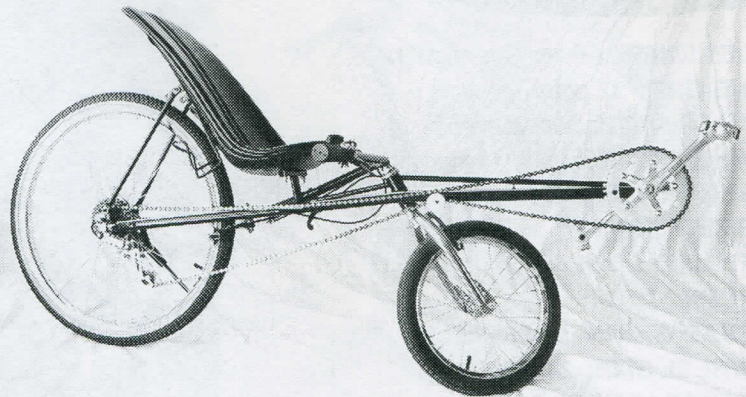
S & B RECUMBENTS

PO Box 3061
Compton, CA 90222
Ph#310-608-0008
Ph/ FAX#310-762-2243

Single/Aluminum

Specifications

DESIGNER: J. Smith/J. Baker 1991
WEIGHT: 29/21 pounds
WARRANTY: One year
WHEELBASE: 37"
SEAT HEIGHT: 17-18"
SIZES: 5' +
FRAME: AL/ CroMo/ Hi-Tension
FORK: CroMo
SEAT: Fg/ foam/ cushion
WHEEL SIZE: 26"/ 16"
DERAILLEURS: Suntour
SHIFTERS: Aris Power Grip/ Suntour
CRANKSET: NA
GEARING: Suntour 6, 12 or 18 spd.
BRAKES: Odyssey



SOLD THROUGH: Dealer / Direct
OPTIONS: Single can be converted
to trike with kit.

SIMILAR MODELS: Trike & tandem
SUG. RETAIL PRICE: \$510/\$630/\$1295

SOHO DESIGN

PO Box 243
Canyon City, OR 97820
Phone#503-757-2003

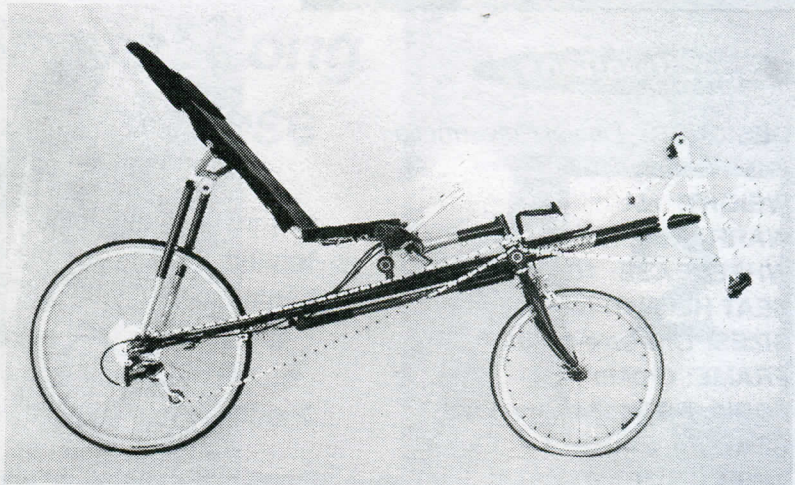
Renegade

Specifications

DESIGNER: Shane Harris/ 1994
WEIGHT: 26-30 pounds
WARRANTY: Lifetime on frame
WHEELBASE: 38"
SEAT HEIGHT: 20"
SIZES: One-size-fits-all
FRAME: CroMo
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 20"/16" (Primo 1-1/8")
DERAILLEURS: Sachs 7000/ 3 x 7
SHIFTERS: 21 Spd. Sachs Grip Shift
CRANKSET: Sugino 52T.
GEARING: Sachs 3 x 7/ 12-28
BRAKES: Dia Compe 810 side-pulls

FINISH: Imron
COLORS: Blue/ Silver
SOLD THROUGH: Dealer / Direct

NEW FOR '95: New model
OPTIONS: Zipper fairing/ Anything?
SUGGESTED RETAIL PRICE: \$1295



ROSS RECUMBENTS

Crystal Engineering, Copper Hill House,
Buller Hill, Redruth, Cornwall, England
TR16 65R
Phone# 0209 218868

Ross SWB

Specifications

DESIGNER: Peter Ross/ 1992
WEIGHT: 26 pounds
WARRANTY: Twelve months
WHEELBASE: 40"
SEAT HEIGHT: 24"
SIZES: 5'6"-6'3"
FRAME/ FORK: Reynolds 531/
CroMo/ brazed
SEAT: AL/ nylon mesh
WHEEL SIZE: 700c/20"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. Ultegra bar-cons
CRANKSET: Deore LX 28/38/48
GEARING: Shimano 12-28
BRAKES: Deore LX Cantilever

SOLD: Seeking US distributor
OPTIONS: Ballistic suspension fork,
purple metallic finish, luggage

compartment and full fabric fairing
with glass fibre nose cone
SUG. RETAIL PRICE: \$1250



HP VELOTECHNIK

Rosserstr.80
Krittell, Germany, 65830
Ph/FAX # 0 61 92 02 18

Streetmachine

Specifications

DESIGNER: Daniel Pulvermuller/
Paul Hollants/ 1994

WEIGHT: NA

WARRANTY: NA

WHEELBASE: 105cm

SEAT HEIGHT: NA

SIZES: One-size-fits-all

FRAME: CroMo

FORK: RST 150 suspended

SEAT: Fg/ foam

WHEEL SIZE: 700c/20"

DERAILLEURS: Shimano Deore

SHIFTERS: 21 Spd bar cons

CRANKSET: NA

GEARING: Shimano



BRAKES-REAR: Shimano 105SC

BRAKES-FRONT: Magura

FINISH: Powdercoat

NEW FOR '95: Framekits and full suspension.

SUG. RETAIL PRICE: \$2295-\$3650 DM

FUTURE CYCLES

Greenbanks, Priory Row, Easy
Sussex, R1118 5HP
Ph/FAX # +44 0342 822847

Streetglider

Specifications

DESIGNER: Patrick Shaw, Ian
Crowder & Jonathan Frewing/ 1994

FRAME BUILDER: George Longstaff

WEIGHT: 27.5 pounds

WARRANTY: NA

WHEELBASE: 940mm

SEAT HEIGHT: NA

SIZES: Fits most riders

FRAME/ FORK: Bronze welded &
silver soldered Reynolds 531 CroMo

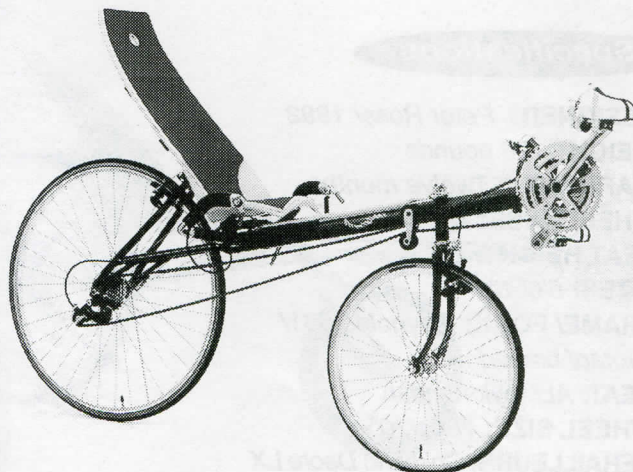
SEAT: Fg reinforced

WHEEL SIZE: 700c/20"

DERAILLEURS: Shimano Deore LX

SHIFTERS: 21 Spd. Ultegra bar cons

CRANKSET: Stronglight 30/40/50



GEARING: Shimano 12-28

BRAKES: Cantilever

FINISH: Powdercoat blue flame metallic

OPTIONS: Touring wheels, Magura
brakes, and custom specs.

SUG. RETAIL PRICE: £1295-1450

A black and white photograph of a woman with glasses and curly hair riding a recumbent bicycle. She is smiling and looking towards the camera. The bicycle has a large front wheel and a smaller rear wheel. A basket on the handlebars contains several eggs. A small bag is hanging from the handlebars. The background is a plain, light-colored wall.

CLWB

Compact Long Wheel Base

*These models are perfect as city bikes, for the short-hop commute, casual recreational riding or just plain having fun. The CLWB is the easiest, purest and simplest form of recumbent.
Ed.*

2

BikeE, Inc.

5460 SW Philomath Blvd.
Corvallis, OR 97333
Phone#503-752-9747

BikeE

Specifications

DESIGNER: D. Ullman/ P. Atwood/ 1992

WEIGHT: 28/29 pounds

WARRANTY: Five years

WHEELBASE: 53"

SEAT HEIGHT: 24"

SIZES: One-size-fits-all

FRAME: 6005 T-5 AL/ SS/ TIG

FORK: BikeE CroMo

SEAT: BikeE Contour/ SS/ nylon mesh

WHEEL SIZE: 20"x1.5 x 16" x 1.75"

DERAILLEURS: Sachs/ 3 x 7

SHIFTERS: 7/ 21 Spd. Grip Shifts

CRANKSET: Forged 24/26/48

GEARING: Sachs 11-28/ 3 x 7

BRAKES: Cantilever

FINISH: Anodized

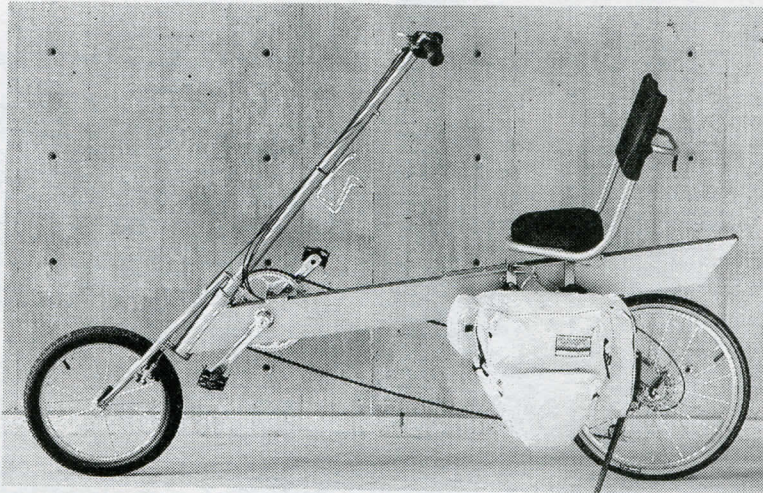
SOLD THROUGH: Dealer / Direct

MODELS: MZ-7 spd./ HZ-21 spd.

OPTIONS: Zipper with bar end mts.

ROAD TEST: RCN #17, #24

SUG. RETAIL PRICE: \$750/ \$895



EASY RACERS, INC.

2891 Freedom Blvd.
Watsonville, CA 95076
Ph/Fax#408-722-9797

EZ-1

Specifications

DESIGNER: Gardner Martin/ 1994

WEIGHT: 29 pounds

WARRANTY: Five year (seat 1 yr.)

WHEELBASE: 55"

SEAT HEIGHT: 23"

SIZES: 5'-6'

FRAME: Hi-Tension steel/ TIG

FORK: CroMo Hi-Tension steel

SEAT: AL/ foam/ lycra

WHEEL SIZE: 20"/ 16" (1-3/8")

DERAILLEURS: Shimano Altus

SHIFTERS: 21 Spd. thumbshifters

CRANKSET: SR SX 30/46/52

GEARING: Shimano 13-28

BRAKES-FRONT: Dia Compe FSE

BRAKES-REAR: Suntour Roller-cam

FINISH: Powdercoat red or black

SOLD THROUGH: Dealer / Direct

OPTIONS: Speed wheel/ Zipper

ROAD TEST: RCN #28

SUGGESTED RETAIL PRICE: \$795



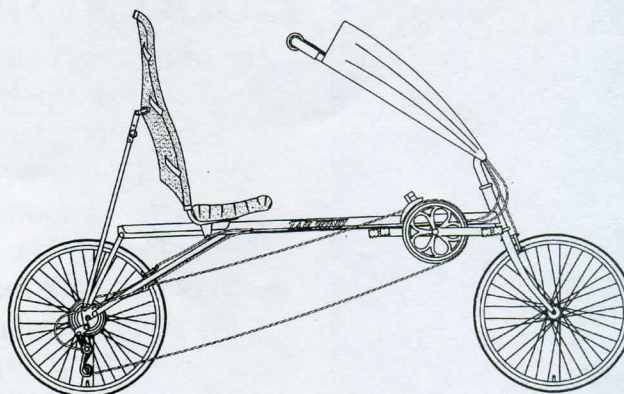
RANS, INC.

4600 Hwy 183 Alt.
Hays, KS 67601
Phone# 913-625-6346
Fax#913-625-2795

Tailwind/ HP

Specifications

DESIGNER: Randy Schlitter/ 1995
WEIGHT: 30 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 57.9"
SEAT HEIGHT: 23"
SIZES: 5'3"-6'5"
FRAME: CroMo/ TIG
FORK: Hi-Tension steel
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 20 x 1.5"
DERAILLEURS: Shimano Alivio
SHIFTERS: 21 Spd./ Grip Shifts
CRANKSET: Sugino 42/52
GEARING: Shimano 12-28
BRAKES: Dia Compe Bulldog



FINISH: Powdercoat
COLORS: red, grn., blue & black
SOLD THROUGH: Dealer / Direct

SIMILAR MODELS: HP-hi-performance
with triple crank and narrow tires.
SUG. RETAIL PRICE: \$775-\$1075

LINEAR MFG., INC.

RR 1, Box 173
Guttenberg, IA 52052
Phone#319-252-1637
FAX#319-252-3305

Bevo FWD

Specifications

DESIGNER: Hans Voss/ 1994
WEIGHT: NA
WARRANTY: NA
WHEELBASE: 54"
SEAT HEIGHT: est 28"
SIZES: Riders to 6'3"
FRAME: CroMo TIG
FORK: CroMo
SEAT: AL/ mesh/ leather
WHEEL SIZE: 26"/ 20"
SHIFTERS: 7 speed internal
CRANKSET: Single 50T
BRAKES-: Magura/ Dia Compe
FINISH: Powdercoat
COLORS: NA



SOLD THROUGH: Dealers
ROAD TEST: Upcoming
(+ see RCN #23)

NEW FOR '95: US production is a
probability for 1995.
SUG. RETAIL PRICE: \$NA

LWB

Long Wheel Base

These models can be very fast, they are extremely stable and inspire confidence in new riders. They are the ultimate long distance touring machines and a joy to ride. This design has been the mainstay of the commercial recumbent world for many years.

Ed.

3

EASY RACERS, INC.

2891 Freedom Blvd.
Watsonville, CA 95076
Ph/Fax#408-722-9797

Easy Racer

Specifications

DESIGNER: Gardner Martin/ 1976

WEIGHT: 31 pounds

WARRANTY: Lifetime (seat 1 yr)

WHEELBASE: 63"-69"

SEAT HEIGHT: 21"

SIZES: Fits riders 5'2"-6'4"

FRAME: CroMo/ TIG

FORK: CroMo/ TIG

SEAT: Carbon/ kevlar/ foam/ lycra

WHEEL SIZE: 700c/20" (1-1/8"-1.5")

DERAILLEURS: Deore XT/ LX

SHIFTERS: 21 spd./ Grip Shift SRT400

CRANKSET: XC Comp 24/42/52

GEARING: Sachs 12-32

BRAKES-FRONT: Dia Compe FSE

BRAKES-REAR: Suntour Roller-cam

FINISH: Powdercoat red or black

SOLD THROUGH: Dealer / Direct

OPTIONS: Super Zzipper

ROAD TEST: RCN #6, #18, #21

SUGGESTED RETAIL PRICE: \$1695



EASY RACERS, INC.

2891 Freedom Blvd.
Watsonville, CA 95076
Ph/Fax#408-722-9797

Gold Rush Replica

Specifications

DESIGNER: Gardner Martin/ 1986

WEIGHT: 27 pounds

WARRANTY: Ltd. Lifetime (seat 1 yr)

WHEELBASE: 63"-69"

SEAT HEIGHT: 21"

SIZES: 5'2"-6'4"

FRAME: 6061-T6 Al/ TIG/ heat treated

FORK: CroMo/ TIG

SEAT: Carbon/ kevlar/ foam/ lycra

WHEEL SIZE: 700c/20" (1-1/8")

DERAILLEURS: Deore XT/ LX

SHIFTERS: 21 spd. Ultegra bar-con

CRANKSET: XC Pro 24/42/54

GEARING: Shimano 12-28

BRAKES-Shimano 105 SC

HUBS: Shimano 105SC

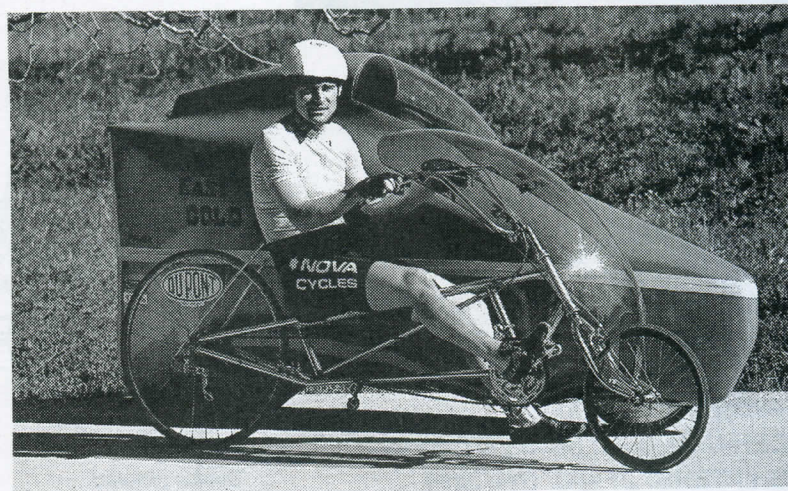
FINISH: Polished natural Al

SOLD THROUGH: Dealer / Direct

OPTIONS: Zipper & body stocking.

ROAD TEST: RCN #6, #18, #21 7 #28

SUGGESTED RETAIL PRICE: \$2500



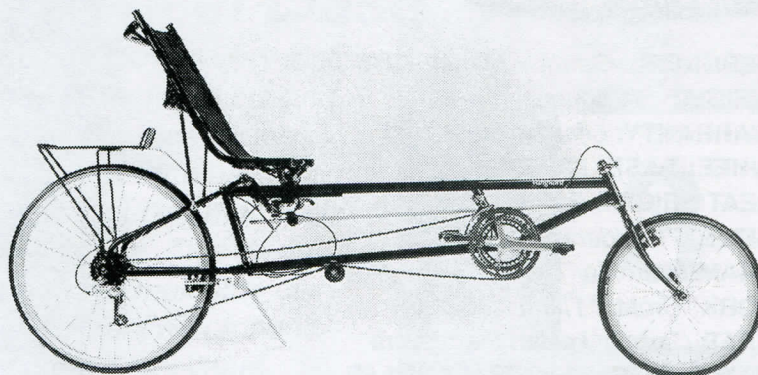
RYAN RECUMBENTS

One Chestnut St., 4th Floor
Nashua, NH 03060
Ph/Fax#603-598-1711

Vanguard/ XTR

Specifications

DESIGNER: Dick Ryan/ 1989
WEIGHT: 31 pounds
WARRANTY: Lifetime
WHEELBASE: 66.5"
SEAT HEIGHT: 25"
SIZES: 5'4"-6'2"
FRAME: CroMo/ TIG
FORK: CroMo
SEAT: 6061-T6 AL/ nylon mesh
WHEEL SIZE: 26"/ 20"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. index bar-cons
CRANKSET: 34/42/52
GEARING: Sachs Aris 13-32
BRAKES FRONT: Dia Compe FSE



BRAKES REAR: Deore LX cant.
FINISH: Powdercoat black, red
SOLD THROUGH: Dealer / Direct

SIMILAR MODELS: XTR upgrade
ROAD TEST: RCN #4
SUGGESTED RETAIL PRICE: \$1495

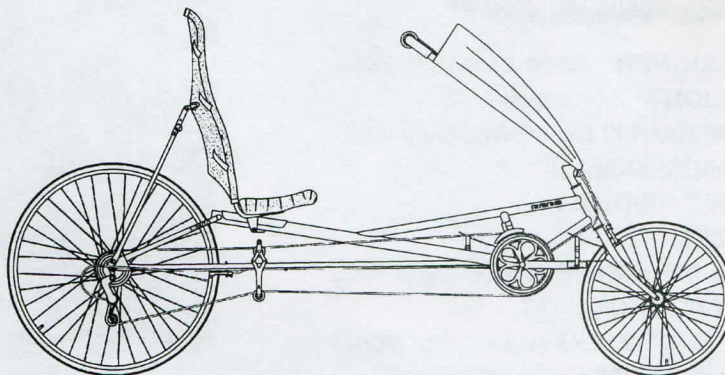
RANS RECUMBENTS

4600 Hwy 183 Alt.
Hays, KS 67601
Phone#913-625-6346

Stratus / Nimbus

Specifications

DESIGNER: Randy Schlitter/ 1980
WEIGHT: 30 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 67.75"/ 63-3/8"
SEAT HEIGHT: 22.5"
SIZES: 5'5"-6'8"
FRAME/ FORK: CroMo/ TIG
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 700c/20"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. Grip Shift
CRANKSET: XC Comp 24/36/46
GEARING: Shimano 12-28
BRAKES: Dia Compe side-pulls
FINISH: Powdercoat



Stratus pictured

COLORS: red, gm, yel., wht., blk, blue. **NEW FOR '95:** New seat & idler
SOLD THROUGH: Dealer / Direct **ROAD TEST:** RCN #12
SIMILAR MODELS: XT upgrade **SUG. RETAIL PRICE:** \$1295

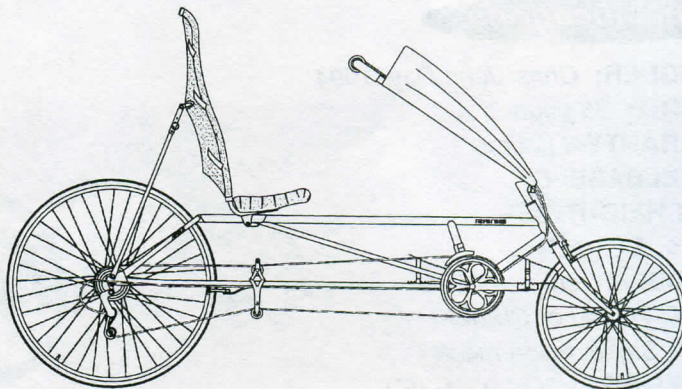
RANS RECUMBENTS

4600 Hwy 183 Alt.
Hays, KS 67601
Phone#913-625-6346

Stratus XT / Nimbus XT

Specifications

DESIGNER: Randy Schlitter/ 1980
WEIGHT: 30 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 67.75"/ 63-3/8"
SEAT HEIGHT: 22.5"
SIZES: 5'5"-6'8"
FRAME/ FORK: CroMo/ TIG
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 700c/20"
DERAILLEURS: Shimano Deore XT
SHIFTERS: 24 spd. Grip Shift
CRANKSET: XT 32/42/53
GEARING: Shimano 8 spd.
BRAKES: XT Cantilevers
FINISH: Powdercoat/ custom



Nimbus pictured

COLORS: red, gm, yel., wht., blk, blue. **OPTIONS:** Rans fairing/ windshield
SOLD THROUGH: Dealer / Direct **ROAD TEST:** RCN #12
NEW FOR '95: New seat & idler **SUGGESTED RETAIL PRICE:** \$1795

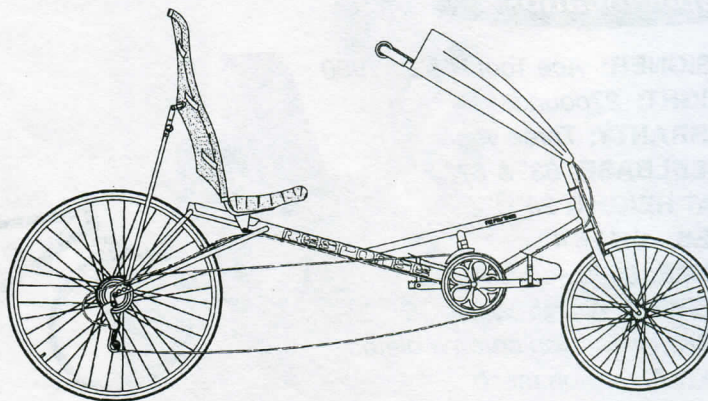
RANS RECUMBENTS

4600 Hwy 183 Alt.
Hays, KS 67601
Phone#913-625-6346

Response

Specifications

DESIGNER: Randy Schlitter/ 1993
WEIGHT: 30 pounds
WARRANTY: Lifetime orig. owner
WHEELBASE: 60.2"
SEAT HEIGHT: 24"
SIZES: 5'5"-6'3"
FRAME/ FORK: 4130 CroMo/ TIG
SEAT: AL/ CroMo / FG/ mesh/ foam
WHEEL SIZE: 700c/20" (1-3/8")
DERAILLEURS: Shimano Deore LX
SHIFTERS: 14 spd. Grip Shift
CRANKSET: XT 42/52
GEARING: Shimano 12-28
BRAKES: Dia Compe 730 side-pull
FINISH: Powdercoat



COLORS: red, gm, black & blue. **OPTIONS:** Rans fairing/ windshield
SOLD THROUGH: Dealer / Direct **ROAD TEST:** RCN #12
NEW FOR '95: New seat **SUGGESTED RETAIL PRICE:** \$1075

MAXAM, INC.

11236 Sebring Dr.
Cincinnati, OH 45240
Phone#513-648-0022

Reveille DL

Specifications

DESIGNER: Chris/ John Day/ 1994

WEIGHT: 35 pounds

WARRANTY: Lifetime

WHEELBASE: 64"

SEAT HEIGHT: 25"

SIZES: 5'2"-6'2"

FRAME: Hi-Ten steel/ MIG

FORK: Hi-Ten or Chromo

SEAT: Steel/ nylon mesh

WHEEL SIZE: 26"/20" (1.75")

DERAILLEURS: Shimano Alivio

SHIFTERS: 21 spd. Rapid Fire

CRANKSET: Alivio 24/34/42

GEARING: Shimano 11-28

BRAKES: Falcon Cantilever

FINISH: Powdercoat

SOLD THROUGH: Dealer / Direct

SIMILAR MODELS: Models starting from \$389. Standard. \$419/ LX \$499

SUGGESTED RETAIL PRICE: \$599



ACE TOOL & ENGINEERING

PO Box 326
Mooresville, IN 46158
Phone#317-831-8798

Infinity LWB

Specifications

DESIGNER: Ace Tool R & D/ 1980

WEIGHT: 27pounds

WARRANTY: Three years

WHEELBASE: 63" & 67"

SEAT HEIGHT: 20"

SIZES: 4'11"-6'4"

FRAME: 6000 series ALTIG

STEERING: Aircraft cable USS

FORK: Hi-Tension chrome plated

SEAT: AL/ nylon mesh

WHEEL SIZE: 700c/20"

DERAILLEURS: Shimano Alivio

SHIFTERS: 21 spd. Alivio

CRANKSET: Shimano 24/34/42

GEARING: Shimano 11-28

BRAKES: Weinmann 605 QR side-pull

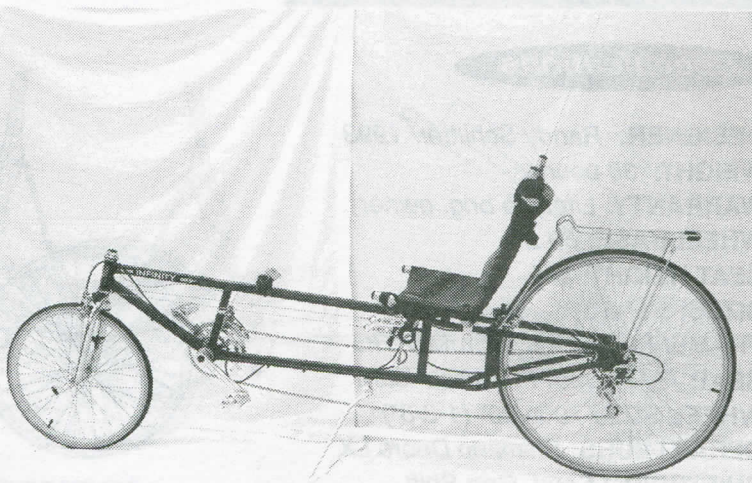
FINISH: Powdercoat red, white & blue

SOLD THROUGH: Dealer / Direct

NEW FOR '95: Shimano equipped

ROAD TEST: RCN #22

SUGGESTED RETAIL PRICE: \$849



LIGHTNING CYCLE, INC.

3819 Rt. 295
Swanton, OH 43558
Phone#419-826-4056

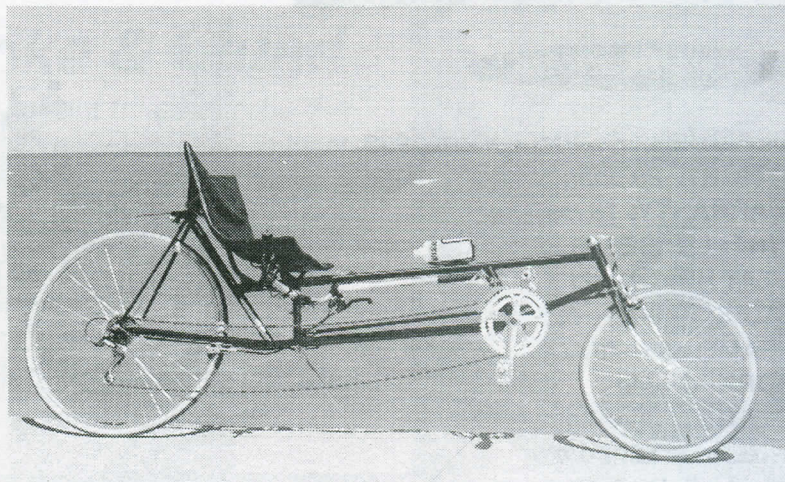
Specifications

DESIGNER: Gene Lemle/ 1980
WEIGHT: 33 pounds
WARRANTY: Lifetime
WHEELBASE: 66"/ custom
SEAT HEIGHT: 23.5"
SIZES: Fit to customer
FRAME: 4130 CroMo/ fillet brazed
FORK: CroMo
SEAT: Steel/ nylon mesh
WHEEL SIZE: 26" or 700c/20"
DERAILLEURS: Shimano Deore
SHIFTERS: 21 spd. Deore XT
CRANKSET: Shimano (varies)
GEARING: Shimano 14-21
BRAKES: Shimano 105SC

FINISH: Custom Imron
SOLD THROUGH: Direct
OPTIONS: Custom racks & fairing.

SIMILAR MODELS: Micro, 20" wheels
ROAD TEST: RCN #23
SUGGESTED RETAIL PRICE: \$1395

Tailwind/ Micro



LINEAR MFG., INC.

RR 1, Box 173
Guttenberg, IA 52052
Phone#319-252-1637
FAX#319-252-3305

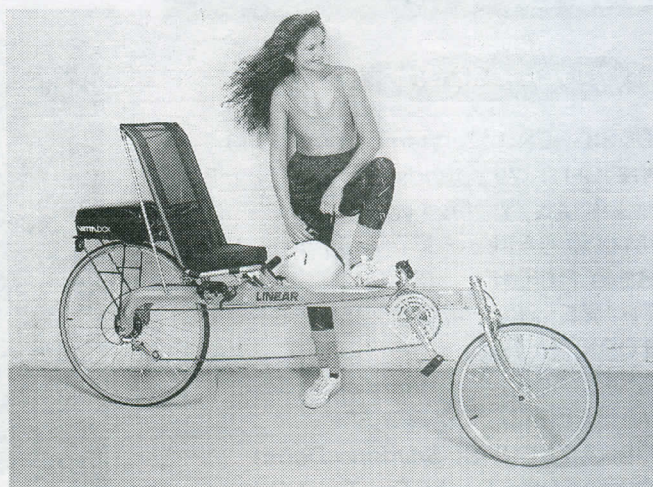
Specifications

DESIGNER: Dirk Kann/ 1982
WEIGHT: 32 pounds
WARRANTY: Ltd. Lifetime
WHEELBASE: 62"
SEAT HEIGHT: 25"
SIZES: 5'3"-6' (std. size)
FRAME: AL extrusion
FORK: CroMo
SEAT: AL/ mesh/ cushion
WHEEL SIZE: 700c or 26"/20"
DERAILLEURS: Shimano Deore LX
SHIFTERS: 21 spd. Grip Shifters
CRANKSET: Shimano LX 28/38/48
GEARING: Shimano 12-28
BRAKES-FRONT: Dia Compe FSE

BRAKES-REAR: Big Dog
FINISH: Anodized
COLORS: Blue, silver, gold, black

SOLD THROUGH: Dealer
ROAD TEST: RCN #5 & #24
SUGGESTED RETAIL PRICE: \$1200

Linear



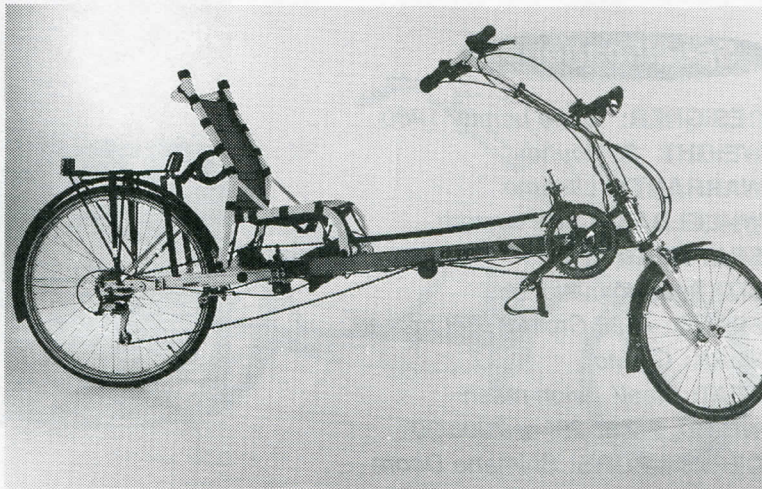
DOPPLER CYCLE TECHNOLOGIES

52 Walnut St.
Kitchener, Ontario, Canada N2G 1P6
Phone# 519-579-9479

TM-3 Tundra

Specifications

DESIGNER: Swartz/ Heisch/ 1992
WEIGHT: 29 pounds
WARRANTY: 18 months
WHEELBASE: 68.25"
SEAT HEIGHT: 21"
SIZES: One-size-fits-all
FRAME: 6061-T6 AL(epoxy/TIG/ rivet)
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 26"/20"
DERAILLEURS: Sachs 7000/ 3 x 7
SHIFTERS: 21 spd. Pro Grip Shifters
CRANKSET: Sachs 50T (46 or 48)
GEARING: 14-32 or 11-28/ 3 x 7
BRAKES-FRONT: Sachs Cantilever



BRAKES-REAR: Dia Compe Big Dog
FINISH: Powdercoat
SOLD THROUGH: Direct/ Dealers
SIMILAR MODELS: TM-4 SWB
SUGGESTED RETAIL PRICE: \$1495

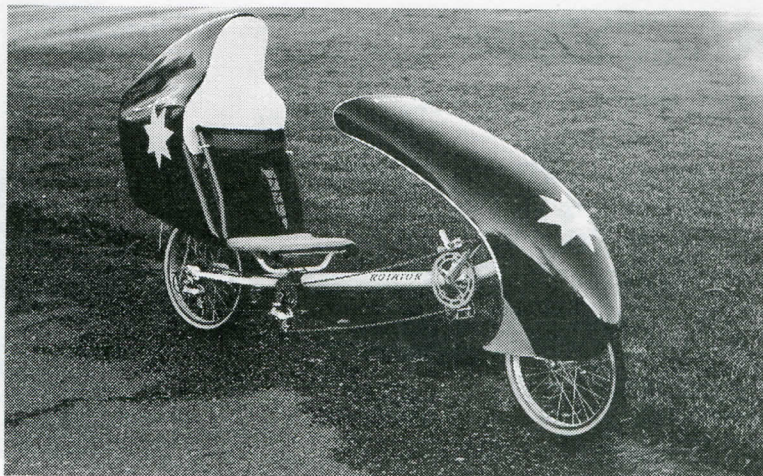
ROTATOR

915 Middle Rincon Rd.
Santa Rosa, CA 94509
Phone#707-539-4203

Interceptor

Specifications

DESIGNER: Stephen Delaire/ 1993
WEIGHT: 29 pounds
WARRANTY: Five years
WHEELBASE: 63" (medium size)
SEAT HEIGHT: 18"
FRAME: Monotube CroMo/ TIG
FORK: Hi-Ten
SEAT: AL/ nylon mesh/ cushion
WHEEL SIZE: 20" x 1.5"
DERAILLEURS: Shimano Deore
SHIFTERS: Sachs Pro Twist Grip
CRANKSET: 34/42/52
GEARING: 35 spd. intermediate
BRAKES: Sachs Cantilever
FINISH: Powdercoat



SOLD THROUGH: Dealer / Direct
SIMILAR MODELS: Pursuit from \$995
& F-1 custom built streamliner
OPTIONS: Custom
SUGGESTED RETAIL PRICE: \$2495

TRIKE

Trike & Quad

Recumbent trikes can be the most exhilarating recumbent experience on earth! There is nothing quite like screaming around a track under your own power on three wheels.... or four. Looking for a replacement for your family sedan..how about a recumbent quad?

Ed.

4

ROSS RECUMBENTS

Crystal Engineering, Copper Hill House,
Buller Hill, Redruth, Cornwall, England
TR16 65R
Phone# 0209 218868

Euro-Trice

Specifications

DESIGNER: Peter Ross/ 1983

WEIGHT: 37 pounds

WARRANTY: 12 months

WHEELBASE: 39"

TRACK: 31"

SEAT HEIGHT: 14"

SIZES: 5'6"-6'3"

FRAME: Reynolds 531 brazed

SEAT: AL/ nylon mesh

WHEEL SIZE: 700c/20"

DERAILLEURS: Suntour X-1

SHIFTERS: 21 spd. bar-cons

CRANKSET: Shimano DX24/38/48

GEARING: Suntour 12-28

BRAKES: Dual Sturmey Archer drums

SOLD THROUGH: Dealer / Direct

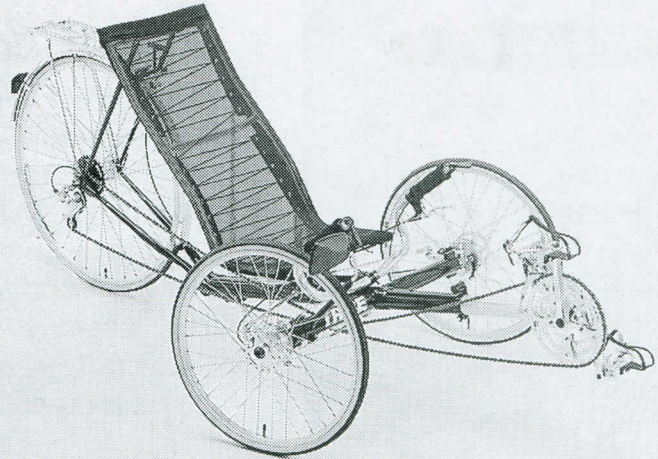
SIMILAR MODELS: The Euro Trice is

built by Crystal Engineering (Ross) in

the U.K. and different than the US. Trice

ROAD TEST: RCN #16

SUGGESTED RETAIL PRICE: \$1895



ECO CYCLES

1751 NW Grant Cir.
Corvallis, OR 97330
Phone#503-753-5178

Aero/Trice

Specifications

DESIGNER: Peter Ross/ 1983

WEIGHT: 38 pounds (unfaired)

WARRANTY: Lifetime (return
shipping paid for 12 months)

WHEELBASE: 39"

SEAT HEIGHT: 14"

SIZES: 4'-6'6"

FRAME: CroMo/ TIG

SEAT: AL/ nylon mesh

WHEEL SIZE: 26" or 700c/20"

DERAILLEURS: Suntour

SHIFTERS: 21 spd. Grip Shifters

CRANKSET: Suntour S-1 24/38/48

GEARING: Suntour 13-30

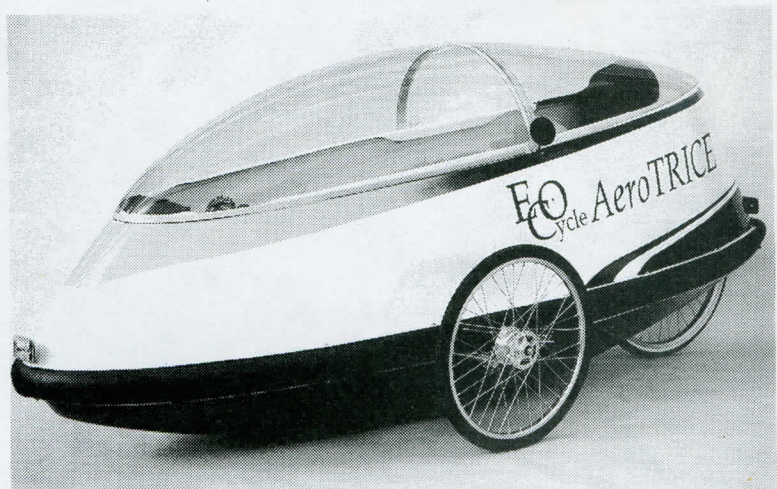
BRAKES: Dual Sturmey Archer drums

SOLD THROUGH: Dealer / Direct

BODY: Aerocoupe Cyclecar modified

ROAD TEST: RCN #16

SUGGESTED RETAIL PRICE: Std.
\$1895; Deore LX \$2145; Deore XT
\$2395; AeroTrice option \$995



ANGLETECH

PO Box 1893
Woodland Park, CO 80866
Phone#719-687-7475

TRIAD

Specifications

DESIGNER: Jim Weaver/ 1993
WEIGHT: 40 pounds
WARRANTY: 5 yr./ Lifetime
WHEELBASE: 36"
SEAT HEIGHT: 24"
SIZES: One-size-fits-all
FRAME: CroMo/ Stainless/ TIG
SEAT: 6061 AL/ nylon mesh
WHEEL SIZE: 20"
DERAILLEURS: Shimano / Sachs
SHIFTERS: 21 spd. Grip Shifts
CRANKSET: Sugino Fuse 30/40/50
GEARING: Shimano 12-28
BRAKES-FRONT: Sachs drum
BRAKES-REAR: Side pull

FINISH: Powdercoat/ custom

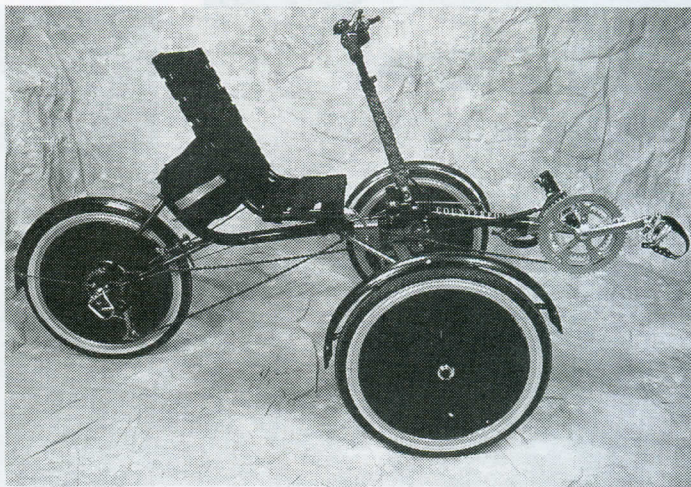
SOLD: Direct

SIMILAR MODELS: Presto SWB

OPTIONS: Too numerous to list.

ROAD TEST: Upcoming RCN #29

SUG. RETAIL PRICE: \$3199.99



QUADRACYCLE, INC.

6715 E 500 South
Hamilton, IN 46742
Phone#219-488-2983

Quadracycle

Specifications

DESIGNER: Ed Teegardin
WEIGHT: 120 pounds
WARRANTY: 2 years on frame
WHEELBASE: 57"
SEAT HEIGHT: est 24"
SIZES: One-size-fits-all
FRAME: Welded steel frame
TRACK: 42"
STEERING: Rack & pinion/ padded steering wheel.
SEAT: moulded Fg
WHEEL SIZE: 24" x 2.125"
DERAILLEURS: Shimano LX
CRANKSET: One piece
GEARING: SIS 6 speed

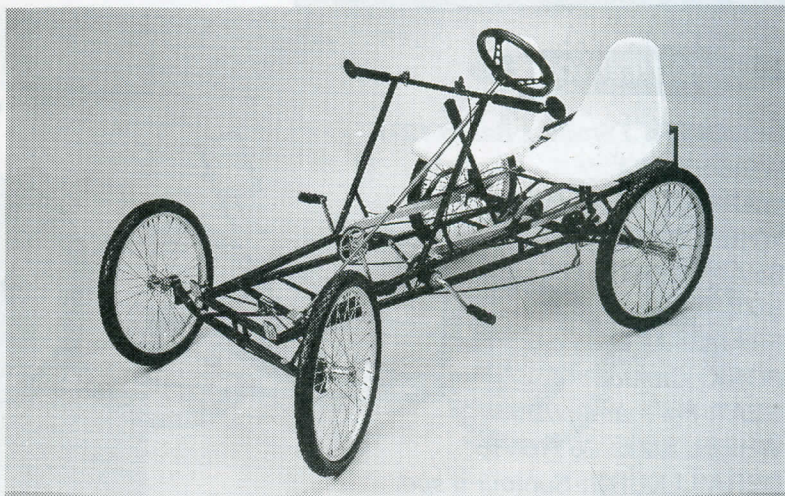
BRAKES: Dual band

FINISH: Powdercoat

SOLD THROUGH: Dealer / Direct

NEW FOR '95: 18 speeds, padded seat covers, dual mirrors, and chain guard

SUGGESTED RETAIL PRICE: \$1750



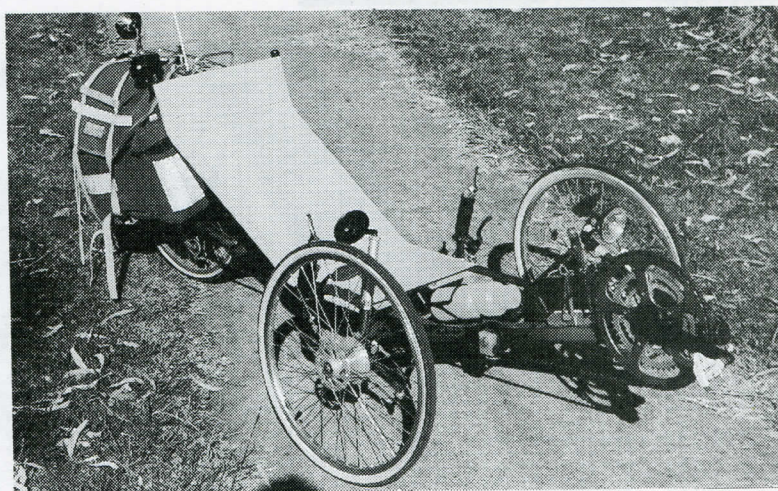
GREENSPEED

69 Mountain Gate Dr. Ferntree
Gully, Victoria 3156 Australia
Phone# (03) 758-5541
Fax#(03)752-4115

GTR 20/20

Specifications

DESIGNER: Ian Sims
WEIGHT: 17kg
WARRANTY: NA
WHEELBASE: 39"
TRACK: 31.5"
SEAT HEIGHT: 24"
SIZES: 5'2"-6'2"
FRAME: Reynolds 531 CroMo
SEAT: Reynolds 531 CroMo
WHEEL SIZE: 20" x 1.75
DERAILLEURS: Sachs 3 x 7
SHIFTERS: 21 spd. Sachs Power Grip
CRANKSET: Tracer 46T
GEARING: Shimano 11-28, 3 x 7
BRAKES: Twin Sachs drum



SIMILAR MODELS: Tandem trike narrow wheels and custom specs.
SOLD: Direct and dealer framekit Frame-lits are available for \$1700 Aus.
OPTIONS: Double or triple crank, lights **SUG. RETAIL PRICE:** \$2700-3500 Aus.

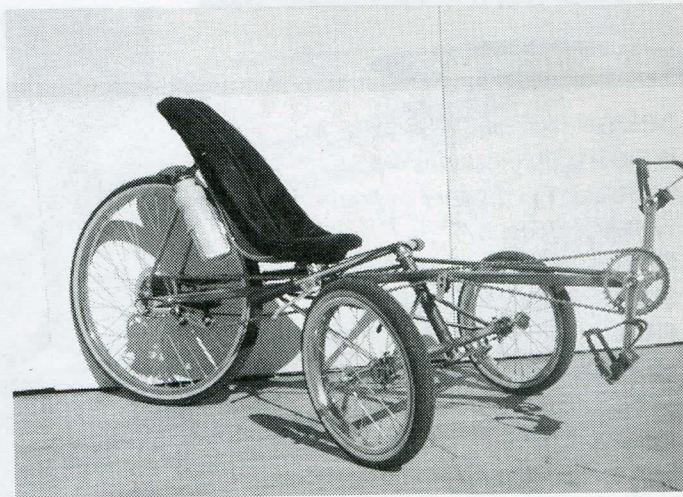
S & B RECUMBENTS

PO Box 3061
Compton, CA 90222
Ph#310-608-0008
Ph/ FAX#310-762-2243

S & B Trike

Specifications

DESIGNER: J.Smith/ J. Baker/ 1991
WEIGHT: NA
WARRANTY: One year
WHEELBASE: 34"
SEAT HEIGHT: 17"-18"
SIZES: 5' +
FRAME: Al/ CroMo/ Hi-Ten
FORK: CroMo
SEAT: Fg/ foam/ cushion
WHEEL SIZE: 26"/16"/16"
DERAILLEURS: Suntour 6 spd.
SHIFTERS: Aris Power Grip
CRANKSET: Sugino
GEARING: NA
BRAKES-REAR: Odyssey



FINISH: Powdercoat
SOLD THROUGH: Dealer / Direct
SIMILAR MODELS: SWB & tandem
OPTIONS: Custom
ROAD TEST: Upcoming
SUGGESTED RETAIL PRICE: \$759

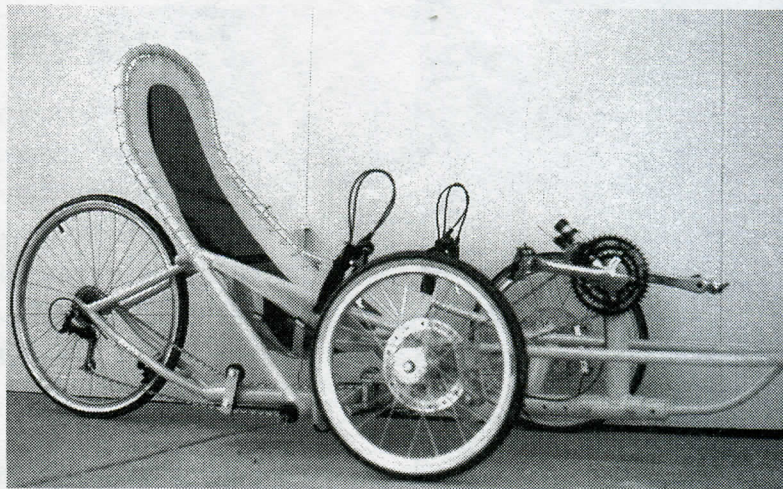
PRACTICAL INNOVATIONS, INC.

PO Box 2536
Morgan Hill, CA 95038
Phone# 408-578-5753

Zephyr Mk II S

Specifications

DESIGNER: Rick Horwitz/ 1994
WEIGHT: 37 pounds
WARRANTY: Lifetime
WHEELBASE: 45"
TRACK: 42"
SEAT HEIGHT: 11"-12"
FRAME: 6061-T6 AL
SEAT: AL/ nylon Cordura/ cushion
WHEEL SIZE: 26"/20"
DERAILLEURS: Shimano/ Sachs
SHIFTERS: 24 Spd.
CRANKSET: Sachs
GEARING: Shimano 12-28, 8 spd.
BRAKES-FRONT: Sachs drum
FINISH: Bright red, custom



SOLD THROUGH: Dealer / Direct
NEW FOR '95: New model
SIMILAR MODELS: The MK II GT
has disc brakes and Deore XT components and differential tiller steering.
SUG. RETAIL PRICE: \$2995-\$3595

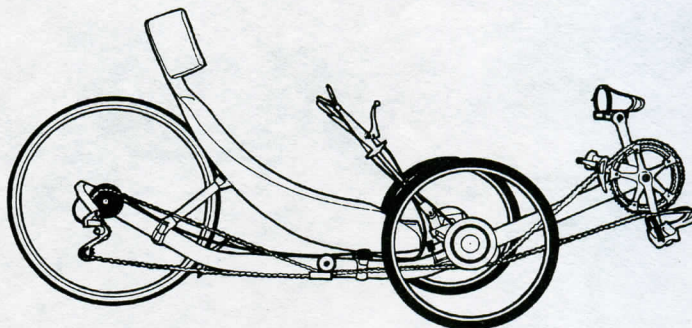
LINEAR MFG., INC.

RR 1, Box 173
Guttenberg, IA 52052
Phone#319-252-1637
FAX#319-252-3305

Windcheetah

Specifications

DESIGNER: Mike Burrows/ 1982
WEIGHT: 35 pounds
WARRANTY: NA
WHEELBASE: 41.5"
HEIGHT: 36.2"
TRACK: 27.6"
FRAME: Bonded Al/ custom castings
STEERING: Joystick
SEAT: Kevlar, carbon/ foam
WHEEL SIZE: 26"/17"
DERAILLEURS: Shimano Deore
SHIFTERS: 21 spd. index
CRANKSET: Stronglight 32/42/52
GEARING: Shimano 12-28
BRAKES: Dual front drum brakes



SOLD THROUGH: Dealer / Direct
NEW FOR '95: Now manufactured by "Seat-of-the-Pants Co."
OPTIONS: Fully faired redesigned body.
ROAD TEST: Upcoming
SUG. RETAIL PRICE: \$5700

Tandem

Tandem

*Imagine all of the fun that goes along with a recumbent bicycle-and multiply it by two! Tandems are a great way to share your enthusiasm for recumbents with a person who is close to you. They are a rideable social gathering.
Ed.*

5



JUST TWO BIKES

1777 Stillwater St.
White Bear Lake, MN 55110
Phone#1-800-499-1548
FAX#612-426-1548

JTB

Specifications

DESIGNER: Meullner/Amdahl/ 1994

WEIGHT: 110 pounds

WARRANTY: One year

WHEELBASE: 39.5"

SEAT HEIGHT: NA

SIZES: 5'2"-6'4"

FRAME: CroMo/ TIG/ MIG

FORK: 4130 CroMo/ TIG

SEAT: AL/ nylon woven mesh

WHEEL SIZE: 26"/ 20"

DERAILLEURS: Shimano Deore

SHIFTERS: 21 spd. thumbshifters

CRANKSET: Deore LX 26/36/46

GEARING: Shimano 13-28

BRAKES-REAR: Dia Compe Big Dog

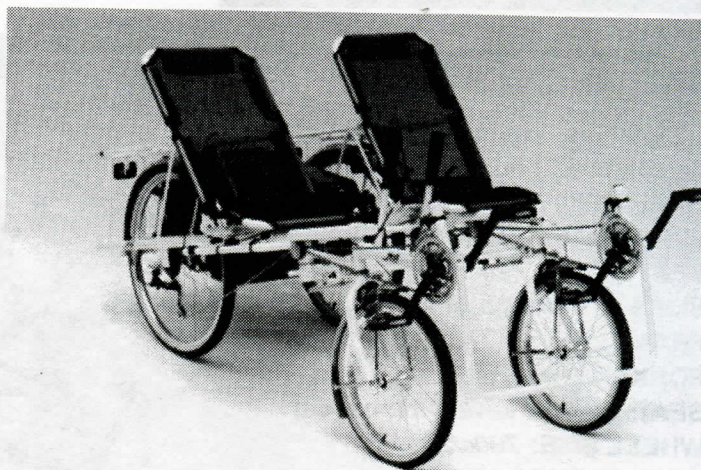
BRAKES-FRONT: Dia Compe Cant.

FINISH: Powdercoat Yellow

SOLD THROUGH: Dealer / Direct

OPTIONS: Canvas rear carrier, Esge fenders, QR seat adjuster and fairing

SUGGESTED RETAIL PRICE: \$2895



RYAN RECUMBENTS

One Chestnut St., 4th Floor
Nashua, NH 03060
Ph/Fax#603-598-1711

DuPlex

Specifications

DESIGNER: Dick Ryan/ 1993

WEIGHT: 53 pounds

WARRANTY: Lifetime

WHEELBASE: 103"

SEAT HEIGHT: 25"

SIZES: One-size-fits-all

FRAME: CroMo/ TIG

FORK: CroMo

SEAT: 6061-T6 AL/ nylon mesh

WHEEL SIZE: 26"/ 20"

DERAILLEURS: Shimano Deore LX

SHIFTERS: 21 spd./ bar-cons

CRANKSET: 32/44/54

GEARING: Sachs Aris 13-32

BRAKES: XTR Cantilever

BRAKES- AUX: Arai drum-drag

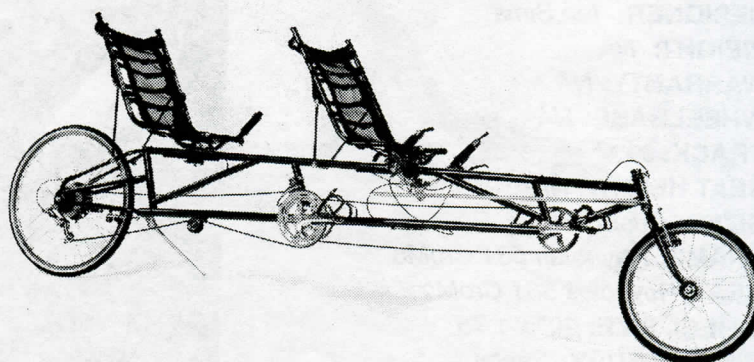
FINISH: Powdercoat

SOLD THROUGH: Dealer / Direct

SIMLAR MODELS: Single

SUGGESTED RETAIL PRICE: \$3400

FRAMESET: \$2200



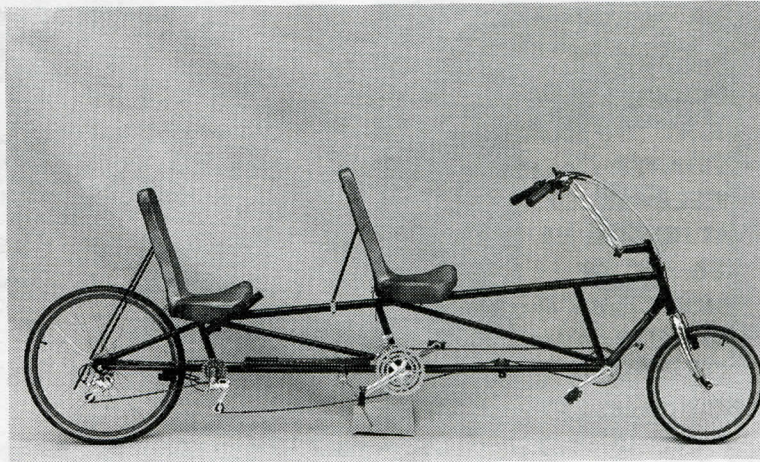
EASY RACERS, INC.

2891 Freedom Blvd.
Watsonville, CA 95076
Pho/Fax#408-722-9797

TooEasy

Specifications

DESIGNER: Gardner Martin/ 1983
WEIGHT: 50 pounds
WARRANTY: Ltd. Lifetime (seat 1 yr)
WHEELBASE: 94-100"
SEAT HEIGHT: 24"
SIZES: 5'1"-6'5"/ custom
FRAME: CroMo/ TIG
FORK: CroMo/ TIG
SEAT: Carbon/ kevlar/ foam/ lycra
WHEEL SIZE: 700c/20"
DERAILLEURS: Shimano Deore
SHIFTERS: 24 Spd. Index
CRANKSET: Spec. by customer
GEARING: Shimano 11-28, 8 spd.
BRAKES: Shimano Cantilever



BRAKES-AUX: Arai drum drag
FINISH: Powdercoat
SOLD THROUGH: Dealer / Direct

OPTIONS: Custom & Take apart
frame
SUGGESTED RETAIL PRICE: \$5000

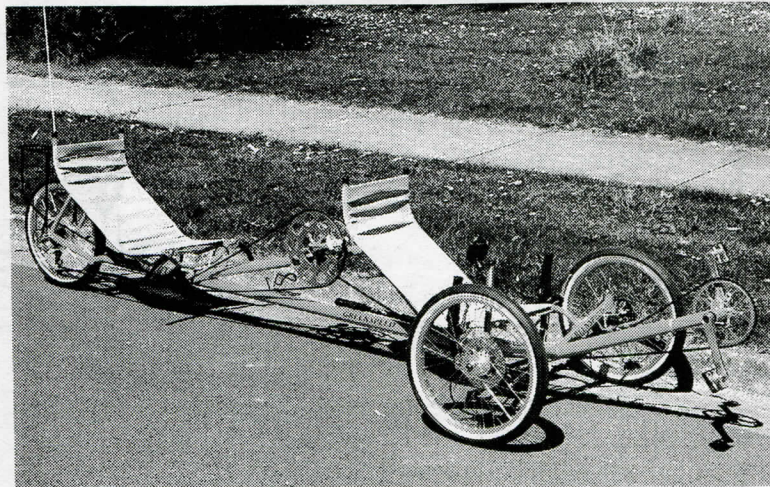
GREENSPEED

69 Mountain Gate Dr. Ferntree
Gully, Victoria 3156 Australia
Phone# (03) 758-5541
Fax#(03)752-4115

Tandem Trike

Specifications

DESIGNER: Ian Sims
WEIGHT: NA
WARRANTY: NA
WHEELBASE: NA
TRACK: 31.5"
SEAT HEIGHT: NA
SIZES: Custom
FRAME: Reynolds 531 CroMo
SEAT: Reynolds 531 CroMo
WHEEL SIZE: 20" x 1.75
DERAILLEURS: Sachs
SHIFTERS: 21 spd. Power Grip
CRANKSET: NA
GEARING: NA
BRAKES: Twin disc brakes



SIMILAR MODELS: Trike and SWB. narrow wheels and custom specs.
SOLD: Direct or dealer frame kit Frame-lits are available for \$1700 Aus.
OPTIONS: Double or triple crank, lights **SUG. RETAIL PRICE:** \$5000 Aus.

ANGLETECH

PO Box 1893
Woodland Park, CO 80866
Phone# 719-687-7475

Opus IV SE

Specifications

DESIGNER: Jim Weaver/ 1983
WEIGHT: 45 pounds
WARRANTY: Five year/ Lifetime
WHEELBASE: 60"
SIZES: 5'2"-6'2"
FRAME: CroMo/ SS / TIG
FORK: CroMo
SEAT: AL/ nylon mesh
WHEEL SIZE: 700c/20"
DERAILLEURS: Shimano Deore
SHIFTERS: 21 spd. top mount
CRANKSET: Sugino FUSE 28/42/52
GEARING: Shimano 12-32
BRAKES: Ritchey Cantilever
FINISH: Custom



SOLD THROUGH: Direct
SIMILAR MODELS: Opus IV SS
NEW FOR '95: Phil rear hub, Sachs
New Success front hub.
ROAD TEST: RCN #11 (Presto)
SUG. RETAIL PRICE: \$3999.99

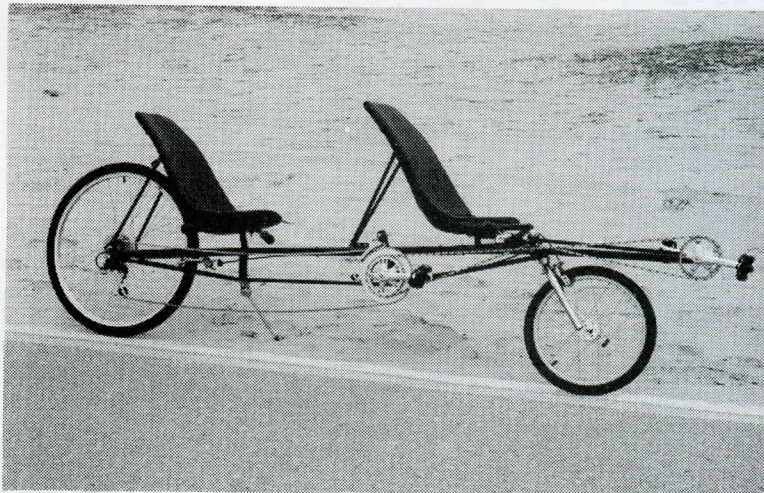
S & B RECUMBENT

PO Box 3061
Compton, CA 90222
Ph#310-608-0008
Ph/ FAX#310-762-2243

Tandem

Specifications

DESIGNER: J. Smith/ J. Baker 1991
WEIGHT: NA
WARRANTY: One year
WHEELBASE: 73"
SEAT HEIGHT: 17-18"
SIZES: 5' +
FRAME: AL/ CroMo/ Hi-Tension
FORK: CroMo
SEAT: Fg/ foam/ cushion
WHEEL SIZE: 26"/ 16"
DERAILLEURS: Suntour
SHIFTERS: Aris Power Grip/ Suntour
CRANKSET: Sugino 38/52
GEARING: Suntour 6, 12 or 18 spd.
BRAKES: Odyssey



SOLD THROUGH: Dealer / Direct
OPTIONS: Custom
SIMILAR MODELS: Trike & singles
SUGGESTED RETAIL PRICE: \$2450



S&N

Seen & Noted

The recumbents in this category vary in type, style and availability. Some are International, some are similar models of previous listings and others are from companies that did not respond to RCN's inquiries.

Ed.

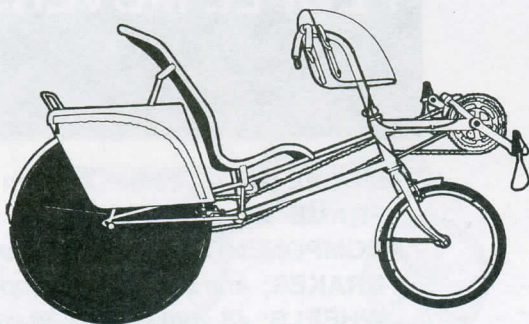
6



NORDICTRACK

104 Peavy Rd.
Chaska, MN 55318-2355
Ph#1-800-444-7509

MODEL NAME: ForeRunner
TYPE: Quad-9 spd. Radial gear. 78 lbs.
PRICE: \$599 + \$99 shipping.
NEW FOR '95: Nordictack offers a two week money back guarantee test ride



LIGHTNING

312 9th St.
Lompoc, CA 93436
Ph#805-736-0700

MODEL NAME: P-38, F-40 & R-84
TYPE: SWB
FRAME: Steel & composite
PRICES: \$NA
ROAD TEST: RCN#7, #15, #24
NOTE: Manufacturer did not respond



ROSS RECUMBENTS

Crystal Engineering, Copper Hill
House, Buller Hill, Redruth, Cornwall,
England TR16 65R
Phone# 0209 218868

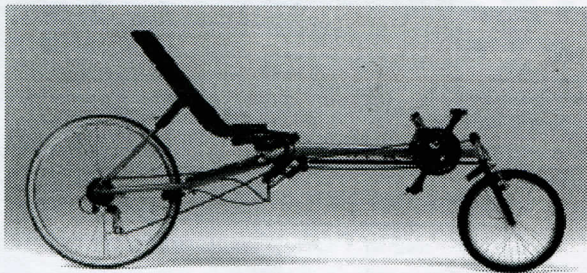
MODEL NAME: Ross XLR Festina
TYPE: Extra Low racer
FRAME: CroMo
PRICES: £799 Frameset
NEW FOR '95: 6.5" seat height
NOTE: Mfr. seeking US distributor



AEROBIKES, LTD.

Unit 13, Duddingston Yards,
Edinburgh, Scotland EH15 3NT
Ph/FAX# 0131 657 5655

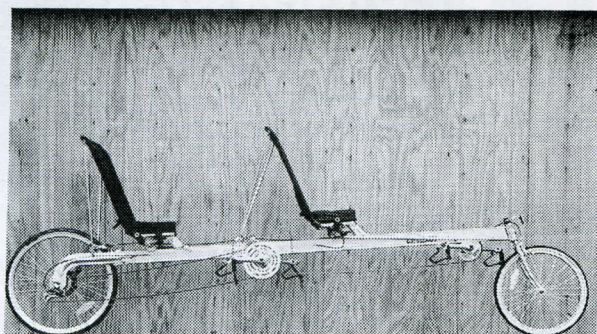
MODEL NAME: AeroBike
FRAME: 4130 Reynolds 531CroMo
DRIVETRAIN: 21 speed
COMPONENTS: Sachs
PRICES: £1000-1300
NEW FOR '95: Rear suspension model



ATP/ Vision

952 Republican St.
Seattle, WA 98109
Phone#206-467-0231

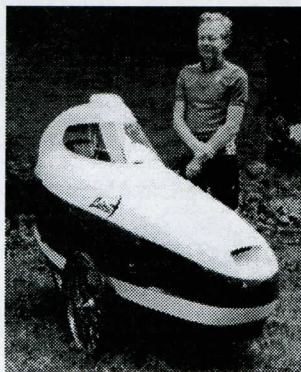
MODEL NAME: R-40/42 LWB Option
TYPE: LWB model/ conversion
FRAME: CroMo/ AL
DRIVETRAIN: Shimano 21 spd.
OPTIONS: LWB and/ or upright steer
SUG. RETAIL PRICES: \$1175 and up



PEOPLE MOVERS

980 N. Main St.
Orange, CA 92667
Phone #714-633-3663

MODEL NAME: Linear Tandem
FRAME: AL
COMPONENTS: Suntour 21 speed
BRAKES: Arai drum, Dia Compe FSE
WHEELS: 48 spoke 26" & 36 spoke 20"
SUGGESTED RETAIL PRICE: \$1995



LEITRA

Box 64, DK-2750
Ballerup, Denmark

DESIGNER: Carl George Rasmussen
DRIVETRAIN: Sachs Orbit 12 spd.
BRAKES: Drum-all wheels
OPTIONS: Custom and suspension
SUGGESTED RETAIL PRICE:
est \$7000 fully faired



SWING CYCLE DELFT

Hoornsestraat 29
2613 PC Delft Holland
Phone #015 123 681

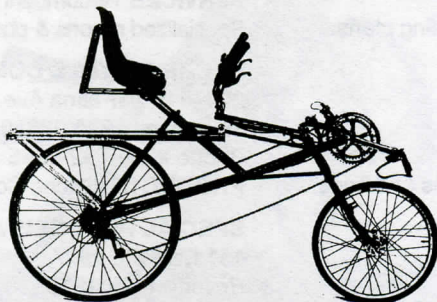
MODEL NAME: Chinkara
TYPE: FWD articulated recumbent
FRAME: 7 sizes, stainless steel
PRICES: est \$2800 USD
NEW FOR '95: 5 or 7 speed internal



REBIKE

103 NW 43rd St.
Boca Raton, FL 33431
Ph#407-750-1304

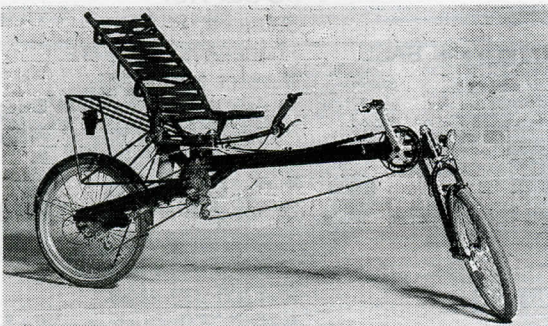
MODEL NAME: *ReBike & ReTrike*
TYPE: *CLWB & trike*
FRAME: *Steel*
PRICES: *\$NA*
ROAD TEST: *RCN #15*
NOTE: *Manufacturer did not respond*



AABC

1408 Shamrock
Veradale, WA 99037
Phone #509-924-9480

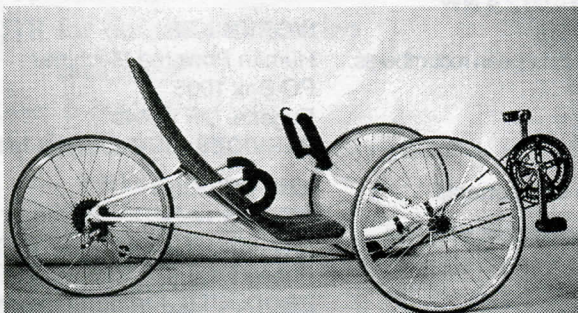
MODEL NAME: *Advanta Wedge*
FRAME: *Mild steel, CroMo*
NEW FOR '95: *Advanta offers kit bicycles, parts and seats*
PRICE: *Famesets from \$450*



OSTRAD GmbH

Winsstrabe 48
10405 Berlin-Prenzlauer Berg, Germany
Ph #44 111 64 FAX#44 111 63

MODEL NAME: *Ostrad LWB*
FRAME: *4130 CroMo*
DRIVETRAIN: *Sachs 3 x 7/ 21-32 speed intermediate drivetrain.*
PRICES: *\$3590-4630 DM*
NEW FOR '95: *Full suspension recumbent*



VARNA RECUMBENTS

RR 2, Site 54, Gabriola Island
BC, Canada
Phone#604-247-8379

MODEL NAME: *Sprite*
TYPE: *Trike*
DRIVETRAIN: *18/21 speed*
BRAKES: *Sturmey Archer*
PRICES: *\$800*

Seen & Noted

PARTS & SERVICES

The companies listed below are parts, plans and kit suppliers. For recumbent dealer info, contact manufacturers directly.. Buyers Guide bike listings are also a source for parts etc. Many manufacturers will sell recumbent parts for the bikes they produce.

ANGLE-TECH

PO Box 1893, 318 N. Hwy. 67
Woodland, Park, CO 80866
Phone#719-687-7475 or 1-800-793-3038
NOTE: Recumbent parts & specialty.

BIKE CAR CORPORATION

PO Box 72
Ocala, FL 32678-0072
PRODUCTS: Bikecar plans. SASE for info.

BLUE-SKY DESIGN

PO Box 26154
Eugene, OR 97402
PRODUCTS: HPV body shell kit (AeroTrice).

COUNTERPOINT CONVEYANCE

PO Box 763
Edmonds, WA 98020
Ph/ Fax#206-776-6787
PRODUCTS: Fabrication, design and builder of Countpoint recumbents sold through dealers.

CYCLOPEDIA

PO Box 884
Adrian, MI 49221
Ph #517-263-5803 or #1-800-678-1021
Contact: Gaylord Hill
PRODUCTS: HPV/ recumbent parts specialty. EconBent MWB building plans. '95 catalog now available.

CURRIN'S CYCLES

PO Box 5123
Klamath Falls, OR 97601
PRODUCT: Recumbent parts & specialty.

DH Recumbents

PO Box 1993
Spring, TX 77383
PRODUCTS: Recumbent manufacturer.

DIET RIDE

PO Box 16614
Duluth, MN 55816
PRODUCT: Bike car & bike bus plans.
Send SASE for info.

DOPPLER CYCLE TECHNOLOGIES

52 Walnut St.
Kitchener, Ontario
Canada N2G 1P6
Phone 519-579-5103 Fax: 519-745-0582
PRODUCT: Custom fabrication & specialty.

EASY RACERS, INC.

2891 Freedom Blvd.
Watsonville, CA 95076
Phone: #408-722-9797
PRODUCT: Easy Racer building plans.

EZ RIDE TRIKE

1500 NW 9th St.
Corvallis, OR 97330
Phone# 503-758-5817
PRODUCT: Electric kits, trikes and Trice.

GAERLAN, INC.

838 Grant Ave., Ste. 410
San Francisco, CA 94108
Phone#415-362-3866 FAX#415-677-8943
PRODUCTS: Homebuilder parts.

HARPER FWD PLANS

P.O. Box 491871
Redding, CA 96049
PRODUCTS: FWD building plans. SASE.

HAL'S RECUMBENT

801 Meyer Lane
Redondo Beach, CA 90278
Phone#310-376-5882
PRODUCTS: Recumbent clothing line.

INTROSPECT CYCLE

1029 Amberwood Rd.
Sacramento, CA.95864
Phone: #916-481-2906
PRODUCTS: MWB Kits & custom fabrication.

NEATWORKS

PO Box 2, Coldstream
Berwickshire, Scotland TD12 4 NW
Phone# +44 0890-883456
PRODUCTS: Source for European recumbents.

OHO DESIGN

Phone#415-924-9143
Contact: Conrad Oho
PRODUCTS: Custom components

PEOPLE MOVERS Recumbent Bicycles

980 N. Main St.
Orange, CA.92667
Phone: #714-633-3663
PRODUCTS: Recumbent bicycle parts.
Distributor for Linear tandem.

PRAIRIE DESIGN

Rt 2, Pretty Prairie, KS 67570
Phone#316-459-6237
PRODUCTS: Recumbent Parts supply.

RCI CONSULTANTS

PO Box 58755
Renton, Wa 98058-1755
Phone#206-630-7200 FAX:#206-631-5728
Contact: Robert J. Bryant
SERVICES: Recumbent industry Consulting.
Specialized reports & phone consultation.

SACHS BICYCLE COMPONENTS

22445 E. LaPalma Ave. Suite J
Yorba Linda, CA 92686
Phone #714-692-6696
PRODUCTS: Sachs Components.

SPECIAL PURPOSE VEHICLES

181 Elliot St. #607
Beverly, MA 01915
PRODUCTS: Manufacturer, custom fabrication & design.

SPECIAL T CYCLES

PO Box 1181
Santa Fe, TX 77510
Phone#409-925-4568
Contact: Michael T
PRODUCTS: Custom fabrication & design.
Complete machine shop. Trike kits.

SEW WHAT!

Design & Manufacturing
1019 18th St. NE A
Auburn, WA 98002
Ph#206-939-4539
SERVICES: Custom seats & panniers.

T.D. Traylor

22407 Warmside Ave.
Torrance, CA 90605
PRODUCTS: FWD building plans. SASE.

WORKBIKES

Human Powered Machines
PO Box 1005
Eugene, OR 97440
SERVICES: HPV design & fabrication.

ZZIP DESIGNS

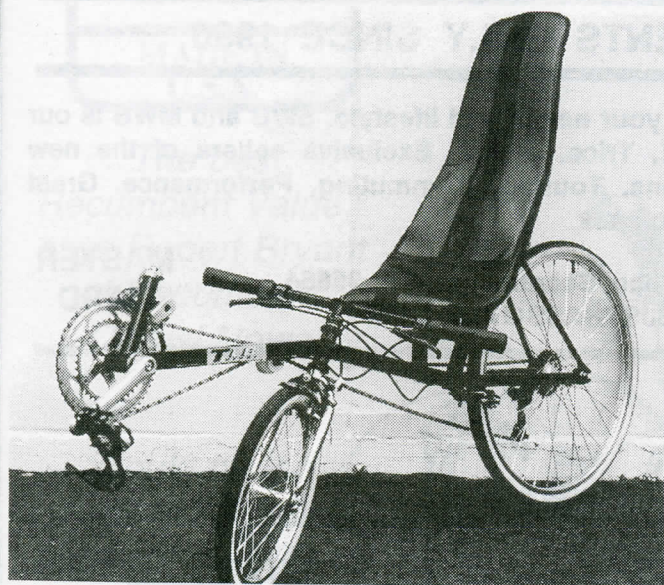
P.O. Box 14-RC
Davenport, CA 95017
Phone #408-425-8650 FAX: 408-425-1167
PRODUCTS: Fairings & mounting kits most all recumbents & experimenter kits. Send \$2 for color brochure.

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1350 E. Flamingo Rd. #73
Las Vegas, Nevada 89119
Call (602) 290-5646

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Montage[®]

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brochure:

phone: 1-800-499-1548/

fax: 1-612-426-1548

e-mail:

74771.2737@compuserve.com

Just Two Bikes[®], Inc.

4821 Washington Avenue,
White Bear Lake, MN 55110
USA



The Montage[®] by Just Two Bikes, Inc. joins cycling partners together in a relaxed, side-by-side position, eliminating balance concerns and allowing each rider an excellent view of the road and scenery. The adjustable seating positions accommodate

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VISA

Introspect Cycle, 1029 Amberwood Road, Sacramento, CA. 95864

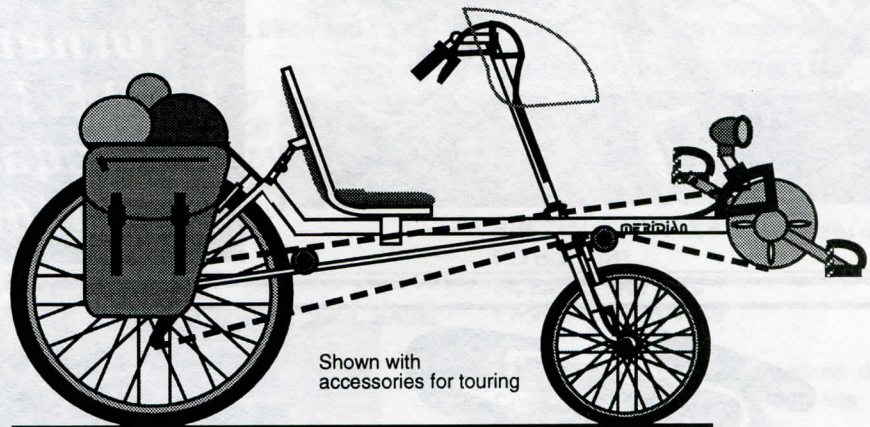
Phone: 916.973.1945 Email: BJSTRASS@AOL.COM

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Designed by
BJ Strass



Introducing the **MERIDIAN**, a new and truly unique recumbent. The Meridian is a kit recumbent. This allows people who already own a quality mountain, hybrid, or touring bike to incorporate their components (rear wheel, crank, derailleurs, shifters, brakes, etc.) with the Meridian. The result is a comfortable, quality, low cost recumbent.

The kit consists of the frame, fork, seat, alloy front wheel, tire/tube, handlebar stem extension, cables/housing, chain, small odds and ends, and instructions. A quality headset and bottom bracket have been preinstalled to simplify assembly.

The benefits of the Meridian go beyond the low cost. It is performance designed with the recreational, touring and commuting rider in mind. Three sizes and a breathable sliding seat, with angle adjustment, ensure a proper fit and comfortable ride. The longer wheelbase (44"/Large) gives a smooth ride, excellent weight distribution, and superior braking. A seat height of 22" allows a rider to easily get a foot to the ground but gives good visibility in traffic. The Meridian is capable of using a conventional luggage rack and panniers for long distance touring. With the optional forward rack the Meridian will carry up to four panniers.

The cost of the Meridian kit is \$575.00. Call for more information.

My Other Vehicle..... bumper stickers. Large, on heavy vinyl, blue on white. \$3.00 each

My Other Vehicle Is Human Powered!

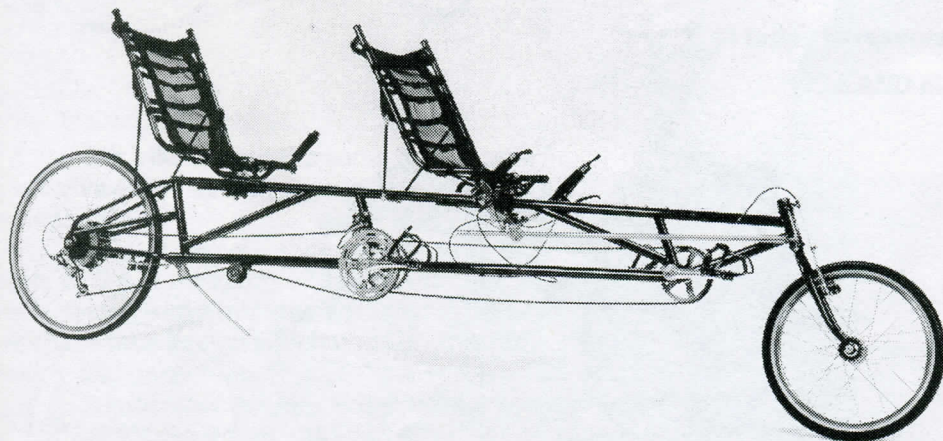
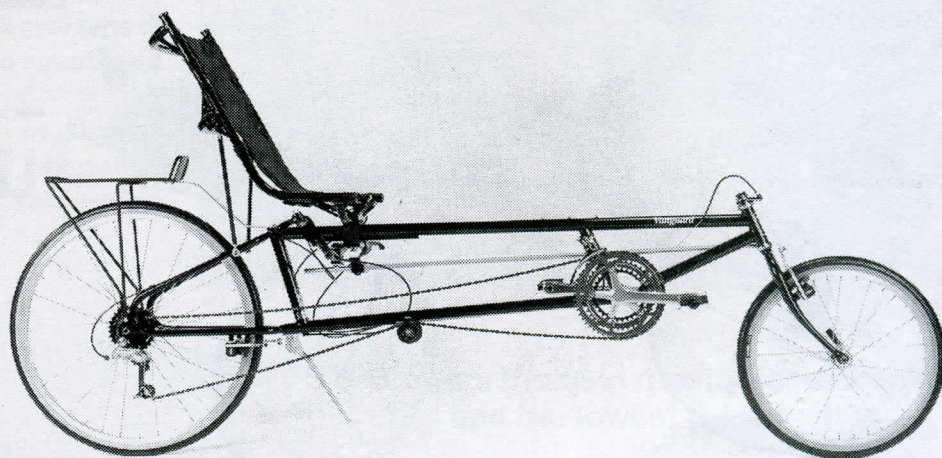




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Available Find out
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New For '95

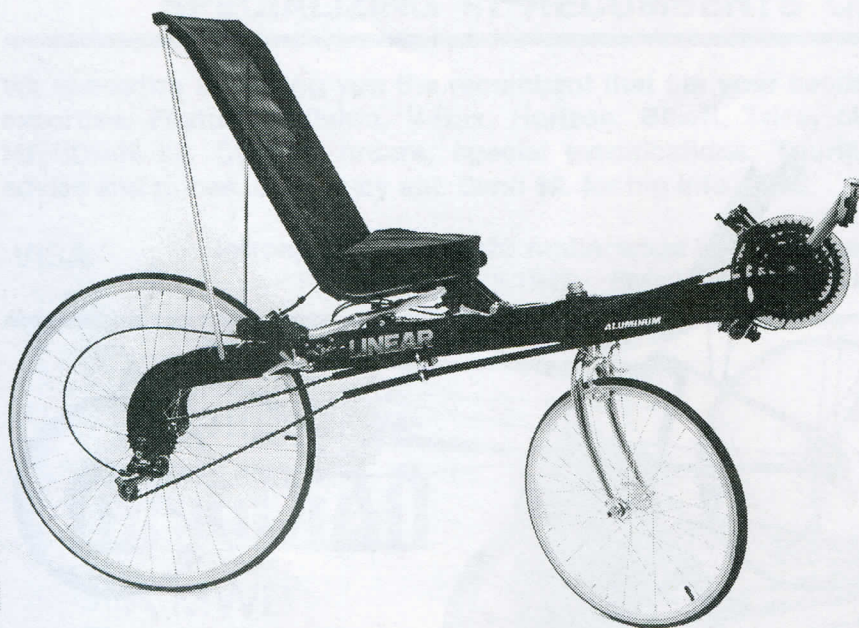
- New handlebars
- Quick adjust seat
- Shimano XTR option

Ryan Recumbents, 1-Chestnut St., 4th Floor, Nashua, NH, 03060

•Phone/ Fax: (603)-598-1711•

•Email: karl@rynrcmbt.mv.com•

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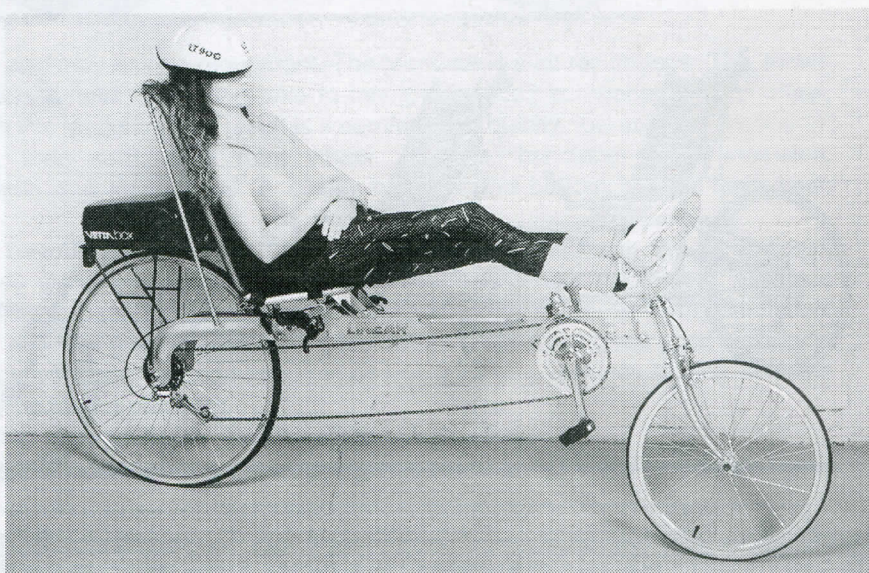
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S & B Recumbent

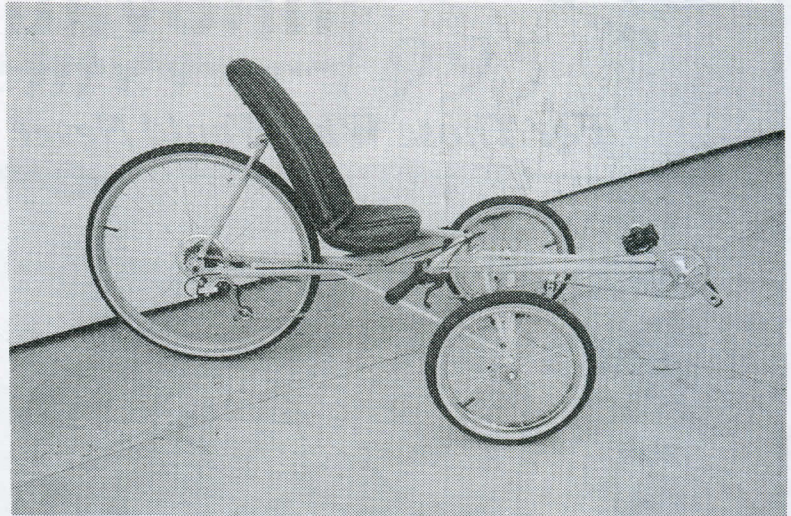
“There is comfort in this recumbent”

Introducing the new three wheel tricycle from S & B.

The tricycle market has seen many interpretations as to what the ultimate vehicle should look like.

The former concepts all bring visions of old time upright utility trikes. A new type of bike has been showing up on the streets and bike paths of America.

A redesigned cycle with multispeed gearing, baggage capacity for shopping, reliability and ease of operation. This vehicle is the all new S & B Trike!

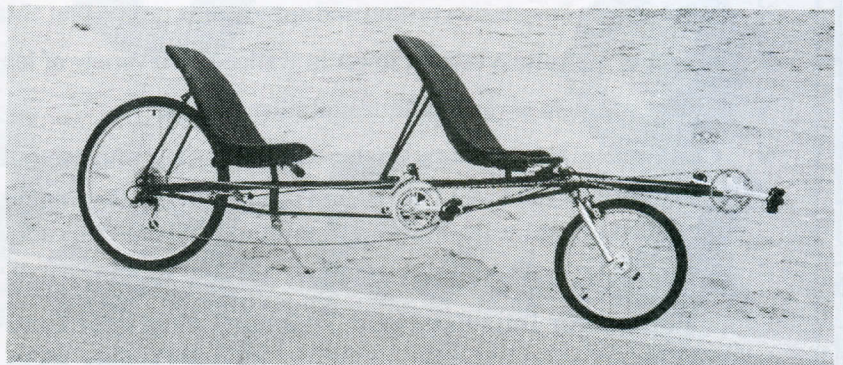


Our trike utilizes the same basic frame and drive-train as our single and tandem recumbents.

This is proven technology from 25 years of S & B research and development. A basic design with a minimum of moving parts, the space tube design which utilizes strength, beauty and user- friendliness.

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- 26" rear and 16" front wheels
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- Recumbent Tandems
- Recumbent Trikes
- Single 6, 12 and 18 speed models
- Aluminum performance singles
- Custom work

Call today to reserve your S & B recumbent bicycle.

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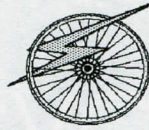
S & B Recumbent , PO Box 3061, Compton, CA. 90222

Ph #310-608-0008 or Ph/ FAX: 310-762-2243

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By

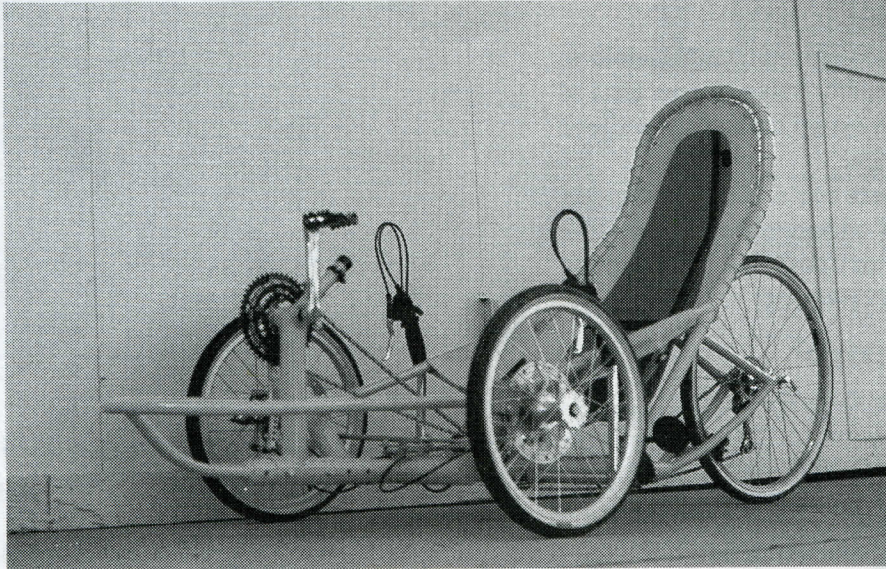
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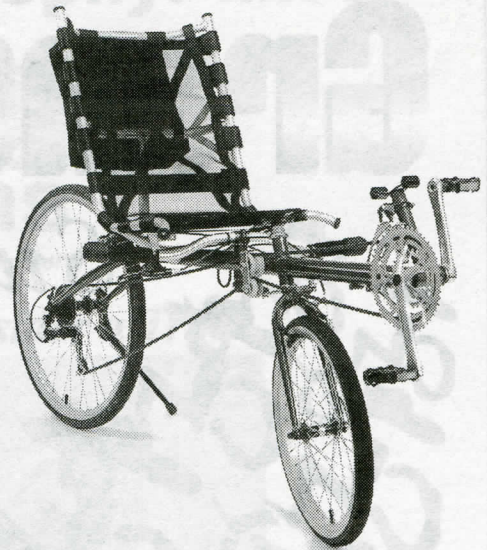
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Austin, Texas

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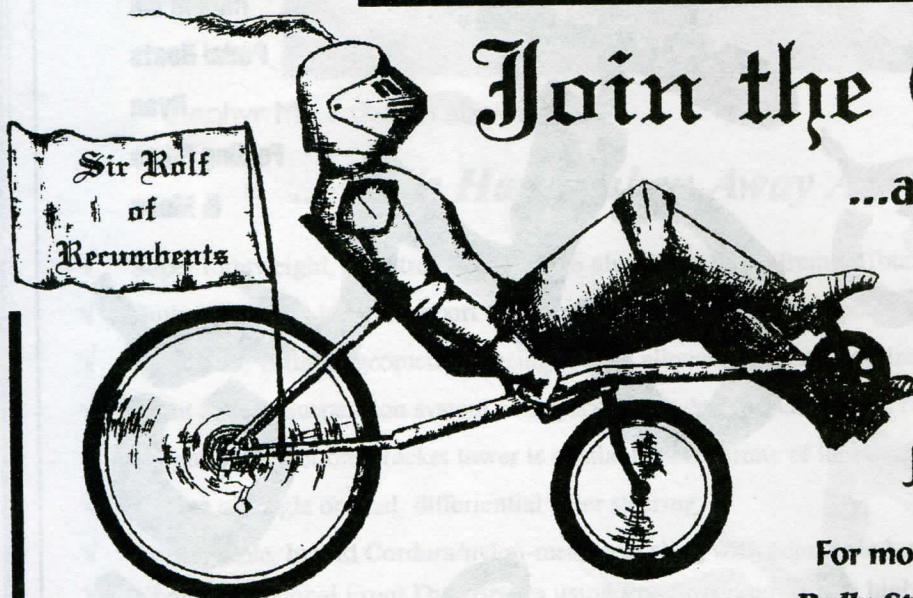
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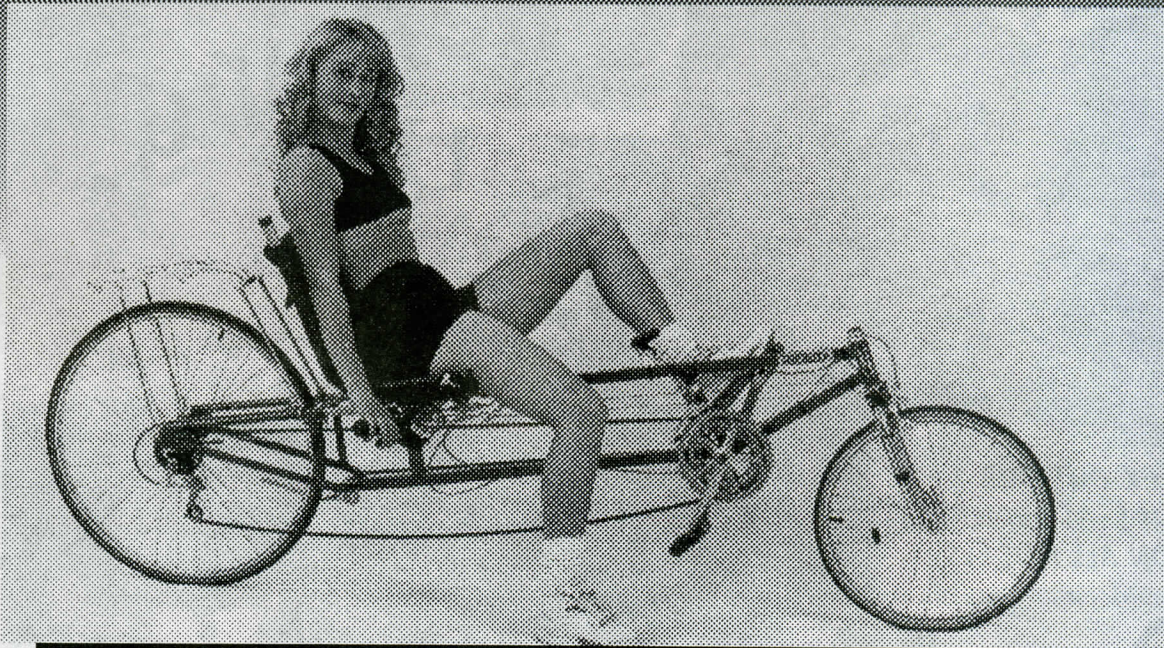
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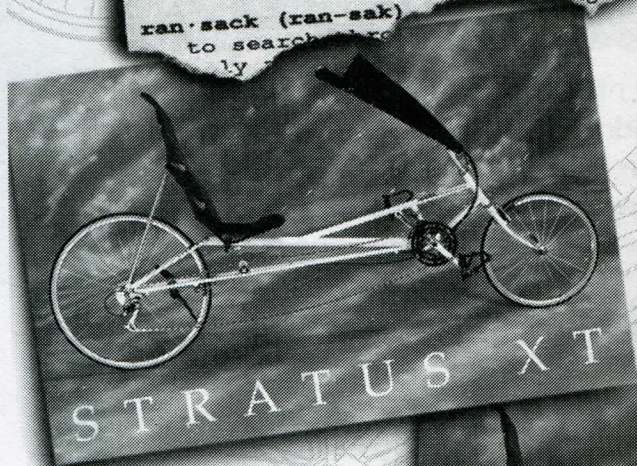
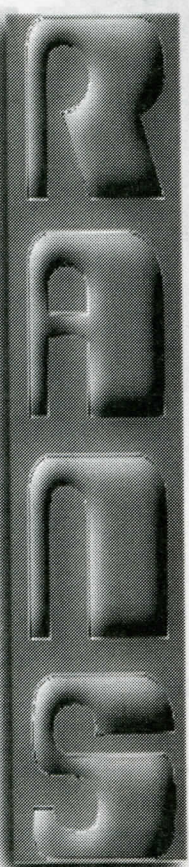
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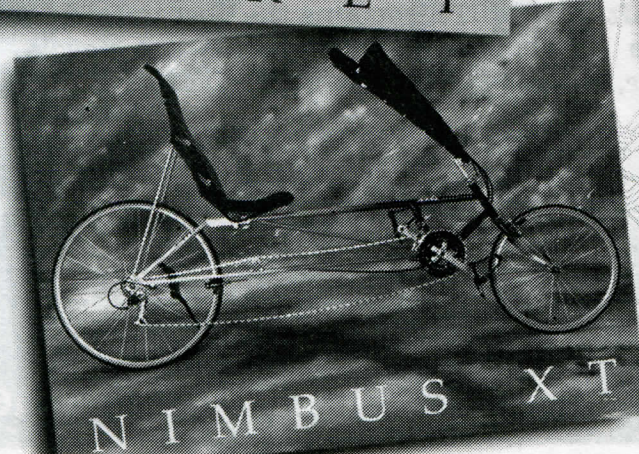
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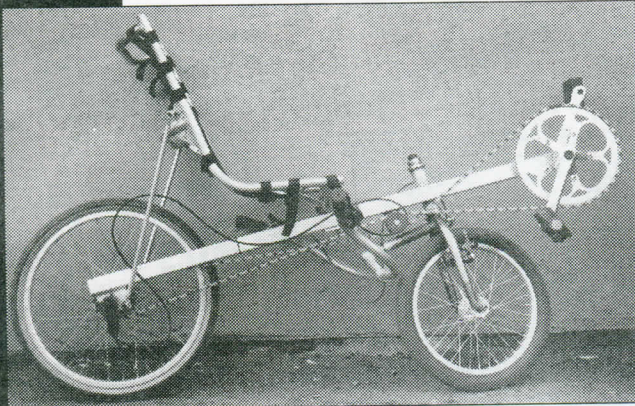
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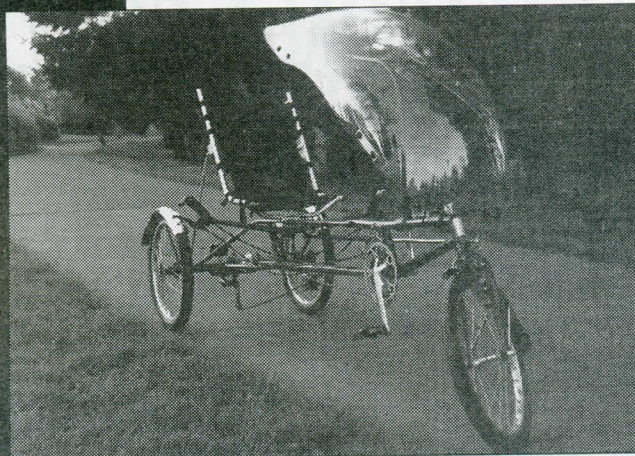
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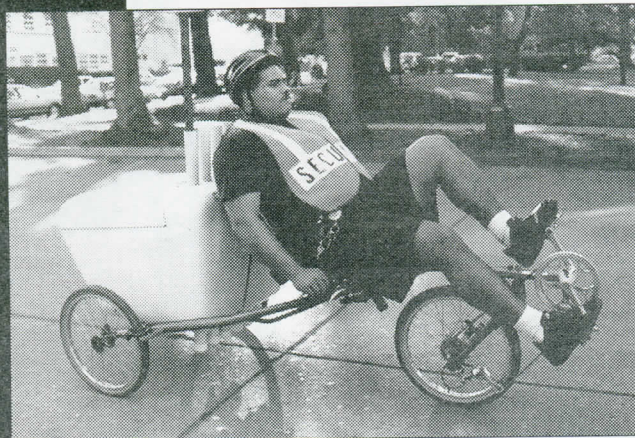
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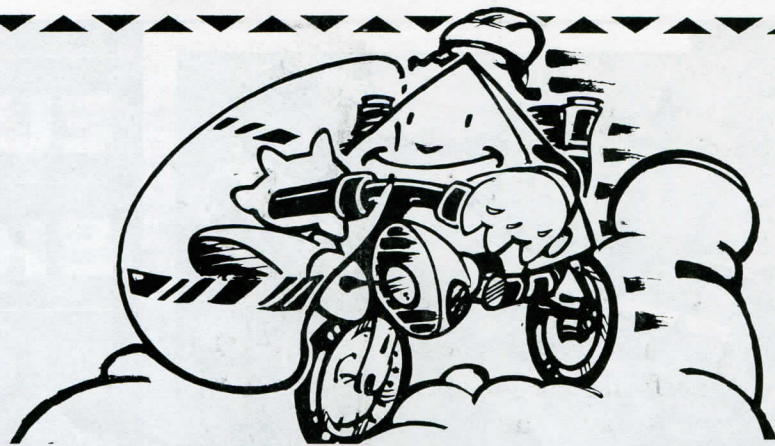
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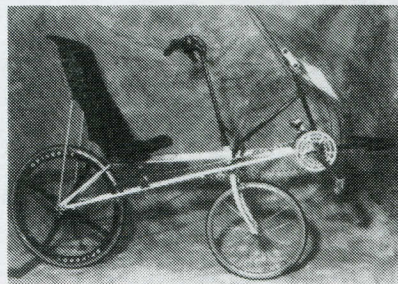
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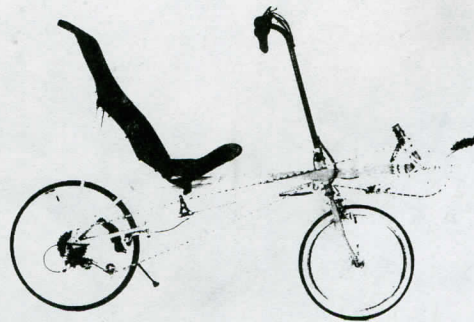
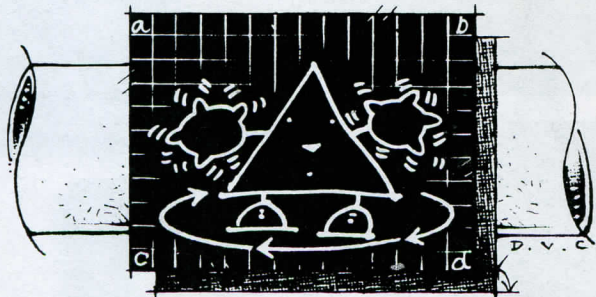
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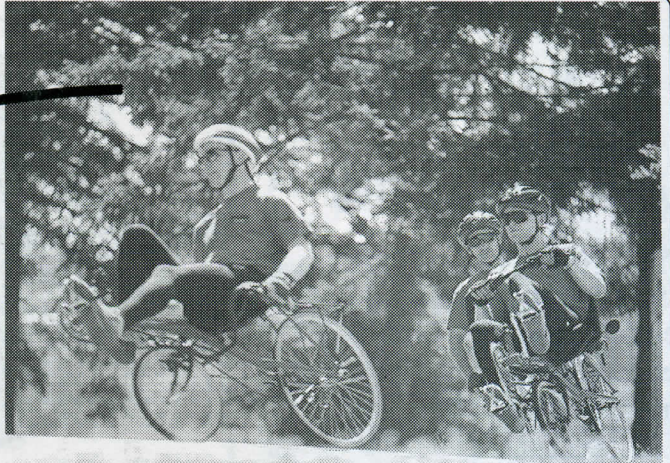
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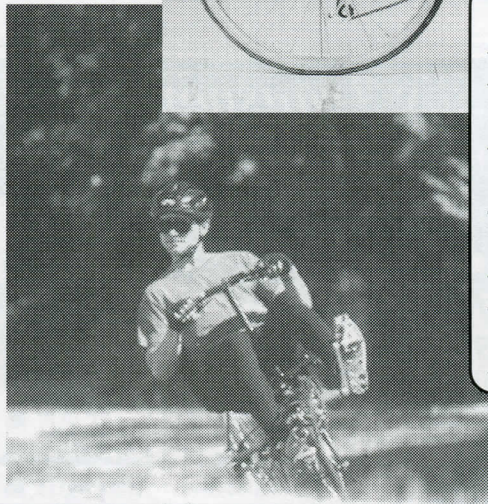


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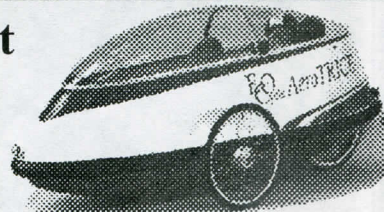
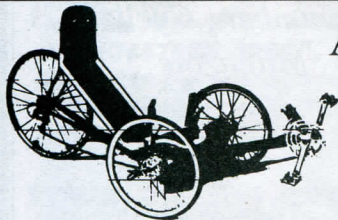


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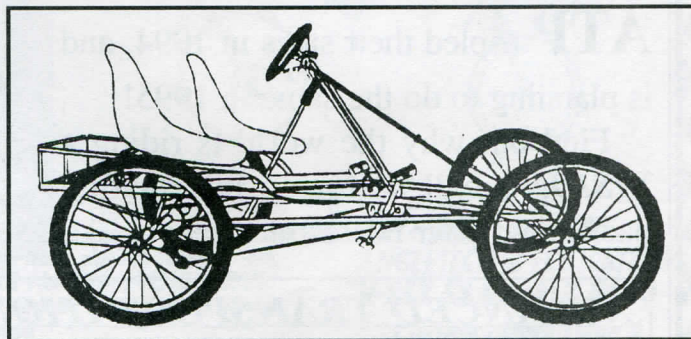


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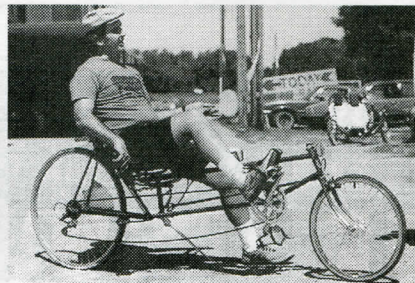
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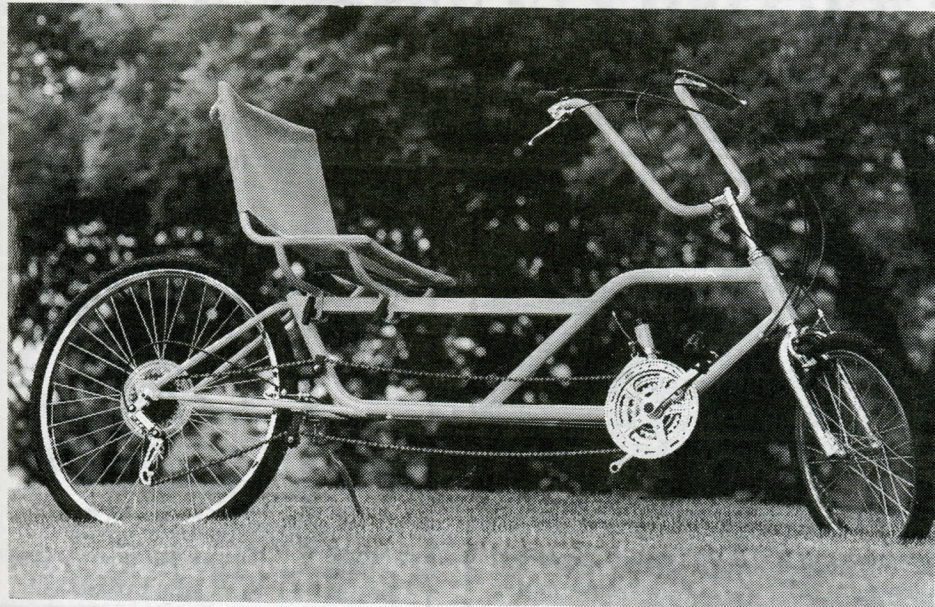
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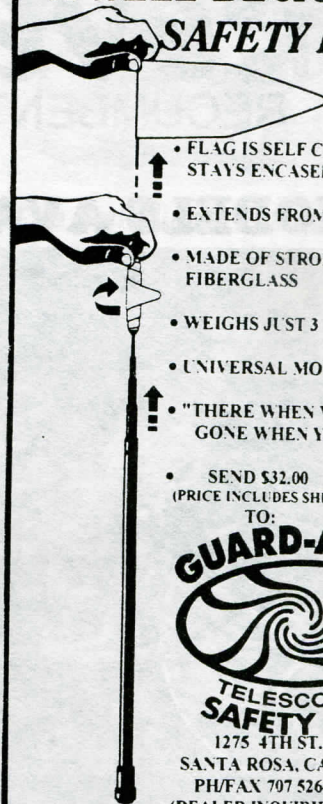


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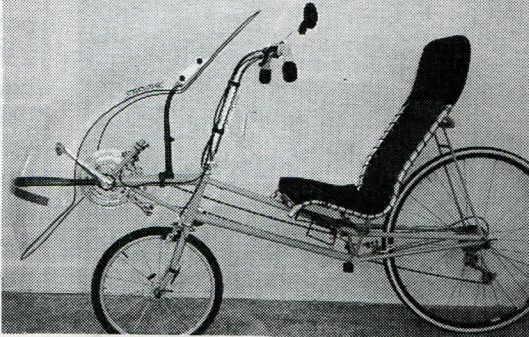
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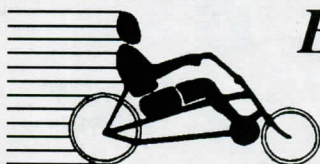
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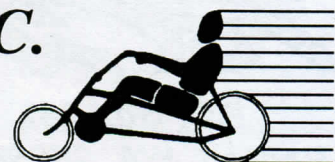
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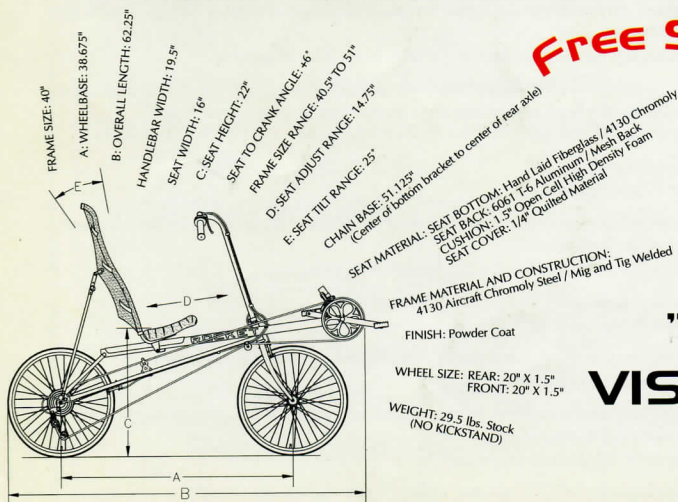
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