RCN Goes SLUM'ing!
Wheel & Sprocket has 'Bents IN STOCK!

We Appreciate Your Business!

What they are saying about the EvoGLIDE!

"Best Handling Compact"
"User friendly, compact size"
"Excellent price point & value"
"Shifting joy...with Sachs Derailleur"
"Whoo Hoo!"

Harry's Corner

Boy, do I have the deals for you!
I have got so many 'bents in stock, they are going to be screaming outta here!
Can't find tandems? I've got both Rans screamers and Ryan models. Our Comfort Cycle Tricycles have arrived. I've got Easy Racers, Linear, BikeE. As one of the nation's largest Rans dealers we have: V-Rex, Rockets, and Saturn-5 Rockets, all in stock and ready to ride. In fact, I have over 80 bents in stock, and I will ship them anywhere in the WORLD!
You want them, and I want to sell them to you! Call me today and we take care of everything!

Linear, Rans, BikeE, Easy Racer, & our own EvoGLIDE exclusive!

Will ship anywhere!
Toll Free information!
Over 80 'bents in stock!

Wheel & Sprocket

5722 S. 108th Street, Hales Corners, Wisconsin • 414-529-6600 or 800-362-4537
What’s Inside!

Editorial License ..................................................... 4
Recumbent Mail ......................................................... 5
The Silver Thread Slumgullian Tour by Robert J. Bryant .... 7
Interbike '97 or Bust by Robert J. Bryant ....................... 19
Homebuilders Corner: Bentech LWB ............................ 26
Hot Bike Of The Month: Tailwind by Tony Licuanan ....... 27
The Doppler Beamer “Flight” by Shari Bernhard .............. 29
The People Movers ‘Bent Bash by William Volk ............... 33
The History of my ‘Bent by Scott D. Groff ..................... 35
The Ross Festina Low Racer by William Volk ................. 37
Tribute to Herman Hoffer by Michael Eliaasohn ............... 41
Calendar/Rider Group Listings ..................................... 42
Classified Ads .......................................................... 44

What’s Coming Up!

RCN#42 COVER: The RCN Crew Goes Slum'ing: The Slumgullian Tour from Gunnison, Colorado this past Summer. Bob Bryant (left/Angletech V-Rex GL63) and John Williams (right/Rocket S5).

RCN#43 JAN/FEB '98 will be our first edition of the new RCN SuperGuide Buyers’ Guide. See page 4 for more information on our new ‘98 schedule.

We have many tests planned for 1998. You can expect articles on the Easy Racer Tour Easy, Gold Rush “Black Gold,” Comfort Cycle, BikeE Air Tech, Rans Vivo, V-Rex, Gliss tests and many more. To subscribe to RCN see page 48. People Movers handles some RCN subscription options at Tel. 714/633-3663.
Dear ABC News 20/20: Thank you for airing the segment on men’s cycling and penile numbness. The story was very well done, with one minor exception. There was no solution offered to the problem. And I have a solution... RECLUBENT BICYCLES.

Recumbent bicycles are sit-down, laid back bicycles that put the rider in the same familiar sitting position as that of an automobile. The recumbent position takes all of the pressure off the neck, wrist, back and especially the crotch/vital parts of the human anatomy—both male and female—while at the same time offering unequaled comfort. Recumbent bicycles are comfortable. They have lightweight seats, breathable suspended mesh and the best offer 0-pressure points for comfort that can last as long as your muscles hold out. Even on a week-long tour, it’s possible to have total comfort with no painful road rash or numbness.

Recumbent bicycles have been around for nearly 100 years. Most recently they are enjoying the largest “grassroots” growth in their history. In an otherwise stagnant bicycle market, recumbent manufacturers have up to a 3-month backlog. Recumbents have enjoyed phenomenal growth in health clubs and fitness centers where lines are formed for use, while upright stationary bikes go unused. The next major trend in the bicycle industry is recumbent bicycles for the road. Additional proof of this is shown by the hot growth within the recumbent bicycle industry including the purchase of ReBike (recumbent manufacturer) by Huffy Bicycles, one of the largest bicycle manufacturers in North America. The industry “buzz” has several manufacturers looking at recumbents as a viable (and comfortable) addition to their bicycle lines.

Redesigning the upright bicycle saddle is not going to solve the problem completely. If you widen the seat base, you change the back side of the legs/thighs. By stretching out the riding position to that of a recumbent position, you can distribute the rider weight properly, in comfort and obtain true 0-pressure point comfort on a bicycle.

I would hope that you will consider offering viewers a solution to this common problem. Recumbent bicycles are the most sensible solution. It works for the Recumbent’s Ed Pavelka, as well as thousands of comfort-seeking (recumbent) bicyclists every year.

After watching the ABC 20/20 Special, Thursday September 18th, 1997, we sent this letter to ABC 20/20, our local ABC affiliate, Lisa Gosselin—Editor at Bicycling Magazine and Dr. Goldstein in Boston, MA. Included in the packages were a copy of our 1997 Buyers’ Guide, an RCN#41 and RCN brochure. Lisa Gosselin called to say that during her 20/20 interview process, she discussed solutions including alternative bike seats and RECLUBENTS. The other day 20/20 sent us a form letter that they were not interested in our story idea.... So, don’t expect any solutions from ABC. Late word is that Ed Pavelka is leaving Bicycling. We wish Ed our best wishes.

My company publishes the only bimonthly recumbent bicycle publication in the world. We also publish a yearly buyers’ guide for on-the-road recumbent bicycles. I would be happy to discuss recumbent bicycles with you at your convenience.

Sincerely,
Robert J. Bryant
Recumbent Cyclist News

1997 ROAD TESTS
This year was a tough one for RCN road tests. I thoroughly enjoyed my time with the Rans Stratus and Rocket, but most others took their toll on me and several companies benefited from my FREE R & D and consulting services. One long-time reader joked that one issue should have been called the “dog bike issue.” There were lots of problems and bikes that were not finished products. The benefit to readers is when Bob Rants, bikes get better. Well, most of the time. There are still a few manufacturers who don’t seem to care what we say.

I take my job as recumbent critic seriously. If an advertiser gets upset and pulls ads (like Turner did), too bad. I WILL NOT compromise my editorial integrity or RCN’s reputation. These guys are told to send the BEST example of what they do, and many still don’t. There are many recumbent manufacturers who don’t even read, subscribe or advertise in RCN. RCN needs manufacturer advertising to survive in its current form and we appreciate our advertisers—as long as they don’t think they are buying “good press,” because this IS NOT the case. The benefit for competitive manufacturers is that they have a direct line to the “bent enthusiasts of the world.”

NEW RCN T-SHIRTS
The new Low Down & Laid Back: Recumbent Cyclist News T-shirts are now available. They are Beefy-T’s in Navy and Forest Green with white ink in size L or XL. The cost is $13 + $3 S/H. (See page 39 of this issue for ad.)

SPECIAL DEAL: Subscribe or renew to a Deluxe 2-Year subscription, and we’ll give you an RCN T-SHIRT or a 1997 Buyers’ Guide. (We will prorate any existing subscription to your new deluxe level). This offer is only valid on orders MAILED direct to RCN in Renton, WA by 12-31-97. The cost is $77+ $3 S/H (T-Shirt or buyers’ guide).

1998 RCN SUPERGUIDE
For 1998, we WILL NOT have a traditional buyers’ guide as in years past, but instead a new RECLUBENT SUPERGUIDE! With the idea of bringing more current up-to-date coverage, larger more attractive regular RCN issues and in favor of subscription growth, we have opted out of the yearly buyers’ guide format. Instead, we will have part of the buyers’ guide in each RCN issue that we publish throughout the year. Our goal is to bring the non-subscribing buyers’ guide purchasers in as subscribers while showcasing the bimonthly RCN issues. This is an essential element of our long term growth and direction which includes more frequent and larger issues per year.

-RCN#43 Jan/Feb ’98 CLWB Buyers’ Guide/98 Editors Choice Awards
-RCN#44 March/Apr ’98 SWB Buyers’ Guide
-RCN#45 May June ’98 LWB Buyers’ Guide/Bent Seat Shootout
-RCN#46 July/Aug ’98 Tandem/Trice Buyers’ Guide/Accessory Guide
-RCN#47 Sept/Oct ’98 Super-Guide Update
-RCN#48 Nov/Dec ’98 1999 Season Preview

Along with the SuperGuide, there will be all of your favorite regular features in each and every newly expanded RCN issue. If you want to get your RCN issues faster, we will upgrade your subscription to Deluxe/First Class for $1 per outstanding issue (this saves 4-weeks). Mailed to our PO box in Renton, WA, ONLY.

Remember, keep the faith in your off-season training and “Just Ride...”
**WE WANT TO HEAR FROM YOU!**

**Wedgie Horsy Bike Rants**

The latest issue of RCN sent me scrambling for Bill Edwards’ address. I love recumbents but, do not relish the thought of MYTHS! I must say that I am not wild about horsey bikes. I read Bob Bryant’s “Bob Rants” editorial and he brought out many concerns. Here are my concerns about WEDGIES/HORSY BIKES:

1. Bad in headwinds.
2. Can’t descend hills, (too slow - despite what the ads say).
3. Too many horsey bike thieves.
4. No choices (all look alike).
5. Can’t pick up lost coins or valuables on ground (low ‘bents).
6. More susceptible to road rash.
7. Too cold and wet (no fairing).
8. No respect from motorists.
9. Jumping on curbs and riding on sidewalks give bicycling a bad reputation.
10. Design restricted by UCI to evolve (1800’s technology).
11. Difficult to brake efficiently, could END (only place to go is on your head).
12. Have to get off wedgie saddle at stops.
13. No wedgie trikes can corner.
14. And mostly: MAY BE ABLE TO GET IT UP HILLS, BUT RIDERS MAY NOT BE ABLE TO GET IT UP IN BED!

For a more complete list see “Joe’s book of reasons on why he’ll never ride a horsey bike again.”

Joe “Road Warrior” Kochanowski
Seattle, WA

**Bent Myth Response**

Here’s my answer to Bill Edwards... You said that recumbents can’t climb hills. You’re making NO SENSE! Can’t you get it through your “LITTLE NUMB HEAD” that it’s all about the motor, or are you wedgie riders in so bad of shape that you can’t climb hills riding a recumbent? We recumbent riders do it all the time. While riding the 200 miles of Seattle to Portland, I lost count of how many wedgie bikes I passed uphill. You don’t hear me preaching, wedgie bikes can’t climb uphill do you? So, what’s the matter?

STRAIGHT UP!
Tony Licuanan
Seattle, WA

**Haluzak Follow Up**

I liked the write-up on the Hybrid Race generally! When I read that you use the seat in a more reclined position, I realized why the tire was striking the day bag. It’s not very fair to imply that the fix alone was sufficient to cause this problem. The Day Bag was not really designed to be used in the more reclined position, a shortcoming I must admit. Overall, it was a pretty good article.

A few other corrections that I might make:
1. Our new email address is: sidwindr@pacbell.net
2. Our web page is located at http://www.BikeRoute.com
3. The Day Bag is made by Rolling River Designs in Healdsburg, CA.

Sincerely,
Don Kuncz
Bicycles By Haluzak

**Bent Safety Concerns**

While enjoying your #41 issue, I came across the letter “Bent safety concerns” by Mr. Jim Sharp. As I am now back in the recumbent saddle again, with my R-45 Vision, I thought I would add one other important safety component, vital to recumbent rider’s existence on the streets, in traffic. I unfortunately ride my recline bike in the single most bicyclist-killing field in the world; Broward County, Florida. I feel that the second most important safety item is a rear view mirror! I can’t tell you how many times, mine has actually saved my life! I’m one of those people, that need to see and know where vehicles coming and going are at all times! A wedgie bike accident long ago taught me this lesson! Bicycle shops sell them, for helmet and handle bar mounting. I’m surprised dealers don’t advertise in your publication more often.

Reclining Ken evansk@bellsouth.net

**Bents Can Climb**

Under the category of “Who says recumbents can’t climb?”, my V-Rex and I just completed this year’s Boston-Montreal-Boston ride, 750 miles with 30,000 feet of climbing. As far as I could find out, this is the first time a bent completed that ride. My middle-of-the-pack time of 79 hours 39 minutes leaves a lot of room for improvement, but perhaps a young stud (I’m 53) will show what a finer-tuned engine than mine can do on a ‘bent.

David Bundrick
dbundrie@legis.state.ga.us

**Zzipper Oversight**

It seems that all the pictures that I see of the Zzipper fairings show the top of the lexan below the eye level of the rider. Wouldn’t the bike be faster if the fairing were high enough to direct the air flow “over” the rider’s head?

Wally Kiehler
kiehler@juno.com

Wally, you are supposed to look just over the top of the Zzipper fairing. Looking through would distort vision. With the curvature of the fairing, the airflow should brush your hair. Some manufactures are not set-

---

**Editor's Note:** Any freelancers want to get a hold of these books:
- *Cycling Science* by David Gordon Wilson
- *Human Power* by David Gordon Wilson and Allan Abbott
- *Das Liegerad* by Gunnar Fehlau
(From: “Bent Only” — Bob, RCN)
COROPLAST SPEED SECRET

I’m really enjoying my new coroplast fairing on my Presto. It is very fast! Coroplast also makes great fenders. Your review on the 3x7 hub was right on. It does seem to be indestructable. I find that it is easiest to shift than the chainrings. When going up hill I give the pedals several hard pushes, let off, click, and resume pedalling.

If possible, I would like to see a road test on the new ReTrike, S & B trike and the Wiz Wheels trike. Maybe a showdown?

Randall Phillips
Randalld, we highly recommend the People Movers Ed Gin Coroplast Fairing seminar to anyone looking to make their bikes faster. Unfortunately, we have not been offered any ReBike test bikes. We’ll work on S & B and Wiz Wheels.

UNAWARE RCN READERS

The T-Lite is gaining popularity and made a fine showing against the racers in San Diego, California. The poor unaware readers might believe your rantings but true bikers and web site folk see through you. I made and sold recumbents before you existed and will sell after your demise.

Milton Turner
Turner Enterprises, It seems as though Milton Turner did not agree with your review, though he did not offer any specifics. At this time, Turner no longer advertises in or reads RCN. You can see how much we have to gain by giving a bike a bad review. We hope Milton continues on his quest for a perfected Hypercycle and keeps us posted.

SPINSKIN UPDATE

It was an unexpected surprise to find a photo of my Moultin/ HED/Phil Wood front wheel in the new issue of RCN. Thank you!

As a follow up, though I have not had any problems as of this point, I have heard of some reports of riders using SpinSkins having flats because of the outer covering on the Kevlar in SpinSkins was weakened causing the Kevlar to wear through the inner-tube. This recently happened to a friend who rides a Lightning Stealth here in Fort Collins. Kelvin Clark is looking into this I understand. I hope that these problems will be resolved soon.

Friendly thoughts & safe riding
Dave Yust
davyst@lamar.coloradostate.edu

GLOSSARY

ABOVE-SEAT STEERING (ASS): Handlebars above the seat, handlebar or frame. Above-Seat Steering. A standard bicycle type steering similar to that of a hot rod/lolvery type bicycle of the 80’s.

ALUMINUM: AL. Or Aluminum, A lightweight durable, tarnish resistant material.


BAR-CONS: Bar-end shifters.

BAR-ENDS: Mostly used on US bikes to bring the controls closer to the rider. They are similar to those found on MTB’s.

BOTTOM BRACKET: (BB) pedal axle & bearings, sometimes called bocchen-bracket.

BRAZING: A frame joint is created by brazing brazed tubes (usually) around the tubing junctions. Builders then either file and sand the joints smooth or leave them natural.

CARBON FIBER: A high tech, high strength composite material that is black in color.

C.G.: Center of gravity.

CHAIN-DRIVE: A modified skateboard wheel, derailleur pulley or custom-made pulley that carries the chain slack on and some long wheelbase recumbents.

COMPACT: CWUB or MVB recumbent.

COROPLAST: Plastized cardboard that works great for hot asphalt calcinings.

CLWB: Compact Long Wheelbase 70”-72”

C-tabs: 2x2-molded steel.

DELTA: Two-wheels in the rear trike design.

DOM: Drawn-over-molded. This is a type of higher quality Hi-Ten steel.

FWD: Front Wheel Drive

GEAR INCHES: A formula used to determine range of gears. front chainring divided by rear cog multiplied by drive wheel diam.

GIR: A brand of two-grip shifter.

GRR: Gold Rush Replicas

HiTen Steel: High tension or mild steel.

HPV: Human Powered Vehicle.

INDIRECT STEERING: Understeering via a rod, linkage or cable that connects the handlebars to the fork.

KEVLAR: A high strength, bulletproof composite material that is black in color.

LWB: Long Wheelbase 60”-72” (oversized low and belted front wheel).

LOW-RACER: A SBW recumbent built as low as possible for HPV racing (may exceed our wheelbase range as a SBW).

MAGURA: A high quality, long lasting German hydraulic caliper brake.

MID-DRIVE: A midship mounted, two-chain drive freewheel shifted by a rear derailleur offering very wide gearing.

MOULTON: An English high suspension conventional bicycle using 17” & 20” wheel.

MTB: A dated abbreviation for mountain bike.

MBW: The same as CLWB. Formerly used to describe longer SWG bikes.

NEXUS: Shimano’s internal 4/7 speed hub.

PEDAL STEER: Pedal induced steering input that moves the bike harder to track in a straight line. This generally happens on SWG recumbents with wheelbases of between 60” and 80” or a liar back head tube angle.


TGW: Tri-Drive Freewheel.

SWB: Short Wheelbase 50”-70” (compact long and in head of front wheel).

TIG WELDING: Tungsten-Inert-Gas; a proven no-lug process common with MTB’s.

SACHS 3 X 7: This is the Sachs Internally geared three speed with 7-speed freewheel (21 speed total).

STEERING ROD: The steel or aluminum rod that connects the fork to the bars.

STEERING STRUT-RISE: An over large extension that raises the stem or head tube to raise the bars over the legs.

TADPOLE: Two-wheel in the front trike design.

UNDERSEAT STEERING (USB): Steering via handlebars beneath the seat.

V-BRAKE: A very strong (and controversial) style of caliper brake that has seen a “V” formation.

X-SEAM: A measurement used for recumbent riding. This measurement simulates the distance between the seat backrests to the farthest reach of the pedal straps.

ZIPPER: A Lexan faying by Zep Design.

MISTAKES/UPDATES

The HUMAN POWERED MACHINES trike is called the TRITAN, not the Titan as published in two spots in the last RCN. Jan Vander Tuin called to say that he is in the process of widening the Tritan’s track 5” to 32”-33”. Jan also is in the process of updating the dual 26” wheeled Hale Runner LWB (and maybe Hale Runner tandem) for a 1998 model. If you’re interested, give Jan a call at: Tel. 541/343-5568.

REALLL TALL MOUNTAINS

In the RCN#41 editorial, I mistakenly printed that Stlumgullian pass was 13,352 feet, and that was a mistake (wishful climbing brag). The altitude is 11,530 feet according to the road sign at the top.

Have you received your RCN#41 yet?

All active subscriber issues should have arrived by this time. If yours has not -- give us a call today. The postal service occasionally misplaces a bulk mail issue or two.

Call 253/631-5728 if you've had a problem.

With our new 1998 schedule, how would be the perfect time to upgrade to first-class RCN mailings. (See page 4)
The Silver Thread Slumgullian Tour
From Gunnison to Gunnison, Colorado
by Robert J. Bryant

As the plane touched down in Colorado Springs, I just had a feeling it was the trip of a lifetime. If you get off the plane and look east, you could be in Kansas or Nebraska or any place known for gently rolling grassy plains. Look west and see the majestic Pikes Peak and the front range. Colorado Springs is set snug up against the mountains where my journey was to start.

THE SPRINGS
The Springs is a fast growing city of 300,000, though it seems like a small town. I easily tracked down a decent book store, Starbucks and a bagel shop. The natural beauty of this place is overwhelming matched only by the friendliness of the people. It is a conservative town known for right wing politics and family values. The Springs was rated as one of "Fifty Fabulous Places To Raise Your Family," from a current book by Melissa Giovagnoli (Career Press), which caught my wandering eye. It's also home to the Air Force Academy, Olympic Training Center, Pro Rodeo Hall of Fame and the Pikes Peak Cog Railway—a tourist mecca. There is enough action to keep vacationers busy for weeks. It is a well planned community dating back over 100 years. The Springs was built up as a playground for the rich and famous looking for clean mountain air. The city had a cosmopolitan reputation with visitors coming from Europe and the east coast. The city earned the nickname of "Little London." Several sanatoriums were built in the early years for tuberculosis patients moving to the area. This is still evident today with wide tree-lined streets and houses with large porches to take advantage of the clean air.

In Colorado, people don't ask your town's population, but they can't wait to find out the elevation. At 7,000 feet elevation Colorado Springs was the lowest elevation of the trip. The Springs is an easy town to get around. The drive to AngleTech is around the southeast side of town and up Ute Pass to Woodward Park. The drive gives you a good perspective of the town. The mountain (Pikes Peak) makes for easy navigation. I did the fast tourist tour and hit all of the hot spots the first day while aclimating to the elevation. Since training so hard to become aerobically fit, my above-the-clouds transition took just about four days. I started riding the second day in town. By the start of the tour I was up to about 90% of my sea-level power, but I felt great in the thin and dry Colorado air.

ABOVE THE CLOUDS
The drive from the Springs to Woodland Park takes you through Old Colorado City, by Garden of The Gods, ancient Indian ruins, the North Pole (kids amusement park) and Manitou Springs all while hugging the base of Pikes Peak. In 18 miles and twenty minutes you roll into the town of Woodland Park. At 8,800 feet, you know you’re moving up in the world. The air is thinner, cleaner and this bedroom community to the Springs has a laid back feeling. Woodland Park receives 300 days of sunshine each year and double the snowfall of the Springs. Woodland Park is a unique town. The houses can be turn-of-the-century cabins or million dollar mountainside estates. The views are breathtaking, with seemingly another vista around every corner. To ‘bent heads, this is the drop off point for the best custom spec recumbent shop on the planet—AngleTech which was to be our home-base for the few days before the tour.

The RCN Colorado Crew for the start of the trip included Ron "Rooster" Schmid, RCN Goodwill Ambassador, Magura Guru, Presto fanatic and all around good guy. When he’s not hanging with the crew, Ron works as an airplane mechanic for Horizon Air in his hometown of Portland, Oregon. Ron was co-piloting Dale Clark’s S & S coupler-equipped Countertop Opus semi-recumbent tandem. Ron was the lucky guy in the ‘bent position. Next was Mark “Mr. McGu” Colliton. Mark is the co-designer of the V-Rex and other bikes. He rides with the WHIRL group in his home territory of Washington, D.C. where he works as a graphic designer. Mark does all of the RCN covers and scans most of the pictures for RCN. Mark and I met as pen-pals years ago when he called me to ask about Roulandts (an odd Dutch high LWB ‘bent). Mark also built a series of BMX based SWB bikes written about for an early RCN issue. Mark would be riding the top secret Rans prototype LWB (Gold Rush killer) "Limbo." John "Rocket-Man" Williams is an animal. He’s the most fit of our group. This 40-something family man is a health teacher from Philomath, Oregon (down the street from BikeE). John is a quiet understated guy until you get him on a bike. He’s an HPV racer on his really low SWB bikes, time-triaier and NW Cannonball Racer. John came in 6th in a field of 24 in this semi-outlaw race from Seattle to Spokane over Snoqualmie Pass. John rode a new Rans Rocket Saturn-V on the tour. His Rocket ride will be legendary for years to come. Little did Rans know they’d elevate the status of this pocket speedster by loaning it to John, the fastest guy on the tour. Myself, the RCN-guy, I took this ride seriously and overtrained for it. My training was written about in

November/December 1997
crew vehicle came a gorgeous metallic green Screamer that John and Janice would ride on the tour. Next was the Saturn-V. If you like Rockets, the S5 will knock your socks off. Magura brakes, tall gearing and skinny 406 wheels with the new Primo ‘Comet’ 1-3/8" hi-pressure tire (there’s something about those dual 20s...). Next came the new production Rans Gliss. It’s in production and in a word, incredible. The bike was brought out for Buffalo, New York RCN reader, recumbent rider, Ed Weiss to ride. Ed owns an Angletech Ryan Vanguard with a 3x7 hub and a Vision Metro Nexus. Finally, the top secret “Limbo.” This is a concept bike—a long-and-low performance machine utilizing Status and Gliss technology. It looks like a Gliss pushed low to the ground. It has a 26/20 wheel combo, tall gearing, V-brakes and is painted school bus yellow. The final dialing of this bike came in the Holiday Inn parking lot as we tweaked the steering. I had been experimenting with lean/stretch-forward riding positions on the new Black Gold test bike, and Rans had been having a dial-in dilemma with the Limbo. The Gliss bars brought the controls too far back and created too much leverage on the steering. The Gliss stem is inverted when used on the Limbo. We pushed the bars way forward and found a unique new aggressive riding stance for this top secret prototype.

Once all the bikes were prepped, we rode through Gunnison. Mark in search of Gu, Janice in search of the Wal-Mart and John and I along for the tour de Gunnison. We hit the local bike shop and then found that the bike trail that runs 26-miles to Crested Butte Ski Resort also leads directly to the Wal-Mart. I didn’t have the privilege of shopping there, but we did find a machine out front where you could score a Pepsi for 35 cents. I was riding and totally enjoying the laid back, ergonomically perfect riding position of the latest greatest Gliss. The chain stays now run out to the bottom bracket, but they do not connect to the head tube. This creates the necessary frame stiffness, but allows some “give” in the front end of the frame so as to not beat up the rider. Ed was going to like this primo machine.

Later that evening we dined at Garlic Mikes. The management seemingly punished us for being late by separating our group. The service and food were only mediocre, or maybe more so because it was a pricey joint, but the company was terrific.

RCN Crew Spediosity hangin’ in the parking lot with friends (front to back, left to right): Mark Collison (Limbo), John Schlitter (sitting), Bob Meierhans, Janice Schlitter and Randy Johnson (Lu Lu).
DAY 1 GUNNISON AIRPORT TO SAGUACHE
It was 75 miles to Saguache over North Pass. My personal goal in this ride was to enjoy old and new friends, the Colorado scenery and not be the last guy up the pass. I’ve always been a decent rider, but never an athletic. With my training this year, I was not sure what to expect, but as of six weeks ago, I knew I was ready. I had reached the pinnacle of my training. At home, I can ride straight up James Hill in Kent; true, it’s only about 300 feet of vertical rise, but it’s very steep...and a wimp hill by Colorado standards.

Our day started early. Those heading off for the GIANT PANCAKE restaurant left at 7am. It may have been prerde ice jitters, but our crew hung out at the Holiday Inn for the continental breakfast. Six or eight riders ate cold cereal, round powerbars, some fruit, coffee and bagels—power breakfast?! In retrospect, we should have done the giant pancake thing. V-Rex rider Steve Freeman from Maine reminded us of that all day long as he’d whip out his boxed pancake throughout the day for power-breaks.

This day would have us really out in the middle of nowhere. This would mean lunch of whatever you had in the bag or on your bike. A late night trip to Safeway had us stocking up on Gu, Power Bars, Fig Newtons and Gatorade. Around 9am, some motored, and others rode to the Gunnison Airport where we parked, and hit the pavement.

With 25 riders, it doesn’t take long to dispense the crew. I tucked in behind John Cunningham (JC) on his Gold Rush Replica. John is a well known recumbent cyclist (bend roadie animal) in these parts and I knew he’d be the guy to keep up with. Shortly after, Mark Rowe came zooming by on his Guerciotti Dura Ace equipped criterium racer, maybe he was the true animal of the tour due to his choice of torturous machines. I had instant respect for the guy when I realized that he had 14 speeds in a road “corn-cob” array. I kept the fact that I had 63-speeds to myself as I tucked behind the Schrifter’s Screamer tandem. I lost track of Mark Colliton, Ron Schmid and John Williams and wouldn’t see them until later at the sag stop halfway up North Pass.

The riders separated with John Cunningham and Mark Rowe up front. For these two, the race was on. Later we were passed by lady roadies Sue Martin (Trek 2120) and Barb Butler (Cannondale R500 triple) with Suki on her metallic pink Stratus wearing her bright orange jersey.

My new V-Rex had a drivetrain skip that I could not adjust out of the system. I was blaming the mysterious inards of the 3x7 hub. Finally I got so perturbed with this hi-tech gizmo that I disconnected it. What this means is climbing in the 3x7 3rd gear, a 136% overdrive of whatever gear that you happen to be in. In this case, 30 gears inches for a low. This was especially annoying because the advertised benefit of the 63-speed bike is the really low low—17 gear inches is what it should be.

As the miles rolled along John, Janice and I were seemingly the only cyclists on this gently climbing road along the Cochitopa River. We enjoyed good conversation in a place that was far from the phones, faxes and everyday bike business. We came upon an actual bathroom with Suki, the lady roadies and fast guys all taking a break. I looked at John and Janice and they looked at me. In unison, we put the power to the pedals and took this brief chance to hold the lead. The day was a postcard perfect Southwestern Colorado sunny day and we were blessed with a gentle tailwind. Life is good.

The river-hugging canyon Hwy 114 eventually plateaus into some beautiful farmland near Buffalo Pass. This was our sag stop. Mark Colliton caught up and had to have his Gu. I ate some form of energy wood pulp that I wouldn’t eat again. Ed, Randy, Steve and many others met here. Just as we were settling in for a break, like a scene from a road race we’d all like to see, “Rocket Man” John Williams comes racing through the sag area with Roadie Lady Barb Butler pacing behind. Well, my new found mission was to catch these two. I paced out of the sag area with Mark Colliton and the Schritters. The wood pulp energy bar hit my after burner, stoked me up and I was off. The fast guys Mark “Guerciotti” Rowe and JC (Gold Rush Replica) were out in front of me. Rocketman Williams and Roadie Lady Barb were as well. For the next few miles I would see nobody, except Suki wearing her neon orange jersey riding her metallic pink Stratus in my rearview mirror. At this point I hadn’t really talked much with Suki, but I knew she was a strong rider. That first day up North Pass, she was my motivation for keeping going. I kept her safely in my rearview mirror. Later in the week, we had a neat conversation about how she kept my orange/blue Giro Exodus RL helmet as a target to make it up the pass. Unknowingly, we helped each other up the pass, and we hadn’t even met yet.

My new V-Rex is an Angletech built 24/20 GL63 with a Ballistic suspension fork, custom fit to me via the AngleFit™ (recumbent fit kit). My first ride on the bike had been just a few days before. The bike had been going through a series of break-in woes since the second ride. While in Woodland Park the new Sachs Quartz derailleur broke and had to be replaced (at the cable bolt, the same place my Centera broke on the Turner, hmm. Another glitch was a drivetrain gear-skip. Each day, we thought we had it worked out, only to find it still happening. A truly annoying problem that would haunt my climb over North Pass.

I was within 1.25 miles of the North Pass summit at the elbow and stopped. Climbing with the drag of the 3x7 locked in 3rd gear and a 30 gear inch gear, the 7% grade was wearing on me. I was bound and determined NOT to walk a single hill on the Silver Thread—Slumpallian—and I didn’t. I took a short break, ate some chocolate wood pulp in the form of a power bar. You know you’re having some kind of a spiritual experience when you actually LIKE the taste of these things. The Schritters on the Screamer ruled by. I relieved myself behind the bushes, first time in four hours. I reconnected my 3x7 and put it in low, low 17 (gear inches) for the final ascent. My bike’s drivetrain had an attitude, but I needed that low gear. I was reenergized and Suki was coming up the hill. It was time to make my move for the summit and I got...
back on the bike, spinning to the top at 4.5 mph and fantasizing about the
downhill back side of North Pass.
At the top was the sag and re-
ception committee, and cheering
for every rider who came in. What an
accomplishment! North Pass in
Colorado at 10,149 feet, more than
2,500 feet of climbing. It was easy!
Actually, it wasn’t. This was my
longest cycling day and most ver-
tical gain of my life—a turning point
in my cycling career.
The fast guys and lady-roadies
were just leaving. Wow, are they
something. John Williams is hang-
out with me for awhile. We wait
to see many of the gang come in. Ed
Weiss is having a blast on his Gliss,
there goes Steve with that cold pan-
ake again. Here comes Mark “Mr.
McGu” Collinson walking the last few
blocks to the summit. That Limbo
doesn’t have low enough gears or
something.... John and Janice run out
to take a picture of Mark walking in.
Mark says to me, “Don’t be calling
me for this ride next year, Bob.”
Mark would eat these words later,
though he and the Schitter’s want to
Bike Across Kansas next summer. A
bit later Kelvin Clark rolls into
the summit. Kelvin is riding the
Angletech Altitude full-suspension
SWB. It was set up just two days ago.
Pulled the ball-o-food out of my
Angletech seat bag. The tastiest part
of my lunch was the bagel with
strawberry Fig Newtons melted to
the top—an unexpected culinary
delight. I am pretty much self con-
tained, I have two water bottles filled
with Gatorade and a Blackburn
hydration system full of ice water. I
refilled the water bottles, gobbled
of my ball-o-food, bummmed a pop-tart
off of the Rocketman just in time for
John to ask if I’d like to descend
with him. Roadie Barb had gone out
with the fast crew, followed by the
Schitters on the Screamer, Fast Ed
on the Gliss, Steve on his V-Rex and
Randy on Lu Lu the cow painted
Pronto. Rocketman Williams was
holding back waiting for me.
Rocketman John is a rider who
is definitely out of my league, but he
was here because I got him interested
in this ride. He also seemed interested
in just how fast I had become with
my training. For John, it was
pre-Cannonball training. For me, it
was learning from a master. On
the road, John is thinking, planning
and executing moves all of
the time. I have to say that the only
person I’ve learned more from about
recumbent riding is Gardner Martin,
so that puts John in good company.
We headed off down the hill in
a descent with about 35 more miles
to go. We both hoped it was all down
climb. The road was rough, with many
twists and turns, but predictable. I
had disconnected the 3x7 hub on the
V-Rex once again, but was still
experiencing drivetrain skip. When
working perfectly, the 3x7 equipped
drivetrain and 139 gear inch high
gear allow you to pedal at speeds not
normally possible. My old school
training had me pedaling down the
steep hills. Rocketman John does a
speed-tuck. His homebuilt racers are
really low with laid back seats. Even
with the seat laid back all of the way
on the Rocket S5, it was too upright
for John. His answer was to sink
down in the seat 4-6” and raise his
knees up. This coasting speed-tuck
was equivalent to my pedaling in
139” high gear, on most of the hills
we rode on together. The only way I
could hang with him was to ride a
pace-line tucked in behind that 20”
drivewheel. Don’t ever let anyone
tell you that small drivewheels or
Rans Rocketbirds are slow bikes. As it
would turn out, John and I spent a
lot of time together on the roads of
the Silver Thread—Shug Mellor.
My top speed on the descent
was 48 mph. John’s was over 50. The
fastest descent speed was JC on the
Gold Rush Replica at 59 mph. The
descent flattened into a new picture
postcard view of Colorado as we
neared Saguache. Our pace was very
fast—18-22 mph with a gentle
headwind. We soon caught up to Ed
Steve and Randy taking a break on
the side of the road. We guessed that
we were 15 miles out. Rocketman
volunteered to lead a pace line into
Saguache. We started rolling and at
times were pacing a tight all-recumbent
pacieline at 25 mph. We were
passed by the Saguache Sheriff who
did a double take. What a sight this
must have been. I kept thinking of
how cool it would be to have a video
of this scene. The last few miles went
quickly. Soon we saw the big “S” on
the side of the oasis of Saguache.
Somebody said turn right at the
liquor store and find the motel. We
rode around town and only saw a
boarded up motel. We ended up at
the Saguache County Sheriff’s
office/city Jail. We met the Sheriff
and he mentioned passing us. He
asked about our top speeds coming
down. I was unsure if I should
answer. After fifteen minutes of
pleasantries, we were off in the right
direction. Go south out of town and
the Saguache Creek Lodge is a mile
or two out of town. With North Pass
and the rockies at our backs and the
flat fertile lands of Saguache in front of
us we rode our last mile of the day in
the ever changing Colorado scenery.
We rolled into the Lodge parking
lot at about 3:15pm. We were told that
JC was the first bike in on his
RECURBENT Gold Rush Replica,
though Mark “Guerciotto” and JC
basically rode in together.
After the usual afternoon cheer-
ing of the riders (the last rider seems
to get the biggest cheer, whereas the
first guy gets nothing—go figure) and a
quick shower. We hurried off to
explore Saguache’s culinary delights.
In a world—Oasis, yes, that’s the name
of the only restaurant in town. In any
other town on any other trip, I wouldn’t
eat at a place like that, but boy, oh boy
was that food good. My Southwest
adventure had the fire breathing taste
tubs perked up. Mexican food was
the order of the day, and it was
terrific. The solo waitress at the Oasis
had taken care of the first batch of
cravings, very well indeed.
Back at the Lodge we learned that
the last riders had come in about
5:20pm. Dale and Ron and Dave and Dot on the Opus IV's. Nobody that I had talked to had seen Dave and Dot actually pedaling, so we all assumed they had landed down the street from the lodge and decocked prior to reentering earth's atmosphere and the Saguache Creek Lodge parking lot. They are a really nice couple from San Diego. They swap captain/stoker, recumbent/upright positions on their Opus and in their own words, "We stop a lot." You couldn't find any more friendly folks on this tour.

After everybody had reenergized at the Oasis, we rounded up the best minds in recumbency (at least those in Saguache, Colorado) to figure out what was wrong with the RCN V-Rex dream bike. "It's bad karma, Bob, I wash my hands of it." "It's that damn 3x7 hub, Bob, put the final nail in the coffin of those things." These are just some of the comments heard while working on the bike. "I would never put another one of those things on my personal bike," is what I was thinking and words I will undoubtedly eat later. I wasn't a happy camper as far as this bike was concerned, nor was I the poster boy for the Sachs 3x7.

It was a full moon over the fields of Saguache and the motel parking lot. Kelvin Clark rode the V-Rex while John Schlitter diagnosed the problem. Both came back certain that it wasn't the 3x7 hub. "It's a stiff link that you can't see." Hmm. Kelvin sat there in the dark, hand working every link in the chain. By the light of a full moon, I KryTech'ed every link on that chain.

We were told to have a sense of humor about the Saguache Creek Lodge. We would be packed into just a few rooms in a very open concept bunking arrangement. The Lodge was like a scene that could have been played in 1960 or even 1950—an old style side-by-side strip motel in the Southwest a la Route 66—vintage Americana at its finest? By most standards this place was a bit run down, though tonight, it was home. I have nothing but the fondest memories of this place. Except for maybe the bruise I have from Mark Colliton elbowing me in the ribs. He said I was snoring. Yes, it was tight shared quarters. John and Janice in one sunken-down twin bed, Mark and I in the other and our wives were at the two opposite ends of the country from Saguache, Colorado.

DAY 2: SAGUACHE TO CREEDÉ

An early start at 7:30am. Heck, my kids get up at 6am. That's what time my computer goes on as well. I was up at 4:30am, but laid in bed not to disturb the snoring and restless sleep of my bunk cohorts. We were up and ready to go in a half hour. Janice scored us some coffee from the motel owners. They also let Barb and some others use their personal hot tub the night before. We said a quick goodbye to our neighbor, a retired man who lives in a motorhome, but spends time in Saguache looking for Indian ruins. We shared mosquito repellent while hanging in the parking lot the night before. He had the strongest mosquito chemicals known to man.

Many of the riders left early. Some were as much as thirty minutes ahead. John, Janice, Mark Colliton and I all left for the flat run out to Del Norte for a breakfast. We slammed some Gu, Power Bars, melted Fig Newtons, bagels and fruit, but needed real food and it was 36 flat miles to breakfast in Del Norte.

As my power bar pulp kicked in, I led the pack and found nobody interested in my pace, so I turned up the volume. A while down the road I met Dale and the Ronster. I drafted

The thriving mystical metropolis of Creede, Colorado—Bob Meierhans.

Fixing the V-Rex chain, testing mosquito repellent and hanging in the Saguache Creek Lodge parking lot — John Cunningham.
for a bit to recoup, and then pulled in front of the Opus to offer a draft, but realized our pace was going to be different. 23 miles out, at the junction of Hwy 285, I took a right at Hwy 112 for the 13 mile stretch into Del Norte. It was later that I learned that this was where the Ronster got off the Opus and became the unofficial co-sag. Ron just wasn't adapting to the Colorado altitude as well as the others. Later in Creede one of our sags quit the ride and went home. Ron was a welcome help to the Mumgillian crew.

I caught up with Fast Ed on the Gliss. Ed is not your stereotypical technocentric 'bent head. He doesn't use clipless pedals and he doesn't like derailleur (this Ryan has a 3x7 and his Metro has a Nexus). Ed is a strong rider and was having a great time. I really enjoyed meeting Ed. We'd corresponded briefly about the Gliss prior to the ride and I was happy that he was going to do a factory Mumgillian demo for the tour. Ed and I paced for several miles at 18-20 mph and he stopped for a water break. I kept rolling and met up with Allen, a wedgie rider on a Trek 1500. Allen was the lone wolf of our group. He often started out early and seemed to prefer not riding in a group. We paced and caught up to Steve on his V-Rex just outside of Del Norte. Randy on Lu Lu was the only one out in front of us. I could see him once briefly, but lost out due to a head wind coming into town. The giant "D" on the hill (do all small towns have letters on hills behind them?) told us we were in Del Norte. Coming into town we crossed the Rio Grande river. I wanted to stop, but was in hot pursuit of food. We caught up to Randy at the restaurant. After many of us had ordered, Sue stopped in to tell us that in our haste (or race) for breakfast, we were at the wrong place. The majority of the crew ate next door. Our group breakfast timing hasn't been good so far this trip. The group meals are among the best times of the trip. Next year I'll stick with the gang.

We used the early bird/wrong restaurant scenario to our advantage and baled out of town in a big time hurry. Again, I paced and conversed with Mark Colliton and the Schlitters who have all become good friends over the years of bike shows, rides to the beach and now Colorado. We rode along the Rio Grande for a fast 17 miles into South Fork. We found an antique car show at a huge gas station/department store (Loaf-N-Jug) and Fast Ed, Randy and Steve were there waiting for us.

Heading out of South Fork, we start to gain elevation. This was an easy day of 70 or so miles with only about 1000 feet of elevation gain. We rode in and out of canyons, farmland along the Rio Grande river in what looked like a scene out of a John Wayne movie. Fast Ed, Steve, and Mark Colliton paced with us for awhile and then decided to take it a bit slower. I was, again, pacing with the Schlitters on the Screamer. Junior had some oranges in her pack and was able to peel and ride at the same time, while sharing orange slices with John and me. It's funny how little things like that seem important when all you are doing is pedaling across great open spaces in a world that seems very far away from where I am today.

The ride up to Creede was beautiful, though this location plays tricks on bike riders. You can't tell whether you're going up or downhill. I could have sworn that it was a descent down into Creede by the way it looked from outside of town, but it wasn't. It was a slow, grinding few miles with a headwind. Just as we didn't think we could make it, around the bend and there is the Snow Shoe Motel. Another old style strip motel, though remarkably more upscale than the night before. The innkeeper told us the first people in would get the best rooms and was right. Rocketman John was the first in to Creede, followed by myself and then the Schlitters. The riders would trickle in over the next hour or two. The V-Rex was 90% perfect today, only a half dozen or so missed shifts. The Kryptonite chain lube soaking seemed to be the temporary cure for thisailing chain, I doused every link again for good measure. I was starting to feel at one with this bike and realized that I had made the right choice in bikes for the Creedean.

We were dying of hunger, so four of us went out in search of food. While walking down the main street of Creede, the aroma of home-made pizza sucked us in. After filling up on a few pieces each, we continued our culinary tour over to the espresso stand next door. The co-owner was from the Ronster's hometown of Portland and filled us in on the comings and goings in Creede, while serving the best espresso of the trip. Out on the boardwalk were more of our cohorts, showered, refreshed and playing tourists, though all had a secret inner-glow of two days and nearly 150 miles in the mountains of Colorado— "Rocky Mountain High" as Fast Ed quoted from an old John Denver tune.

Kelvin caught us and reminded us that we had dinner reservations and the Creede Hotel at 6pm. Later half the crew barked at us from the second floor balcony deck where I am told the Marguerites were good. I guess it's a lucky thing we only ate one pizza for late lunch. Dinner at the Creede was not to be missed. This was the best food of the trip. Creede is a unique town in the Rockies as it has no winter economy (no skiing). Creede's main claim to fame was the discovery of silver back in 1890. 8,000 people once lived in Creede, thought the population today is just 400 (less in the winter). They say that drops in half or better when winter sets in. Even in the summer, the stores are all closed by 5pm. JC said he'd move there if he won the lottery. I noticed a few vacant stores fronts myself. This is a mystical place, the town itself sits at the bottom of this narrow canyon and rock wall. The scene becomes a bit eerie
Ed Weiss (Gliss/left) and John Cunningham (Gold Rush/right) on the last hill of the tour.

DAY 3 CREEDO TO LAKE CITY

The sun was setting as we left Creede and the sun was setting as the day's light disappeared quickly.

Creede has a checkered southwestern cowboy past with such characters as Bob Ford, who was one of Creede's early entrepreneurs, who shot Jesse James (in the back). Ford was murdered in Creede in 1892. Frank James, Martha "Calamity Jane," pal Poker Alice, But Masterson and bunco artist "Soapy" Smith gave the town its reputation as one of the wildest camps in the state. Modern entertainment now centers around the cultural delights of the Creede Hotel and the Repertory Theater next door. At the end of town there are two very large cliffs with a narrow road running along a creek out of town. A mining museum, the community center and fire department all are built into the cliff.

This was the turning point in the tour for me. My performance far exceeded my expectations and the group was getting to know one another better. We watched the sun go over the Rockies in Creede while swapping stories of the day and sharing rides on the top secret Limbo, Altitude and Gliss with our roadie friends. Barb, Sue and Mark, we have pictures of you riding recumbents. I hope you'll convert, you'd be some fast hammering 'bent roadies.

SLUGMULLIAN

For me, the day of reckoning was here. This is six months of training coming to a head. Creede is at 8,852 feet elevation, we would ride up Spring Creek Pass to 10,901 feet, back down and then back up to 11,361 feet of the Slugmullian, the namesake, neemotis, soon to be conquered. This is the true test for a recumbent cyclist. Your life and view of the world will change once you've ridden the Slugmullian.

We enjoyed a fantastic breakfast at the Creede Hotel (I love this town). I had the peak performance power-breakfast of hot grain cereal and a Creede Hotel sticky bun. Even though I was having delusions over those breakfast burritos, I had to pass. Today I needed rocket fuel. Many of us told the cyclists' lie that we were going to hang back and cruise up the pass, others said the same. I don't think anyone believed it. Alan and the Op (two Opuses) left early. Today, the metallic pink Stratus was on the roof as Suki was stoking the Opus as the Ronster co-sagged in the van. Dale would have fun. Suki is lively and energetic as well as a strong rider. She wears color-coordinated cycling apparel and wears perfume making an impact with all of the other cyclists she meets. Suki had only been recumbent cycling for a year or so. She is a runner CSCC member and lives with JC in Peyton, just outside of Colorado Springs. Her bike, the metallic pink Opus was built up by CSCC rider and trip wise guy, Doug Luttrell. Doug is a former Vision owner who has a Rans Rocket and surprised everyone with a new Tour Easy for the tour. Doug is a fun guy beneath all of the wise cracks. We'd have been in real trouble without his sag support van and willingness to pull double duty.

9am was like the start of a horse race, but in slow motion. Heading out of town I paced Mark Colliton and the Schlitters. I was feeling like a race horse in the gate and sped off to catch JC on the Gold Rush Replica. JC was after Allan, and the early crew who were up to an hour out in front. Rocketman John was back in the pack, though I knew he had his eye on where I was. While speeding through the countryside, I heard a thunk and a loud noise on my rear tire. I stopped to find my Anitech bug on the ground. One of the envelope seams that hold it to the top of the seat had ripped. Quickly I remounted it using the side straps. Okay, so I had it packed pretty good—call it RCN torture testing. Just then Rocketman John and Lady Roadie Barb (on her Cannondale) came by pacing me. I could see what was happening. This was a group on the fast track to the top of Slugmullian. I needed to make a decision. Hang back, or get in with this fast crowd that was just a bit out of my league. Hell, this was the best ride of my life, and could be the best cycling day of my life. I thought to myself, I am going for it! Rocketman John, Barb and myself quickly started a routine where we'd operate a systematic paceline to the benefit of us all. Soon we were in the front of the pack with only JC and the early birds out front. Within an hour we motored into one of many beautiful Rocky Mountain vistas which was the deceiving port of entry for Dave and Tom, swapping Ops riding positions so as not to punish either rider too long on that wedge seat. JC and JC were there as well. Preparing for the ascent up Spring Creek Pass, I slammed some wood pulp in the form of a power bar. Bizarrely, it tasted good...deja vu.

The trio was rolling. John "Rocketman" Williams from Philomath, Oregon, Barb Butler on her Cannondale R500 triple, from Colorado Springs and myself on an Angletech V-Rex headed for the cycling ascent of our lives. The day was perfect, not a cloud in the sky and we had a tailwind. Some of the riders were talking about a waterfall in between passes that was not to be missed. John, Barb and I were on a mission and rolled out. It is difficult to climb in the Rockies, but with training and adequate gearing, it was not as hard as you would expect. I could not use my 3x7 granny or Barb and Rocketman John would leave me in the dust. I had to spin in the middle chaining, draw them and only drop into granny when they did. We climbed, and we climbed and we climbed. Surprisingly we passed JC on the Gold Rush. The only rider out front was early bird Allan on his Trek. Fast Ed on the Gliss was in hot pursuit of us, but enjoying his own Rocky Mountain (fast) pace.

At this point in the game, the lead three bikes on the Slugmullian are a 31.5 pound (+ junk in the bag) V-Rex GL63, a Rocket Saturn V and a Cannondale 500. JC lost us in the climb because of a gearing glitch. Many 'bent riders want big gears and don't realize that they may be able to keep faster speeds by using lower mid range gears up hills. I learned this from Gardner Martin last year when I thought my test SWB was fast up hills. He asked me to compare gearing and I was climbing in a much lower gear on the SWB. I had a 24/46/53 crankset on my old Gold Rush Replica. Gardner suggests I change my gearing to a 24/40/53 and learn to spin in my middle chaining. This along with better fitness has allowed me to spin in the middle chaining up all but the very steepest hills and use my large chaining more often for flat land...
cruising. The moral of this story is select an adequate middle chaining to allow easy spinning/climbing. Don't be too quick to put huge gears on a bike. If you dump into your granny too early, you'll climb slow regardless of what kind of recumbent you are riding. It can make a difference between climbing at 7-9 mph or 3.5-5 mph. John Forrester in Effective Cycling says a road racer can spin at 26 mph in a 94 gear inch gear. And be sure to spend more time tweaking and fueling the engine.

The Spring Creek summit was a welcomed sight. We took some fast pictures and hit the road. As we descended I was in the #3 pace position (back). Rocketman John was already in his speed tuck and Barb was on his tail. Out of the corner of my eye I saw Allan in the bushes holding his tube in the air while having a smoke. The sag was behind us so with this opportunity to take the lead, we left early bird Allan at the top of Spring Creek with a flat tire. Barb was really getting an effective draft off of our low bikes. I had forgotten just how torturous a head wind can be on a wedgie. They hardly even affect bent riders by comparison. We named Barb's effective draft the "Recumbent Vortex."

We raced down the windy backside of Spring Creek Pass. It was here that we missed the turnoff for the waterfall, but getting to the top of Slumgullian was our mission. Rocketman John, Barb and I had made a pact. We would climb together, pace each other, help one another and cross the summit as a team. It sounded like a plan, but I still thought I was a bit out of my league. This was serious business now. The downhill was over and now we're climbing the Slumgullian. At some points, it's a 7% grade and it goes on for miles. The air is getting thinner as we approached 10,000 feet. The Rocky Mountain air has me in a constant buzz. I am actually feeling quite high and loving every second of it. The adrenaline, the endorphins, and the camaraderie of our 3-rider Slumgullian ascent team. At one point, we're climbing with a tail wind and keeping a 16-18 mph paceline at times while climbing up the pass. Besides riding and climbing, we did manage to talk quite a bit. At times, we had to remind ourselves to be quiet, ride and climb. We worked as a good team. It's funny how close you can feel to other riders in a situation like this. Before today, I had probably only spoken a few words with Roadie Lady Barb. Now we're climbing the last few hundred feet up the pass and its getting harder as the air gets thinner.

A diesel truck and Airstream went by with the smoke-screen option on full blast. Nothing like a dose of reality to let you know why these roads were built, certainly not for cyclists. We were now climbing in granny low (not using the 3x7) at 5-6 mph. At about 11,000 feet I started to lose it. I got too close to the cliff and gravel and lost my footing almost falling down. Starting out on a 7% grade can be tricky and my team mates were losing me. It was sink or swim time. I needed to catch up. I was now a block or so behind with a few miles and a few hundred feet of elevation to go. I quickly shifted into 3x7 granny low, accelerated up to speed. A shot of adrenaline got me up with the team. We can see around the bend that we are almost there. The rush, buzz and high running through my body was beyond words. I was running and raving (so what else is new...). Rocketman John and Barb weren't paying much attention. I started singing the theme song from the Monkees, "Hey, hey, we're the Monkees."

Barb starts talking about eating an orange from her pack. While I'm humming this odd 60's TV tune, she keeps talking about this orange. Rocketman John is our rock of Gibraltar. He gets us into procession as we round the corner and see the sign, "Slumgullian Summit 11,361 feet." We cheered, ranted, raved. Our celebration timed perfectly as the sag pulled in. We took pictures, ate some pop tarts, and the best apricot Newtons that I've ever had, though I don't think they'd taste the same at sea level. And Roadie Lady Barb ate her Orange.

So much for life at the top of the world. We're going down. The descent into Lake City is a world class downhill event. It's nearly 3,000 feet down in ten or so miles. The switchbacks, cliffs, gravel, rough pavement and natural AC (wind). At this point I wished that I had my Gold Rush Replica, though I was at a new spiritual level with my V-Rex. Rocketman John did the speed tuck and was gone. At one point, I saw him a mile or so down the pass. Barb stayed with me for a bit, as I obeyed the speed limits in the nearly circular switch backs. It's a lucky thing the local police didn't have radar or speed traps set for the Rocketman. That Saturn V was on rails around the corners and the 107-inch high gear didn't mean anything to Mr. Speed Tuck himself. At one point I slowed way down for a tight switchback with a particularly nasty cliff because I was feeling a bit of headwind. Barb was way back at this point and I wondered if she was okay. On a straight run, Barb tucked in behind me, the next thing I know she's letting out this happy scream WOW! She goes ripping past me like I was standing still. Later she said it was my draft, it grabbed her and catapulted her around me...the Recumbent Vortex again. Rolling into Lake City was like a surreal roller coaster. Looking right and looking left, I took the fast tour and was #3 behind Rocketman John and Roadie Lady Barb into Moose's Western Bell Motel. Our rooms were ready and we had a gorgeous vista point from the deck to cheer in the other riders.
Rans' John Sch litter is an animal. He’s an old roadie, airplane pilot, motorcycle rider and he’s just too damn competitive for his own good. I am sure his wife Janice will agree. They experienced what has come to be known as Slumgullian road rash. In one of the tight switchbacks, John pushed it too hard, lost it, tried to correct and the road limo Screeamer went down in the gravel. A few bandages and a bruised ego and all was better. It’s a lucky thing I was carrying that first aid kit (thanks to my Girl Scout co-leader wife, Marilyn). Janice has a new command over her drug-brake. Having spent lots of "bent time with Janice, she’s a real trooper and really co-powers that Screamer well.

Somewhere near Slumgullian Randy Johnson lost his footing and snagged his Magura line with his shoe. He lost his front brake and nobody had a syringe or Magura service kit. Lu Lu (cow painted Presto) was due for a break. Lu Lu rested out the rest of the tour from the roof of the sag van. Randy would ride stoker on Dale’s Opus for day 4.

Since we had missed a real lunch again, we snacked at the local grocery store. Dinner was late, so some of us ventured into town and found a delectable establishment called Poker Alice in downtown Lake City. Mark Colliton, John and Janice Schitter and myself ate another gourmet meal in another Rocky Mountain paradise. I had the Cannibal pizza named for the lurid side of Lake City where Alfred Packer ate his prospecting party in a snowstorm back in the winter of 1874. The pizza was very good.

Back at Moose’s motel, the crew was having dinner on the veranda. We crashed the party, sat down and enjoyed their company and spinning our yarns. So ends the best cycling day of my life.

**DAY 4 LAKE CITY TO GUNNISON**

At this point, we’re trying to make it last. Nobody wants to go home. The gang is much closer than any previous day and we’re having fun. At breakfast we anticipated our final day on the road back to Gunnison. The folks at Moose’s treated us exceptionally well and the food was great. I finally ate enough breakfast and decided I’d just hang back and enjoy the ride today.

Later in the morning we were taking group pictures out front and realized some of the riders had left already. The Schitter had snuck out on the Screamer, early bird Allen actually made it back to Gunnison before breakfast (that doesn’t count). But that’s what you get for leaving before the sun comes up.

Mark Colliton told me that he changed his mind and I could call him for the “Slum” next year. He’s acclimated to the elevation and mastered the Rans Limbo on Slumgullian Pass. He says it’s a fast bike and handles well, for a long bike... (what do you expect from the co-designer of the V-Rex). We joke that the Limbo won’t see Kansas again. We’ll just keep our fingers crossed that Rans will build the Limbo (1999)?

Rolling out of Lake City I had a feeling that this perfect trip was too close to being over, and too soon. Rocketman John and I got together and tried to recruit a recumbent pace line, but couldn’t get enough interest. This is one of the most beautiful rides in the world, as our tour winds out of Lake City and along the Lake Fork of the Gunnison River. Kelvin told me this stretch of the road had been a really spiritual journey for him last year and he was right.

We climbed another pass or two (small ones), had a near-run in with a bull while passing through a free range. A lonesome downhill ended at the Blue Mesa Reservoir. And then the dreaded sight—cars and traffic.

I was trying to catch up with Rocketman and the Schitters. Barb stopped to talk with early birds Dave and Dot decloaked at the rest area. We were re-entering civilization—culture shock as I rode the last 7 miles into Gunnison alone.

This sunny Colorado day quickly came to an end as I rode into the Gunnison Airport parking lot. Some of us were not anxious for the trip to end, so we had an early dinner at Mario’s in Gunnison that turned into a fun goodbye party. We then drove back to Colorado Springs through one of the most intense thunderstorms I've ever witnessed.

While out on the road aspects of your life seem to take on a clearer perspective. The mountains, the sun, the good friends and the mystical state of Colorado that you just have to experience for yourself. I learned just how few possessions a person actually needs. No TV, no radio, no computer... just a good 'sent, some water, food and maybe somebody to chat with as the miles roll by. Life can sometimes feel complicated, but it’s really not.

And so ends the tour they call the Silver Thread—Slumgullian.

**SILVER THREAD TEAM**

The Slumgullian Tour is a tra-
Barb “Roadie Lady” Butler on her Cannondale, Bob Bryant on his Angletech V-Rex GL63 and John “The Rocketman” Williams on his Rans Rocket Saturn-V were the first three to make the Slumgullian Summit. John was the first to make it down the mountain to Lake City.

Ed Weiss (left), John Schlitter and the Glass at the Gunnison Airport after the ride. Ed and other riders got new Rans loaners for the tour.

Fast JC (John Cunningham) on his Easy Racer Gold Rush Replica. John had the fastest speed of the tour—59mph down North Pass.

Bob Melerhans (left), Dave Klevit & Dot Harrop cloaked in on the Opus tandem and Doug Lutrell on his new Easy Racer Tour Easy relax at the summit.

Cunningham and Sue Martin have been riding the silver Thread for years. John and Sue brought Kelvin Clark (Angletech) into the Silver Thread Team. Kelvin has now made it his yearly event and spear-heads, coordinates everything and is the problem solver, peace-maker and proved that patience is indeed one of his strong points. A special thank you to our new friends in the CSCC, Doug and Alicia Lutrell (sag) and especially to our fearless leader Kelvin Clark. If you want to ride the Silver Thread Tour in 1998, planning starts the first of the year. Previous years’ riders and CSCC riders are offered first preference and then Angletech customers. Those interested should contact Kelvin Clark at Angletech ph 719/687-7475.
RANS LIMBO: The top-secret
Rans Limbo (Gold Rush Killer). The Limbo is a lowered
hard-tail version of the Gliss
with a lean-forward
performance riding position
and higher bottom bracket
than other LWB machines.
Be sure to write the Rans
Company if you would like
them to build this bike. JC
was lucky to sneak this shot of
the Limbo while it wasn’t
hidden away under lock and
key (or Mark Colliton and
many others weren’t riding it).
Spy photo courtesy of John
Cunningham.

RANS GLISS: This is the
1998 Rans Gliss LWB ASS
rear suspension. The Gliss
is a phenomenal new bike
and undoubtedly the shape
of LWB 'bents to come. The
trick is in the seat to bottom
bracket arrangement that
offers near perfect
ergonomics in a very
adjustable riding position.
The comfort of a LWB, the
slightly higher BB and
compactness of the dual
20's, and the near perfection
of the Rans seat.
Photo courtesy of John
Cunningham.
Interbike Or Bust.......RCN Does LA

"Hot New Downhill Racing Products, Hurl, Bob Celebrates his Birthday.......and ‘Bents rule"

by Robert J. Bryant

Interbike is the yearly bicycle industry trade-show. What goes on here never ceases to amaze me. There's always something new, cool stuff, blatant sexism, stuff you'd never use and other stuff you gotta have. From a recumbent stand point, this year's show theme seemed more ridiculous than ever. The primary trend is downhill mountain bike racing. Nearly every company that sells mountain bikes had a new downhiller. These look more like moto-cross motorcycles with pedals than anything else. Not knowing much about the scene, I asked RCN staff mountain bike guru, Mark Colliton, what the hell this was all about. Mark says downhill racing is popular because it's exciting, but mainly because it's easy to televised as they race down ski slope-like tracks. I don't know anyone who will buy a downhill bike or race them..... So why all the effort for such a limited market is beyond me.

The retro-cruiser style bikes are still very popular. Schwinn and GT seem to have the biggest Harley-like lines. Heck, GT even makes a Harley bicycle. They even have gas tanks. I'm told they cost $1800 and sell out every year. The stretch cruisers were harder to find this year, though still makes one under the Dyna label. The best micro-trend in the retro field is that this style is expanding into real city and mountain bikes in many of the lines. There were many comfort-oriented SUB's (Sport Utility Bikes) at the show. This is a great trend and it may actually lead to recumbents at some point.

Another sub-plot of the show were the companies entering the high-performance wheel-chair market. GT and Cannondale have high performance wheel chairs, hand-crank trikes and other special needs vehicles. Apparently, this is a profitable market, though marketing them at a bike show seemed a bit strange. An imaginary pitch might go something like this, "If you get maimed on your downhiller racer—have we got the bike for you."

The show swag was noticeable. Gary Fisher was doing his thing. He's dressed up in drag, as a nerd and posing with a morphed Barbie in his latest catalog. And then there's the babies and puking guys. More on that later. The show seemed more corporate this year. Small companies doing fringe development were noticeably absent.

' BENT ACTION'

BikeE was truly the hit of the Interbike show with the new Air Tech Suspension model. They were a Bicycling Magazine Editor's Choice nominee and have won the award (see current issue). The BikeE Air Tech is also RCN's Best New Bent of Show. At the Dirt Demo, BikeE was one of two manufacturers offering "bent demos—on and off road (Pashley was demoing the PDQ). BikeE has been working on the Air Tech for 18 months and it shows. The refinement level is incredible and it rides wonderfully. The Air Tech utilizes the Cane Creek AD5 air shock with a full 2.5" of suspension travel. The design goal was to avoid suspension pogo and they have succeeded. The pivot point is farther forward, nearly under the seat. The aesthetic appeal of the BikeE has been increased tenfold with this update. Air Tech models are available in All-Around and Road models in two frame sizes with the XL fitting riders to 6'9".

What BikeE doesn't know is that they have single-handedly invented a new sport, road/road recumbent riding. Now, I know others have offroad models, but none work as well as the BikeE Air Tech. There is no "offroad" model, though BikeE shows an Air Tech getting air in promo material and the fat 20/16 knobby are a perfect fit and match.

Pashley hosts Veronica Marie Te Velde shows off the new Pashley PDQ (former Presto)—John Riley.

This slick new suspension BikeE is available now with prices starting at $995—which is the deal of the year! BikeE has a new web site at www.bikee.com

RANS, the recumbent industry powerhouse, has been working overtime perfecting the 1998 line—which is available now! The Vivo is the new SWB 44" wheelbase ASS with dual suspension: Cane Creek AD4 shock, Ballistic suspension fork with Flip It riser, Magura brakes, ESP 9.0.24 speed drivetrain and a Ritchey Logic crankset ($2050). I've been riding the Vivo now for over a month and am spoiled rotten. It's a combo 20" wheeled Rocket/V-Rex with the best full suspension in the 'bent industry. The new 1998 V-Rex ($1645) has a lower seat, Campy Mirage crankset, GripShift ESP 7.0 drivetrain, ESP brake levers, Shimano LX V-Brakes and a Flip It stem standard. The classic Stratus is dressed in gorgeous Mystic Violet (metallic purple), has a Campy Mirage crankset, GripShift ESP 7.0 drivetrain and Shimano Deore LX cantilever brakes. The Bliss ($1930) is in production and has the same drivetrain as the Saturn V Rocket and Vivo and is the shape of LWB recumbents to come. The feedback so far is this bike is special and quite possibly the smoothest riding LWB available. RCN's Ron Schmid rode it to the beach at the Bent Bash and absolutely loved it...and Ron can be hard to please.

Not to be left out is the hot new Tailwind. This compact has dual 20" wheels, a GripShift ESP 5.0 drivetrain, Alivio cantilevers front and rear and the CroMo round tube frame has been updated with rear stays that run out to the bottom bracket. The Tailwind has been perfected for 1998. The balance and ride are incredible. The best part about the Tailwind is the price—$995! This is bar-none, the best entry level enthusiast recumbent deal on the planet. Not to be outdone, the SWB Rocket ($1150) costs a bit more and has similar specs to the Tailwind and has an upgrade version called the Saturn V ($1750). Two tandems in the Screamer and Screamer IC (independ-
dent coast) are available for 1998.

According to his wife, S & S Couplers’ Steve Smilack is a recumbent fanatic. S & S couplers are these neat aluminum torque couplings installed by saving your bike in half. Actually, this must be done by licensed S & S builders. The couplers are silver brazed or TIG welded in place allowing the bikes to come apart. In the booth were S & S equipped Ryan DuFlex, Vanguard, Greenspeed trike and a Lightning P-38. Couplers are available in these sizes: 3/4", 1", 1-1/8", 1-1/4", 1-3/8", 1-1/2", 1-3/4", 1-7/8" and 2.” (S & S: ph# 916-771-0235).

Ian Sims from Greenspeed flew in to do the show. Ian is a friendly, soft-spoken recumbent trike expert. I was able to try out the Schlumpf Mountain drive, ride the new S & S coupled Greenspeed (removable seat and Conti GP tires). The new model retails for about $3800 USD shipped. I have yet to see another recumbent trike that even comes close to the Greenspeed.

Steve Hansel had the new Linear Compact Long Wheelbase Mach III (also known as the EveGLIDE) and two LWB models. Linear now uses 3x7 hubs on all models with no front derailleur, unless you opt for the 63-speed upgrade. Also on display was an optional chain idler and headtube/ stem computer mount. Travel bags are coming, as are seat-back bags.

“A Cycle for the next Millennium” according to the brochure about the new SideWinder trike. This is a 55-pound 3x20” wheel recumbent trike with front-wheel drive, rear-wheel steering, an inboard disk brake, and dual joy-stick steering that connects via rod to a front fork on the back of the bike. Some readers may have seen or tried this trike at People Movers.

Huffy/ReBike had a slick booth with newly updated ReBikes and ReTikes as well as the usual dose of “warm fuzzies.” The bikes are entry level compacts with 20” and 26” rear wheels matched with 16” front wheels. ReBike models are listed in the ‘97 RCN Buyers Guide and available from recumbent dealers throughout North America.

Matt Dekker finally released the new Pashley PDQ (formerly the Counterpoint Presto). Riding the PDQ brings strong feelings of deja vu. This Brit bike is British Racing Green with all of the accouterment of the final Presto in the lower seat, gutter-pipe seat suspension and a Pashley fold forward handlebar. The drivetrain is a Sachs 3x7, 21-speed and the bike has V-brakes. The ‘98 PDQ is nicely done and Presto lovers will be proud. The new bikes are noticeably nicer than my Moulton APB in finish quality.

The French Canadians were in attendance and had the Peugeot Quetzal parked outside the booth. The ‘98 line includes the T-105, 105-speed STX/Alivio/GripsHift, aluminum framed bike ($1799); the C-105 105-speed Altec/Acrera-X/GripsHift equipped model has a CroMo frame ($1399) and the C-90 Shimano Altec/Ty22/GripsHift equipped model only has 90-speeds ($939).

All models have a mid-drive (intermediate cassette cluster).

After the show, Quetzal shipped us a test bike, but in a frame-size that is too small for me to ride. The aluminum model doesn’t have any adjustment in the steering rod. They will be sending the new CroMo C-105 for testing soon.

The full Comfort Cycle crew from Ohio and Texas were in attendance, talking to lots of folks and giving lots of test rides on the Chaise 3 (Interbike demo floor and ‘Bent Bash). The Chaise 3 is a unique 3-speed, two-wheel in back trike with a hammock sling seat, mid-drive and 3x20” wheels. I am expecting a Chaise 3 test bike any day now and a test will be done soon. This trike was a hit at the Interbike test track.

The Para-Cycle is a recumbent trike (two wheels in back) that is taking cycling to new heights, literally. This is a flying recumbent parachute trike that will cruise at 26-28 mph in the sky under gas power. This interesting flying recumbent trike sells for $995 (407/777-7129).

The ATP Vision crew was in attendance but keeping a low profile. They were not at the Dirt Demo, nor

were they at the ‘Bent Bash, and there was no place in LA to preview or ride the updated models. The big news is that suspension has been added to all SWB/LWB models. The wheelbases have been increased as well. Unfortunately, much of the added length is in the hind end. Vision will offer 16” and 20” specific models, 650 and 700C. The new VR41 ($1195) is an R-40 SWB with an elastomer rear suspension and weighs 31-pounds. The VR43 ($1790) is a R-42 SWB with an elastomer rear suspension and component upgrades, weighing in at 29-pounds. The VR46/47 ($2025-$3275) is a R-45 light-weight frame with a Curve Cane ACS Air Dampened rear shock, RX100 or XT/Ultegra parts, weighing in at 25.5 pounds.

The new high end R-45/46 has narrower US bars with STI brake lever shifters. The suspension rear ends have a high pivot point with Hohzak-like mono-leafs. Suspension forks are an available option on all single models for about $155 upgrade. The Metro is basically unchanged aside from a few much needed drivetrain tweaks and another price increase. The Vision crew has been working overtime nearly doubling the size of their lineup for ‘98, moving into new digs in Seattle and bringing powdered coating facilities in house. The ‘98 models will not be available for a few months.

TECH STUFF

Shimano has a new commitment to SUB/city bikes and has a bunch of neat stuff. The best is probably the Nexave group with a super-wide 11-34 cassette which will offer a super-wide gearing range. Nexave has an interesting reverse shifting button/lever system with a readily available indicator dial and dual roller brakes. Shimano’s 105 and Ultegra triple components are beautiful. The Ultegra triple crank has hollow crank arms. The Ultegra even has an optional computer to go with the crew. Angletech has already announced an Ultegra/Nexave equipped model for 1998, as well as a Rapid Fire option. Vision will be using the Shimano STI brake lever shifters on high end models.

The SRAM GripShift ESP line of derailleur/shifters is the best I’ve seen. They work particularly well on the new ‘98 Rans models. The shifting is quick and precise with the shortest cleanest throws of any system. Even the entry level 21-speed 5.0 on the Rocket and Tailwind are awesome. Angletech will be spec’ing ESP for ‘98 including the 9.0 SL
The new '98 Rans Vivo has full suspension, GripShift ESP 9.0 and Magura brakes, all for $2050. We brought the twin of the show bike home and are enjoying every moment on this very smooth, stable and excellent handling full suspension SWB.

which has cold forged parts. There are ESP brake levers as well and they are stock on the Rans V-Rex. There is a rumor that SRAM GripShift has purchased Sachs which will make it the industry powerhouse. Watch out Shimano!

Rohloff debuted the Speedhub 500/14, a 3-pound internal 14-speed hub designed for road racing bikes. They plan to start delivering in 1998 with prices starting at $740 just for the hub alone. (510/527-6650). We'll be waiting for Zach's review.

I was finally able to try the Schlimp Mountain Drive 2-speed bottom bracket/crankset internal gear on a 1998 Greenspeed trike. This setup is fantastic and perfect for riders wanting a totally internal drivetrain (when matched with a Nexus-7 or Sachs Elan 12-speed or Rohloff 14 speed hubs). The low-gear is very low. When you want to shift it into high range, you tap an easy to move button (where the crank-bolt dust plug would be) with your heel or toe. It only takes a few minutes to get it down and it works wonderfully. Greenspeed's Inn Sims reports that there is very little friction loss and he has been using the Schlumpf with no problems.

Ballistic International has a full line of 20" recumbent-specific suspension forks. They are forged CNC machined 6061-T6 aluminum with a 6-point fixing brace and steel coil/MCU elastomer suspension in each fork leg. They come set up for cantilever or V-brakes and will be available on Rans and Vision recumbents for 1998. Available options are fittings for Magura brakes, oil-cartridge unit, and even a 16" wheel version. Ballistic forks come in black, yellow, red, blue, green and high polish. Just across the hall from Rans was RST who said that they will also produce a recumbent fork.

Another serious trend in the bike world is electric powered bikes. The industry leaders seem to be GT Charger Bicycles. These are in production and available from GT Rightway and designed by Dr. Paul MacCready of AeroVironment, a long time RCN reader. Riding the Charger was an incredible experience. The system requires pedalling before it starts up. The faster you pedal, the more electric assistance you get. On the 21-speed mountain bike version, the system taps out at 20 mph, which is California Law. However, the RCN crew was able to sneak out of the test area with a special Police version that most definitely winds up faster. The developers of the Charger had a Lightning F-40 with the guts of the Charger built into it. I don't see any recumbent possibilities, unless you want to only use the system guts (complete bicycle only).

For the first time ever, I was able to try a ZapFlash (Zap electric motor equipped mountain bike) with dual motors and a toggle power button on the handlebars. Again, the system is designed for power assist, but boy was it fun. The dual motorized Flash will cruise, albeit short term, at 20 mph with no assist. I rode it on grass, off-road and on road. The Zap system has definite recumbent possibilities. In fact, if somebody out there is mounting them on 'bents, let me know. Recumbents could be the perfect platform for a Zap motor. The Flash mountain bike model is $1575, the Electric Cruiser is $899. The drive-system is $449-$499 in three versions.

MORE COOL STUFF

Have you had problems finding a decent pump? My Topeak Joe Blow blew up at three months old, so I am back to using my 20-year-old Schwinn pump. In the 1998 Schwinn catalog they are offering a new Schwinn Typhoon pump with a polished brass barrel, oil filled pressure gauge and a leather wrapped hard-wood handle. I am surprised at how few good bicycle pumps are made.

Timberwolf has a trick new trailer to tow your bicycles on. The trailer frame is designed for personal watercraft use, so it has bearing-biddles, larger diameter wheels, powdercoat finish and some neat additional storage options. Bike mounting options can be customized as well as options for canoes, kayaks and hauling other junk. Prices start at just $795 (ph#916/652-6759).

BOB Trailers introduced their new "COZ" (COZmopolitan). This is a medium priced urban assault trailer. Its distinguishing feature is a Rubbermaid Action Packer box that the trailer disassembles and folds

November/December 1997

21
The 1998 Rans Gliss LWB. Our test Gliss arrives very soon—John Riley.

WEDGIE-FEVER
After my season's road bike experience, I almost completely ignored the dying segment of road-racing bikes. The only ones that look really cool to me are the new Schwinn Paramount road bikes, Rivendell All Around and I am a closet-fan of the tricked out beach cruisers. Schwinn and GT/Dyno/ Harley have full lines, but my favorites are the Electra Cruisers (ph#760/632-7094/www.electrabike.com). Benno and Leano are two German guys who dig the California beach scene and build cool bikes for others who dig it too. They make traditional 1-speeds, Nexus bikes (internal gears), adult BMX cruisers, mountain bike cruisers and even a kid's cruiser. They also have a full line of clothes and options. Other models worthy of mention are the retro-cool Breeze Ignaz X with two-tone paint, a Nexus-7, CroMo frame and styling reminiscent of a 1937 Excelsior.

There was an odd cruiser/semi-recumbent called the Seven-40-

Seven. Its a stretch cruiser with a raked cantilevered X-frame, long chrome "chopper" forks and super high-boy handlebars. These are fairly inexpensive bikes. They are distributed through J & B in Miami (Gary Silva/J & B, ph#305/238-1866).

FOLDERS
The coolest upright folder that I saw at the show was a prototype from Brew Racing Frames. This X-frame dual 20" wheel bike had full suspension and a Nexus-7. The bike comes apart in 5 minutes. It has a Rissie rear shock, Answer suspension fork, weighs just 26 pounds and will be priced at $1599 (ph#910/385-6847).

In a surprise move from the Burley (tandem and trailer fame) company, they have reintroduced the Birdy folder into the US market. The Birdy is a German high performance folder with a 7000 series aluminum frame, 18" wheels and available in 7-speed or 3x7/21-speed versions. The Birdy folds in 20-seconds, has full suspension and weighs 22-24 pounds. The prices will range from S995-$1250, which is more than the previous Jeep versions, but less than

S & B Recumbent
-SEE OUR UPDATED '97 SPEC
-Sachs 3x7 equipped
-Tandem recumbents
-Trike recumbents
-Single 7/14/21 spd. models
-Aircraft CroMo construction

The Most Affordable Recumbent Trike!

PO Box 3061, Compton, CA. 90222
Ph #310-608-0008 or 310-762-2243

Alternative Pedal Sports
Featuring the World's Best Values in Recumbents
Located in Southern California's Inland Empire 35 miles from Los Angeles.
CALL: 800/331-8556
Fax: 909/466-0013
9722 Sixth Street, Rancho Cucamonga CA 91730
See us on the Web at: http://diskspace.com/aps

Recumbent Cyclist News #42
PUKKING LOW LIFES

I first noticed the crowd oooh and aah while taking my afternoon siesta (in the Rans booth) stretched out on the new Rans Gliss. I was awakened by my Gliss bliss. Some low-lifes down the hall were standing on a table hurling to the howls of the crowd. The Puker was dressed wearing shorts and had bare feet and reggae-man hair. As it turns out, this questionable company was having a contest to see who could puke the most. The prize, it was reported, was an MTB brake bridge. This disgusting behavior went on for several minutes. The guy was obviously well practiced and good at his chosen vocation. The next thing we noticed was this guy running down the hall and around the Rans booth with Interbike security hot in pursuit. Some fellow pukers were running around the other side of the Rans booth and ram- blocked the guards to let their hurling cohort get away from the Interbike law. This kind of behavior is considered, by some, to be counter-culture cool, though I am not in this group. We didn’t read about this in the Bicycle Retailer Show Daily and I’d be willing to bet it won’t turn up in Bicycling.

BABES IN BIKEELAND

The Muzoach camp wins the award for trashiest babes. The gals were short, tight, green swirl dresses, with spike heel boots that came up above the knees and made some nasty espresso.

The Dekker Service booth had official hostess Veronica wearing a red union- jack dress to match the British Pashley/Moulton product line—a classy touch that undoubtedly increased booth traffic.

Dare I mention in this same paragraph—two really nice ladies that really ride bicycles—recumbent bicycles that is. Michelle Eckroth is the wife of Lee Eckroth of BikeE, and Janice Schlitter is the wife of John Schlitter of Rans. They both put in their time at the show working in their company booths just across the hall from each other. Both ladies really know about the bikes too. Michelle and Janice did a fantastic job both demo’ing bikes at the People Movers ’Bent Bash and answering questions of show attendees. They both rode out to the beach too. Janice and Michelle added a much needed female respectability at this show that is seemingly geared mainly to guys.

'BENT FAMILY

This was a really good trip for me. Stress levels were low and people were nice. Many of the ’bent manufacturers, dealers and RCN crew spent a lot of time together away from the show. Several nights we had groups of 15-25 people together for dinner. The likes of Rans, BikeE, Easy Riders, Ryno, People Movers, RCN and many others were in attendance. With the successes that the industry has had this year defenses are down and friendships are forming. Unfortunately, there are still a few folks noticeably absent and seemingly in defense mode. The time for recumbents is coming. There will be enough customers for everyone and it's time to work together.

BOB'S 'BENT BIRTHDAY

When on a bike, I am not an easy target. My new found fitness has me at the front-end of the pack. Off the bike, I am a very easy target. Everywhere I went for dinner—for the 5 days of Interbike—somebody in our group told the waiter it was my birthday. I was used and abused and the target of mass humiliation. At the ’Bent Bash Gardner announced that it was my birthday and 150 people sang to yours truly. Throughout the course of the day, several people came up to offer personal birthday wishes. Over the week my acting job got better and better (as did the free desserts). I have now reached a professional level of surprise—pretending that it’s my birthday. To those of you who are having a great deal of fun at my expense (Linda Wronski and Janice Schlitter)...just wait until next year.

BEST NEW 'BENT of SHOW:

BikeE Air Tech suspension ($1100). I rode it for an hour at the pre-Interbike Dirt Demo Day at the Irvine Regional Park in Orange. I had the dirty black Knobby tire demo (pg. 18) and rode it on-road, off-road, on single track, thick dusty dirt, up hills, on river beds, over rocks and I’m hooked. BikeE has invented a new sport with this bike—Bent offroad. This was also my favorite mountain bike of the show. Riding the BikeE Air Tech was just near a religious experience. You can count on a full report upcoming in RCN. Lastly, these bikes are really available now!

First Runner Up: Rans Vivo SWB full suspension. I raced this one to the beach along with 50 or so other bent riders—awesome is the word. A Ballistic front fork, Cone Creek AD5 rear shock, Rans seat, Flip It stem, Magna’s and ESP for about $2,050. Recumbent enthusiasts, Rans has your number for the 1998 season. Pay close attention and plan ahead if a new bike is in your future.

BEST ‘BENT MFR. of SHOW:

The awards go to...BikeE for taking a full fleet of BikeE’s to the Dirt Demo and being so active in this Interbike tradition that some ‘bent manufacturers shy away from. Inside the show, the island booth was very well done with one of each model, the (my) oﬀroad version, all of their accessories and a video loop with their new TV commercial! The BikeE folks ‘bent attitude and positive energy was contagious and it also caught the attention of the Bicycle Editors...and RCN.

First Runner Up: Rans for a full line of revamped and very cool bikes in the Vivo, V-Rex, Gliss and Tailwind. The pepto-green Rans booth structure is very cool. I was present when somebody tried to buy it off Randy Schlitter.

BEST DRIVETRAIN of SHOW: GreenSpeed with Schlump Mountain Drive (2-speed bottom bracket internal gear).

BEST COMPONENT of SHOW: GripShift ESP on the new Rans bikes.

BEST ‘BENT PAINT JOB of SHOW: Stratus Mystic Violet.

The world's foremost bike builder, Ian Rams and his 3 & 3 couple take-apart Greenspeed—John Riley.

BELOW: The Comfort Cycle Chaise-3 — John Riley.


The Greenspeed GTC 20/20 Coupled (S & S) Touring Tricycle sells for approx. $3700 USD — John Riley.

(purple wet spray/clear coat).

**BEST SURPRISE of SHOW**: Ian Sims of Greenspeed attending the show with a few of his cool trikes in the S & S booth and at the People Movers 'Bent Bash.

**BEST 'BENT PERSONALITY of SHOW**: Dick "The Godfather of Recumbency" Ryan is a piece of work. Dick worked (if you can call it that) in the S & S Coupler booth showing his bike, though I don't think the bike he raced to get completed for the show, the one that UPS lost, was ever set-up in time to be in the show booth.

**BEST 'BENT EVENT**: People Movers 'Bent Bash, of course! 200 strong and growing! A few manufacturers from the show were not in attendance, this is a big booboo. In regards to the bash, one manufacturer reportedly stated, "This isn't our market." Well, this is the RCN southern California readership (and well beyond), People Movers customers, recumbent manufacturers and dealers from around the world! Heck, *Bicycling*'s Jim Langley and Ed Pavelka even came by to say hello.

The RCN Crew is always in attendance, heck, it was Bob's Birthday Party. If you attended Interbike and didn't go to the 'Bent Bash, shame on you. You have until next year, find a way to come.

**BEST RIDE**: Bob Bryant (Rans Vivo), Wild Bill Voil (custom S & B with tall box and Zipper), Jim (P-38 rider from Las Vegas) and Steve Nash (custom long and low racer from Seattle) drag raced to the beach. Our average speeds were over 21+ mph! Remember, this was not a race, but a leisurely recumbent ride to the beach (yeah, right)...

**BIGGEST 'BENT HAM**: Gardner Martin at the Bent Bash for attempting wheelies on the Rans bikes.

**BEST 'BENT MYSTERY**: Which bike manufacturers have contacted Giant about building 'bents in Taiwan...the imports are coming.

**DUMBEST SALES PITCH**: Anybody trying to sell regular folks on downhill MTB racing.

---

**EZ-1: The only Easy Cruiser with a performance 'bent!**

Check out the lower price on EZ-1 for '97. $869 gets you the 21-speed setup plus popular Primo tires, GripShift and Shimano indexed rear derailleur. The optional Super Zipper fairing is available for the EZ-1 as shown left.

**EASY RACERS INC**

www.easyracers.com

tooeasy1@aol.com

**CALL TODAY**

403-722-9797 Voice/Fax

Recumbent Cyclist News #42
BikeE got our attention at the show in a big way.....

BEST NEW 'BENT of SHOW: BikeE Air Tech suspension is an incredible buy for just $1100—besides this, it's an awesome machine that's in production NOW. The Air Tech is available in the All Around and RoadE versions. The "MTB" version is not official, but is an All Around with miniature hefty knobs. BikeE doesn't know it yet, but they've invented a new sport with this bike—Bent MTB! By the time you read this, we'll be splashing about in the NW rain on an Air Tech. Read all about it in RCN#43. The positive recumbent energy level at the BikeE booth was contagious and noticed by many. This along with an enthusiast presence at both the Dirt Demo and People Movers 'Bent Bash made the difference. We are awarding

BEST 'BENT Manufacturer of SHOW' to BikeE.

RCN Interbike Anaheim Crew

The Interbike media passes have the phrase, WORKING MEDIA on the pass holders...and this is a stretch. For bike's, this is Christmas and your birthday—bike heaven (well in this case, it really was my birthday...or was it...). And next year there will be a consumer day, so make your plans and pack your bags to come to LA and hang with the RCN Crew at the 'bent bash '98.

The RCN Crew was out in force at the Dirt Demo, the full run of the show and the People Movers 'Bent Bash. My special thanks go to:

• Ron "The Ronster" Schmid Portland, Oregon
Ron is our goodwill ambassador, friend, International Distributor and all around good guy.

• Mark "Dr. Evil" Colliton Kensington, Maryland
Mark does all of the scanning for RCN, designs the covers and is basically the RCN art department. Mark is the co-designer of the Rans V-Rex and many other bikes. Mark's current dream bike is the Rans Limbo (Gold Rush Killer) prototype that he rode on the Slumgullian.

• John Riley Toronto, Ontario, Canada
RCN Interbike Staff Photographer: John and I go back to pre-RCN days, though we never met face to face until this year. John has owned and designated many recumbents. His current bike is a folding Doppler Bearners "Flight" with a modified Vision seat (installed by Doppler), a winter trike (two wheels in back) and a Vision.

• Tony "Straight Up" Licuanan Seattle, Washington
RCN Interbike Correspondent: Tony does commuter testing for RCN, and does a hard commute on the war-torn torturous commuter tracks of rainy Seattle. Tony is a loyal Low Down and Laid Back NW rider who owns several recumbents, the newest being a 1998 Rans Tailwind that he tested for RCN.

• Steve Nash Puyallup, Washington
RCN Interbike Correspondent: Steve is a loyal Low Down and Laid Back NW rider who owns a super low LWB with indirect fold forward ASS. Steve also has a 3x7 Counterpoint Presto with a suspended fork and V-brakes. Steve came down just to kick my butt on the beach ride. He hung back until the beach was insightful and dusted all of our high-SWB behinds. His super low LWB goes under the weather, which really worked with the ocean breezes of Huntington Beach. Steve regularly shows me how speed-superior his homebuilt low-racer is to expensive production bikes. Steve worked RCN transportation for the show delivering the Rans Vivo and Tailwind home from the show.

There are many others in our Interbike crew of super sleuth RCN reporter/spys that we would like to thank, though for security reasons, they wish to remain anonymous. □
BENTECH INTRODUCES LONG EASY LWB PLANS

McKean, PA—Building on the success of their short wheelbase design, Bentech Recumbent Bike Plans announces a new model for 1998.

The Long-Easy, a radical departure from the original DIY, is a long wheelbase design featuring under-seat steering.

The Long-Easy is Bentech’s response to consumer demand for a design that embodies more traditional recumbent features. As the recumbent world seems evenly split between above-seat steering and under-seat steering, Bentech now offers easy to build plans in both formats.

Their newest design follows the original Bentech philosophy that designs be simple, functional and easy for anyone to build. In accomplishing this, Bentech once again provides plans for comprehensive welding jigs to construct both seat and frame. In fact, the new Long-Easy uses many of the same components and simple building methods that worked so well on the original DIY model.

The specifications for the Long-Easy are as follows: 63” wheelbase, 20” front wheel, 26” rear wheel, 18” seat height, and 18” bottom bracket height. Preliminary road tests show that the Long-Easy’s handling characteristics are well honed to allow beginners an easy transition from conventional bikes.

Long-Easy plans sets will be available September 1, 1997 at a price of $30 + $3 shipping and handling (N. America). Overseas shipping and handling is $7.

For more information, send Email to domerie@aol.com or snail mail to: Bentech, PO Box 198, McKean, PA 16426. Visit their website at: http://members.aol.com/domerie/bentech.htm.
RCN's Cool Bike of The Month

The 1998 Rans Tailwind

by Tony Licuanan

This bike is HOT!!! That's the first thing I said to myself when I laid eyes on the new 1998 Rans Tailwind at the People Mover’s ‘Bent Bash last month. The first thing I noticed is the newly added full triangulation of the frame. The rear stays now run out to the bottom bracket. The Tailwind comes in an exquisite Ferrari red powdercoat paint and has very fine craftsmanship and weld quality (very predictable of Rans). The MIG welds heads are better than some TIG welds I’ve seen.

“This bike looks AWESOME!!!”, I added. It doesn’t look like a Tailwind, but it is... Gone are those clumsy-looking (D) handlebars and in come the new sporty and sleek T-bars. This matched with the new frame really accents the bike and makes it beautiful. The Tailwind utilizes the new 20x1 3/8” Primo Comet high pressure tires, which offer excellent comfort as well as traction and performance. The GripShift ESP 5.0 derailleurs, cantilever brakes and the great Shimano components are all upgraded for 1998.

I did a quick road test on the Tailwind and the ride was so smooth, I almost forgot I was riding a CLWB recumbent. It sure didn’t feel like a BikeE or an EZ-1. There’s nothing twitchy about the handling of this bike. This is brought on mostly by the 20” front wheel and the longer 59.5” wheelbase (5-7” longer than other compacts), and still is every bit as user-friendly as a typical compact. Grab it, hop on and go! I had to take one home.

A FEW WEEKS LATER...

I can’t help thinking how this bike out performs so many other recumbents I’ve ridden. Keep in mind that this bike is just entry level from Rans’ hanger bay. The Tailwind is a fast machine. In fact, it’s faster than any other compact recumbent in its class. The frame is stiff and acceleration is quick. It sprints smooth and responsive without energy loss from the pedal to the wheel, due to it being a hard tail. Once up to speed (20+ mph), it feels as if you’re gliding, spinning effortlessly. This is a trait that could be found mostly on LWB recumbents. Add a Zazipper fairing and a body sock... you’ve got a speeding bullet.

HERE COMES THE RAIN...

Our summer came to a quick end. The Seattle liquid sun is back. El Nino and the like, but life goes on... On wet slippery roads, the bike feels very stable. Maneuverability on the wet pavement is excellent. My center of gravity is not so far back to the rear (common to compacts) that control of the bike is enhanced. I don’t worry much about slipping and sliding. Fenders are a MUST with the Rans seat! Or, you’ll be sure to eat every grimy thing on the road and the wet spray will soak you, the seat back and sneak into the foam. The cantilever brakes are perfectly adequate for me, and much improved over previous Tailwinds. V-brakes or Maguras may be better for some, but add cost. One of the best points of this bike is the price—$950! In rainy and windy conditions I found the Tailwind to be very stable and secure—a safe commuter. Speed Comes... Rain Goes, no maybe that was Speed Comes, Pain Goes!

SHIFT SO GOOD...

The SRAM GripShift ESP 24-speed drivetrain really complements the new line of Rans’ recumbents. Although I miss the Sachs 3x7 of the Metro and BikeE, I prefer the ESP. With its precise shifting (1:1 ratio), riding a bike couldn’t get any easier. It shifts so good. One CLICK... you’re in gear. There’s definitely less noise and more importantly, less friction than a 3x7. Would combining a 3x7 make it better? I don’t think so. It’s a fairly light recumbent, (about 27 lbs.) and making it 63 speed would be a bit redundant. Besides, it’s a good climber and the gears are more than adequate for my hilly downtown commute. If you feel the need for more gears, all Rans 20’ drive-wheel models come from the factory with 3x7 braze-ons in case you want to add one later.

NICE SEAT...

When I was looking for a seat to use for my homebuilt SWB (Orange C.A.T., RCN #35 Homebuilders’ Corner), I settled on what I thought was the best and most comfortable recumbent seat available. This seat was from the Rans company, and this was 2 years ago.

I was not surprised to get the best seat in the recumbent world on the $950 Tailwind. The Rans seat is far superior to ANY other compact seats. For 1998, Rans has made it even more CUSH. They are now using a 2” denser and thicker foam that feels even more comfortable than my older one (downsized from 3” in 1997).

The back mesh has the safety reflective tapes all around and doesn’t have the flex/springy feeling that I’ve encountered on other bikes—thus more power to the pedals, while retaining the breathability of the full
There’s also a place for a bottle cage or a pump on either side of the seat. Rans is definitely setting the standard here. It’s truly a shame. It’s been over two years since this particular style seat was introduced, and other recumbent manufacturers have yet to be inspired by the near perfection of the Rans seat design. Other compacts may be well and good, but the seat is the primary issue where ‘bents are concerned. In the past, compact seats have suffered…until now.

WORTHINESS...

The Tailwind is the best commuter I have ridden and tested. It’s a leader in its class and LWB customers should consider it too. The design is state of the art. It’s very good for short commutes and even better for the longer 40+ mile rides. It’s fast. It tracks very straight, more so than any compact with a 16” front wheel. It’s a good hill climber and descends plush and stable like it should. It’s well made. It has a great lifetime WARRANTY (frame)! All this for only $995 MSRP.

I like this bike so much, I bought it and immediately sold my old commuter recumbent. This recumbent is a little hot rod and a definite sleeper. It has way too much to offer for its entry level designation and price. Once again, the Rans Company is setting a new standard in the world of recumbents.

If you love LWB ‘bents, but wish you could have just a bit more compact or if you’re fond of CLWB ‘bents, but wish the steering and stability were not quite so twitchy—but every bit as smooth as a LWB, look no further. The Tailwind is your bike.

Tony Licuanan is a Low Down and Laid Back Northwest recumbent rider and RCN Seattle commute-rain recumbent torture tester. Tony is also a homebuilder (CAT, RCN435) and owns several recumbents. He has experimented with fairings including coroplast (from the video), fiberglass (with an airplane drop-tank as a mould and one of his most outrageous achievements is making a nose cone fairing out of a dog-house igloo, while driving the local Boeing engineers crazy. Tony lives in Seattle with his wife Cindy who also rides with the NW rider group. If you think your bike is tough enough, send it up for an RCN winter rain commuter test.

1998 RANS TAILWIND
SPECs AT A GLANCE

- PRICE: $995
- TYPE: CLWB ASS T-Bar
- DIMENSIONS:
  - WHEELBASE: 59.5”
  - BB HEIGHT: 19”
  - SEAT HEIGHT: 22”
- WEIGHT: 30 pounds
- FRAME: MIG welded CroMo
- Fork: TIG welded CroMo
- Unicrown
- WHEELS: 406mm, 20”
- TIRES: Primo Comet 20” x 1.375”
- CRANK: SunTour XC-LTD 36/46/58 175mm crank arms.
- DERAILLEURS: 24-speed, SRAM Grip Shift ESP 5.0 (rear); SUNOUR: XCR
- SHIFTERS: SRAM Grip Shift ESP 7.0
- GEARING: Hyperglide 11-28
- GEAR RANGE: 22-100*
- CHAIN: Sachs Sedia
- HEADSET/BB: YST/Shimano
- SEAT: Rans low back (toll, opt.)
- BRAKES: Shimano Alivio Cantile
- PEDALS: Wellgo platform
- BARS/STEM: Rans T-Bar/riser
- PAINT: Hot Red Powdercoat
- SOLD BY: Rans Recumbents, 4600 Hwy 183 Alternate, Hays, KS 67601. Email: rants@medica-net.net

‘98 Buyers’ Guide

The 1998 Buyers’ Guide is now the ongoing RCN SuperGuide—updated with every issue and spread throughout SIX LARGER RCN ISSUES for 1998. The only way to get it is to SUBSCRIBE.

To order see are order form on page 47/48 of this issue 1998 is shaping up to be the BEST YEAR EVER for RCN.

Advanced Transportation Products, Inc.
400 Terry Avenue North, Seattle, WA, USA 98109
Tel. 206-467-0231 • WWW: http://cyclery.com/vision

28

Recumbent Cyclist News #42
Doppler Cycles, a very small manufacturer out of Kitchener, Ontario, Canada, has designed the Beamer, a sturdy, no-nonsense recumbent. The Beamer "Flight" model has an unusual and welcome feature: it folds - compact enough to fit into a large standard suitcase, somewhat like a Bike Friday and a rare feature for a recumbent.

I discovered this bike when I posted a note to the HPV mailing list on the Internet asking if anyone knew of a folding recumbent. I received a response from John Riley who had just ordered a Flight for himself. Living in Toronto, John had the benefit of trying it out first and extolled the virtues of the design and engineering of the Beamer.

I didn't have the luxury of test riding the Beamer, but after several weeks of contact with Mark Swartz, one of the Doppler Cycles principles, and email exchanges with a couple of other cyclists who had ridden the Beamer, I felt that it would satisfy my particular need of having a recumbent that I could easily take on a plane for out of state tours. I ordered a Beamer Flight in May so that I would have it in time to get accustomed to it and work out any minor bugs before my tour in August.

The Flight was due to ship the day after the UPS strike started, so it was shipped air cargo. After it cleared customs, I picked the Beamer up at Air Canada's cargo depot. It took me an hour to get it out of the box and assembled, but I could tell that with practice, assembly would be much quicker.

THE BULLET

The Beamer Flight is a folding CLWB with a 53.5" (136 cm) to 55.5" (141 cm) range wheelbase. My frame was custom made to 52" (132 cm) for my short legs and it was still just about an inch too long. The frame is a 2" square monotube made from 4150 aircraft grade CroMo steel with above-seat steering.

The components are mostly Sachs, including: 3x7 speed internal hub, twist shift, 50-tooth chaining, and chain. It's equipped with a 20" rear wheel with a 115 psi Schwalbe city tire and 16" radially-spoked front wheel with a Primo 85 psi tire, both on Sun 36-spoke rims. The brakes are Dia Compe Big Dog sidepulls front and rear.

The sliding seat is 23.5" (60 cm) high and utilizes a specially designed seat tensioner. A small elastomer attaches between the rear swingarm and the boom for a bit of suspension. The bottom bracket, at 22.75" (58 cm), is higher than other "compacts" (CLWB) recumbent.

I have estimated the weight distribution to be about 30% on the rear and 70% on the front of the bike.

The frame is powdercoat painted. The bike weight as shipped is 35 lbs, 5 lbs of which is the rear wheel alone. Price is $1095 US for the basic Beamer, and an additional $250 for the Flight folding option.

THE DETAILS

The frame itself is good quality with what I consider nice welds and extremely sturdy machining. I felt like I could throw this puppy off the roof and it would survive without a scratch. Paint was excellently applied, even and shiny. The fork is good quality, and the handlebars are fairly wide and comfortable. The design is simple with top notch engineering, but for me, the best feature about the Flight is its foldability.

There are two main folding joints: the main tube folds across the center with a quick release to hold it in place when assembled and the rear swingarm folds under to the bottom of the frame.

All that's needed to put it in a suitcase is to remove the ASS bars and both wheels, take off the pedals (or thread them onto the opposite sides of the cranks), fold the rear swing arm under, loosen the center quick release, and fold the main tube and that's it! I found that removing the chain made it simpler to fold and pack, so I installed a removable chain link. I had added a kickstand and a water bottle holder on top of the handlebar, both of which had to be removed for packing.

After 3-4 practice folds, I'm now down to 20 minutes each way take down and set up. The wheels are carried in a separate carry-on bag.

SEAT QUALITY, DESIGN

The seat is very unique, designed to be packed easily with the bike. The seat back frame is made of seamless, TIG-welded 6061 aluminum with a bracket that bolts to the main tube. The seat fabric is nylon mesh. The seat bottom is a triangle with a 2" wide loop sewn into the front point. The seat surface is formed by the seat bottom suspended hammock-style between the bottom of the seat frame, using three adjustable nylon straps and attached by the front loop to a special tensioner.

The innovative turnbuckle tensioner is a custom machined bracket that bolts to the main boom separately from the seat frame. A 1/2" diameter cylinder slips into the loop and bolts to the top of the turnbuckle bracket. The turnbuckle adjusts to the desired tightness of the seat bottom.

When the seat is removed from the bike frame, the seat bottom folds flat against the seat back, making packing a breeze.

The seat back angle adjusts...
from bolt-upright to about 110-115 degrees (estimate) by sliding two 1/2" stainless steel rods attached to the upper part of the seat back frame through quick release brackets on the swingarm. The mesh seat back attaches quickly and easily to the seat frame with adjustable straps.

The seat bottom is a nice idea, but it didn't work for me. After its maiden voyage, I developed a severe case of "bleacher butt." The design of the seat bottom has 3 straps in the back, one on each corner and one in the center, and the tensioner in the front at the point. There is a pocket with a thick foam pad in it, but the pocket is sewn underneath the part you sit on. When the tumbuckle is tensioned enough to keep the seat bottom suspended off the boom, the sitting surface is hard as a rock, rendering the foam pad useless, and making me feel like I was sitting on the edge of a 2x4 after a few miles.

Because time was short before I took it on a long tour, I devised a pad made with a triangle of masonite stuffed into a camping pillow.

HANDLING & PERFORMANCE

The stock Beamer and Flight both come with above-seat steering. The head tube bracket loosens for quick removal of the bars for packing. The T-shaped ASS bars are wide and quite comfortable. I had a little trouble with hitting my knees on the bars at first, but I just pulled it an inch up out of the head tube and no longer had that problem. Having an inch less inside the head tube didn't affect the handling at all.

The steering is direct to the front wheel with a positive feel that makes the bike quite maneuverable. I was able to do a U-turn within a very narrow road. Being a USS aficionado, I had some concerns about getting used to ASS, but this bike felt stable and responsive without a hint of twitchiness. The bottom bracket position is higher than normal for a CLWB though it did not adversely affect handling.

Downhill stability of the Flight is tops. I'm not a fan of fast descents; I approached the downhills with more trepidation than the climbs. However, on twisty, steep descents at speeds of 35-40 mph, the Beamer handles more like a go-cart than a bike. It holds the turns beautifully, and feels as stable and surefooted as a cat. It is one of my favorite features of this bike and made my tour in the mountains that much more fun.

I don't know if performance could be considered the Beamer's claim to fame, but it's no slouch either. I didn't install a computer because I didn't want to worry about wires during folding, and I don't completely trust wireless computers, but keeping up with my computer-fied riding partners put my speed at 15-16 mph on flat ground with no real strain. I got it going to 20 mph for about a half mile before I felt my heart and breathing rate rise a bit higher than I like. On my SWB bike I can ride at 20-22 mph for 40 miles.

The weight of the bike made it quite a bit tougher for hill climbing. I believe that with some speed training the Beamer could hold its own at 17-18 mph with a rider accustomed to those speeds.

COMPONENTS

The cable runs are long and a little worrisome when removing the handlebars for packing, but once I was confident that the cables wouldn't kink or tangle they are completely enclosed in cable housing. I stopped being concerned about that. I packed the bike for travel five times with no cable problems.

The brakes are acceptable, but not great. The front brake is positioned behind the fork instead of in front which is disconcerting, but didn't seem to be a factor in braking performance. I was able to stop adequately on a downhill, and on a panic stop, they are responsive, but not excessively so. An upgrade to Aztec/Koolstop brake pads, as Bob Bryant wrote about in his RCH#57 Rans Rocket review upgrade may solve the problem. If it doesn't, I will look at the cables and brake handles.

I did find that due to the length of the cables, shifting isn't as crisp as I like. I missed shifts on numerous occasions and had trouble getting into my lowest gear at times. The gearing (28-105) is not adequate for more challenging terrain. The 3x7 hub is still the best choice for this type of bike. Not having to deal with a front derailleur makes packing easier. The Sachs chain was, of course, an excellent choice. It was quiet and smooth.

CLEVER DETAILS

There was no chain tensioner on the Beamer. Instead, a length of black PVC pipe was utilized as a chain tube attached to a bracket on the main boom. The chain tube was surprisingly quiet and did not seem

The Most Comfortable Bike You'll Ever Ride.

"Could be the safest and most comfortable bike in the world"

Ryan Recumbent Cycles
99R Washington Street, Melrose, MA 02176
Phone/ Fax: 617-979-0072
Email: ryanbike@ryancycles.com WEB: WWW.RyanCycles.com

We ship bikes anywhere in the world!
to create any unwanted drag.

The water bottle braze-ons are cleverly machined into the chain tube bracket. Unfortunately, I found that my knee kept hitting the water bottle unless I concentrated on pedaling with my leg bent slightly outward. I found this annoying after a while, so I moved my water bottle holder to a bracket I installed to the top of the handlebar. This worked out just fine.

Another simple yet clever idea is the integrated swingarm/suspension/rear pannier rack. The swing arm has two rails on each side to accommodate pannier hooks and the square boom between the swing arm acts as a rack which can hold a rear trunk. The small elastomer connects the swingarm to the boom and gives a little suspension at the same time.

I had one problem with the elastomer. I tightened the bolt as much as I could before starting my ride. After riding a while, I kept hearing "tick-tick-tick" that seemed synchronized to my leg movement. It turned out that the bolt was very loose and the ticking noise was the sound of the washer between the boom and the wingnut. Sitting on the bike compressed the elastomer enough to allow play on the bolt. I had my riding partner, who had figured this out, tighten the wingnut as I sat, and I no longer had problems with that noise.

**ROOM FOR IMPROVEMENT**

There are a couple of places where little things would make this bike even better. After several days of riding, the seat developed a horrible squeaking noise. I traced it down to the plastic guides on the seat bottom. Loosening the bolt lessened the noise a great deal. Rubber washers might eliminate it completely. The same is true for the suspension bolt.

Another minor issue is the type of bolt used on the seat and elastomer. They have plastic wingnut heads integrated onto steel bolts. I'd prefer the use of all metal wing-bolts, and will probably replace the plastic headed ones eventually.

The water bottle bracket location, while an interesting and inventive idea, didn't work well in reality for me. It might be a good location for a mini-pump, though, with no leg interference.

**SUMMARY**

I'm quite pleased with this recumbent. The seat bottom is the only real down-side to the bike. It makes an excellent commuter as well as touring bike. The frame is heavy, but it is so well built it's practically bullet-proof. The components might not have been my first choice but they are certainly adequate and can handle most situations and riding styles. If the few items mentioned above ever get taken care of, the Beamer Flight would have few peers.

Assembly and disassembly are quick and simple, exactly what I was looking for in a travel bike, and while my husband had to haul around his huge Trico bike box, my regular suitcase fit right into the car and right on the plane with no excess baggage surcharge. I can definitely give Doppler Cycles Beamer Flight a big thumbs up.

**LATE NOTE:** Just before press time, Mark Swartz of Doppler Cycle Technologies wrote to say that the Beamer is no longer in production and the future of Doppler Cycle Technologies is uncertain. Doppler would like to find somebody to manufacture the Beamer model or to build it under license. The Beamer is an excellent concept that deserves some backing. Almost every serious bender would like to own a travel bike.

You can contact the former manufacturer at: Doppler Cycle Tech., 52 Walnut St., Kitchener, Ontario, N2G 1P9, Canada.

---

**Want Comfort, Safety, and Performance?**

Recumbent Cyclist News says:

"The BEST Trike of '97: Greenspeed GTR20/20"

1997 RCN READER AWARDS:
BEST TRIKE #1 Greenspeed

For a free brochure, contact:

**Greenspeed**

69 Mountain Gate Drive,
Ferntree Gully, VIC 3156,
Australia

Tel. +61 3 9758 5541
Fax +61 3 9752 4115

EMAIL: greenshp@ozemail.com.au
WEB SITE  http://www.ihpva.org/com/Greenspeed/

**GREENSPEED RECUMBENTS**

November/December 1997
Cruise in Comfort on a Linear Bicycle

Our new “compact” recumbent

LINEAR ALUMINUM RECUMBENT BICYCLE

The Hottest New Bike For 1997!

Folding model, now available with a Sachs 3x7!

LINEAR BICYCLES • 32744 Kestrel Ave • Guttenberg, IA 52052
Call: 319-252-1637 • Fax: 319-252-3305
The People Movers Bent Bash

by William "Wild Bill" Volk

People Movers, if you didn't know by now, is the largest retailer of recumbents in America... perhaps the world. While your typical bike shop struggles to stay in business and avoids "bents as being too "weird and different," People Movers has been building an ever larger more successful business. Located in the best regional bicycle market, the Los Angeles/Orange County/San Diego area, they are responsible for many of us going "bent in the first place.

People Movers is located in Orange County, only a short pedal from Disneyland. Every year (at least the last 3 or more) People Movers throws a little party for us recumbenters. This consists of a ride to the beach and some fun and games back at the store. I looked forward to having the flat ride to the beach, coming from coastal San Diego where my 24-tooth small chainring sees daily use. In addition I knew there would be cool new bikes to see and ride, and I wasn't disappointed. Finally I wanted to drum up support for the San Diego Streamliner Series, an HPV racing event I run out of the San Diego Velodrome.

So I loaded up my "HPV Transport," a rather large truck that sees less use than my bike, with my commuting S&B and my loaned Festina Low Racer. Saw other local "bent folks on their way to the event during the drive and arrived a bit before 8:00 am. Already there was a large crowd, the largest I've seen at any recumbent event.

...we had a nice "hammer time" to the beach...

Starting at about 9:00 we had a nice "hammer time" to the beach (and back) with Bob Bryant (of RCN fame) and a few others (about 5 in our little group). Those hills back home are good for something as we were the "lead dogs." Bob Bryant doesn't just write about "bents; Bob can ride. The guy (Jim from Las Vegas) on the P-38 can really ride. He is rumored to be a masters category roader. I figured on riding the well equipped commuting bike first, and then doing part of the route over on the rather extreme Festina.

I'm glad I had the Zipper fairing, the new Conti supersport on the rear, and the new tailbox. We averaged over 21 mph in both directions... which (given the bridges et. al.) means that we were in the 23 to 24 mph range most of the time... unless we were passing some roadies... then we really picked up the speed. After this ride, I switched to the Festina and did a ride "to the first bridge" and back at even more fun speeds... that really really pissed off some local roadies.

About the bike Bob rode. In software we always look for the "Killer Application." The one program or game that makes a new computer or device a market success. In recumbents we've had some really nice bikes over the years. This year I think Rans has the "Killer App of recumbents, a bike that's so damn great and such a good value that it's going to attract much of the high end bike business. This is the Vivo... which is sort of like a dual suspension Rocket with hydraulic brakes for $2050. That's like saying a Porsche Boxster is kinda like a Miata with a mid engine and Porsche engineering.

The Vivo handles great, it rides great, looks very well finished, and it's no slouch. I'd love to try this on my commute... the dual suspension would be just the thing for the high speed descents. Bob was able to power thru the bumpy underpasses where others (including myself) had to deal with bouncing down the road. I'm not a betting man, but I'd lay even odds that the Vivo winds up being the RCN Bent Of The Year.

Besides the Vivo, I managed to ride a whole bunch of cool bikes. The other stuff of merit includes the new rear-suspension BikeE. With its massive amount of rear suspension travel, this will make a great urban warrior machine! I also liked the delta style Comfort Cycle trike and I've always thought the Greenspeed Trike was in a class by itself. I wish there had been a suspended Greenspeed at that ride to check out.

I finally managed to ride a pivoting bottom bracket FWD bike. I had previously failed in my attempts to achieve true harmony and balance with these elegant cycling creations. In other words, I fell flat on my *ss. Bill Patterson was kind enough to lend me "Henry" a single ASS FWD bike. I wasn't all that graceful, but I managed to propel the machine in a semi-controlled fashion. Nice workmanship. The temperature was kind of warm for some of the folks, but I had just done some summer desert riding the week before and found it quite pleasant. The usual contests, an upright bike toss and a slow riding competition were great fun. The auction was the place to buy a great bike at a discount.

Unfortunately I had to return to San Diego and missed out on Bob Bryant's birthday celebration. All in all, this was a great time for everyone. You can bet I'll be at the next one...
The Ultimate
Touring short-Wheelbase Recumbent

Here's Why:
- Smooth, stable handling
- Non-twitchy linkage steering
- Shock absorbing rear stays
- Breathable full sling/mesh seat
- 26” (rear)/20” (front) wheels
- Anatomically correct under-seat steering with bar-ends

Bicycles by Haluzak are custom crafted for the individual rider as well as competitively priced.
Let us build the perfect recumbent for you! Call today.

Bicycles by Haluzak
2166 Burbank Ave.
Santa Rosa, CA 95407
Phone: 707-544-6243
Email: Sidwindr@pacbell.net
http://www.BikeRoute.com/Haluzak
Send S.A.S.E. for info

Check out our performance model, the Hybrid Race. Watch for an RCN test soon.
I t seems that many of us who purchase recumbents are the type of riders who tinker with their bicycles. Good is okay but better is even, well, better. The local bike shops and the bike catalog sales people love us.

When I purchased my recumbent, I went to a local bike shop which was having an open house sponsored by Advanced Transportation Products, the Seattle area manufacturer of the Vision recumbent. I rode a long wheelbase R-40 and a short wheelbase R-45 and found both of them scary to ride. Keep in mind I had never been on a recumbent before. Thank goodness the open house had a really large parking lot attached to it.

What attracted me to the Vision? Two things: price— I did not know if I would get the hang of riding a recumbent and not spending much over $1,000 was a requirement. Second was the modularity of the bike. At least the R40 and R42 can be purchased as long- or short-wheelbase and in above- or below-seat steering configurations. I figured if I didn’t like what I bought, I could always change it. So I made the jump and purchased an R-40 under-seat steering model.

I followed Vision owner’s manual suggestion to make the first several rides on an off-street parking lot to get used to shifting and steering. I don’t know how many tight right and left turns I made before I ventured out onto the city streets, but there were a bunch. I remember my first “fast” downhill - it was really weird having my feet way out in front of me.

I experimented with the seat in many positions. For me, the most upright position felt cramped and the completely laid-back position caused me to get a crick in my neck, so I settled on the middle position. With my leg length, that puts the boom at its farthest extension.

In all this moving the boom and the seat back and forth, I learned an elemental law of Vision-LWB physics: the longer you stretch the distance between the front of the bike and the rear, the longer you need to make the chain and the front brake cable.

I discovered all this quite by accident on my local bike trail. The bike trail is straight for miles and only has turns towards the northern end. I was doing really well until that first corner. The bike came to a quick stop. I got off and looked everything over pretty carefully. My pushing of the extendible boom to its maximum had shortened the front brake cable, which manifested itself on the first right turn. I also found out that I could not shift the chain to either the big front chain ring or any of the three large rear cogs.

Well, I stood up, picked up the bike, pivoted 180 degrees. I set the bike down and pedaled home on the blessedly straight trail. Oh yeah, using only the middle chain ring and the four outer rear cogs—funny thing about physics!

My purpose in writing this article is to let you know what I have done to “tinker” with my bicycle. My wife calls it not leaving well enough alone. During the parking lot practice riding, I discovered I really did not like the twist grip shifters that came standard with the bike. I detested making so much noise that the whole world knew I had changed gears (grinding plasticed). In addition to that, the darn things would shift one way just fine, but I had to shift one or two cogs past where I wanted to be and then to shift back—real annoying.

With my then-bike shop’s advice, I installed a Bass Worm to compensate for not having a return spring in the twist shifters. It helped some, but in a fit of frustration one Saturday, I bought some used Suntour bar-end shifters, non-indexing, and installed them—big improvement from my vantage point! Since the Bass Worm was no longer useful, I removed it.

By this time, I had found out about Recumbent Cyclist News. I bought the ‘96 Buyers’ Guide and damn near memorized it. Taking the advice contained in it, the first thing I changed was the chain from the KMC stock chain to a Sedisport. Not knowing how much chain a recumbent really consumes, I felt pretty good about buying a box from my local REI. When I got it home and compared it to the old KMC, I discovered I had the opportunity to go back to REI and buy another boxed chain. Took it home only to discover I should have bought the third boxed chain because I needed part of it, too. The clerk at REI gave me a really funny look at the third visit.

Another really neat tip I picked up was how to make a nifty chain protector. I have rather large legs. I found that the chain was doing a really good job of removing all the hair on the inner part of my right leg. The first five miles of any given ride were really unpleasant. After that, there was no hair left on that part of my leg and the rest of the rides were pretty uneventfully.

However, I determined that I didn’t want to go through that pain each ride, so I made a chain protector, following the directions in the Buyers’ Guide. I went to my local mega-hardware store and purchased a 24" length of plastic irrigation pipe riser. Perfect length! Took it home, heated a pot of water, stuck each end of the plastic pipe in the hot water long enough to soften it and belted-out the end by spinning an open-end wrench around it. All that was left was to split the chain and slide the
now-chain protector over the chain and reassemble it. I made the plastic tube stay in place by taping a tie wrap in place around the tube, running another tie-wrap through the conduit that supports the chain that has "ATP" cut out of it, and through the taped-on tie-wrap. Takes longer to type it than to do it.

Now that I had gotten accustomed to riding the bike long-wheelbase with under-seat steering, I succumbed to the temptation to convert it to short-wheelbase. They are supposed to be quicker handling, easier to climb hills and easier to mount on a roof rack.

From my experience, only the last of these three is valid. I found no difference in handling or climbing. I DID find that the short-wheelbase bike is much harsher riding when hitting any sharp bumps. But in any event, I purchased a Vision short-wheelbase boom extension. I objected to the looks of the long-wheelbase boom hanging out there in the breeze.

Remember the bike trail? One of the difficulties in riding it is caused by the wooden bollards the County installed to keep cars, buses and tractor-trailers from mistaking the trail as a really narrow one way fast-route to wherever.

In a below-seat steering recumbent, riding through these pesky things is an exercise in patience and aim, and is best done at a lower speed. I've nicked them several times - leads to some exciting practice in bicycle control!

So, a conversion to above-seat steering was the next modification. I looked at the assembly Vision offers - nicely done, but I did not like that rather TALL stem extension. I feared a quick, unintended stop would lead to my being able to sing soprano. So I ordered a Haluzak steering assembly. When it came, I discovered it was too large to fit into the Vision steering tube. An hour's worth of work with my handy-dandy Dremel tool, grinding the extra aluminum down, and it fit nicely.

I picked a weekend to make this change. But before I did anything, I started to thinking: I really didn't like the short-wheelbase ride quality. I didn't like having to lift my heel whenever making left turns to avoid hitting my heel with the front wheel.

I decided I could handle the trade-offs, so I converted the bike BACK to long-wheelbase at the same time I removed the below-seat steering and installed the Haluzak assembly. In my opinion, the bike looks less cluttered with the above-seat steering. What else have I done?

I installed the rear fender off my mountain bike, which has since gone to the great used bike shop in the sky. I modified the front fender to fit the smaller front wheel - this did not take much, just shortening the horizontal stays.

I added Mr. Tuffy Strips to the inside of my tires to reduce flats. Actually, I've used these things for many years and the only flat I have ever had is when a four-inch screw went through the tire, the tube and bent up double inside of the rim.

I replaced the larger front chain rings with 40- and 50-tooth chain rings. I also put a new bottom bracket in it. With the stock rear cluster and front granny chain ring, I now have a 24 gear inch low and a 104 gear inch high with nearly perfect half step gearing. The 50-tooth large ring is just about all the Sontour front derailleur will handle. I measured the actual wheel diameter with me sitting in the seat and got a 23" wheel diameter, so I used that rather than the nominal 26" wheel size in making the gear-inch calculations. Actually, I wrote an Excel spreadsheet to calculate the gear-inch combinations available with any front vs. rear combination.

I installed Speedplay clipless pedals. I had a terrible time getting the shoe cleat to clip-in securely, and they would release sporadically. My dealer discovered there was a problem with the cleat and they happily exchanged them.

I then tried a set of Time pedals, with lots of float. They had so much float that the only way I could uncouple was by rotating my heel inward. Unfortunately that does not work very well if the pedal crank arm happens to be in the way. Twice I couldn't uncouple and the bike and I toppled over - very embarrassing, and I injured my shoulder. So now I ride with a pair of retro Shimano Deore XT mountain bike pedals and a pair of deep-tread mountain bike shoes. I haven't found any drawback for not being cleated to the bike, but what I have found is a greater sense of security in being able to get my feet to the ground very quickly. I find this is really helpful since I ride in a more reined position than some riders. It's a minor thing, but I removed the side-entry front brake hanger and guide and replaced it with a conventional mountain bike hanger that attaches to the head tube. This allows the brake cable to enter the downtube yok straight-on.

I added a Rollamajig at the rear derailleur to remove some of the extra cable; replaced the non-indexing Sontour bar-end shifters with Shimano Ultegra bar-con bar end indexing units. Yes, they ARE better; replaced the rear derailleur with a Shimano Deore XT because the stock derailleur did not shift well with the new Shimano bar-ends; replaced the stock rear cluster with a properly spaced Shimano cluster to continue solving the difficult shifting problems. It seems that Shimano has really gotten a handle on American-style marketing! I guess I don't object when you finally have all the right Shimano components working together; everything works well.

I replaced my many-times disassembled Sedisport chain with a new Sedisport chain. It seems I wasn't as careful aligning those little pins as I thought. They were hanging up on the rear cluster teeth, causing chain skip, noise and inadvertent gear changes — very disconcerting.

I added a blinking tail light (what railroadmen call a FRED - Flashing Rear End Device) to my rear carrying rack and a Whale-Tail to the back of my helmet. My wife wanted me to mount a flag - she's worried about my not being seen. We compromised on the two flashers.

I bought two of the 32 oz. Camelback systems and stuck them just inside the strap of the Vision seat back pack. I glued some hook Velcro material to the metal of the seat left side frame and I sewed a strip of loop Velcro around the tube of each Camelback. That way, it's easy to reach the drinking tube at any time. Just reach to my left and pull the drinking tube away from the seat frame. I drink a lot of water when I ride so this works better for me than carrying multiple water bottles that are generally not easily accessible.

I replaced the original brake shoes with Kool-Stop pads - much better overall, but you still want to leave a bunch of extra room for stopping in the rain.

I installed a Cat Eye computer, using a cable meant for a tandem so I can have the pickup sensor at the rear wheel. I tried all manner of mirror combinations. Any mirror installed on the handlebars vibrates too much to be of much use, so I found a long-stemmed mirror that mounts on my glasses that works really well. For those of you in the Seattle area, Gregg's Green Lake is the ONLY place I was able to find them. Trust me-I hit seven bike shops to find it.

I purchased the Vision seat back bag and I like it. It is really convenient for carrying the two Camelback packs as well as lunch, maps, and rain gear. I also carry a fair number of tools and a full first aid kit. These are too bulky to fit in the Vision pack, so I strap a waist pack with tools and first aid kit stuffed into it just below the bend in the seat frame. The pack is out of the way but accessible when needed.

I strap a full-size frame tire pump behind the seat. Rhode Gear sells a kit that includes two rubber bushings with cut-outs for the pump and a frame, along with two straps to secure the pump to the frame and the seat frame.

The final touch, at least for the time being, was to wrap the bars and stem with real roadie-type cork handlebar tape. The end result is one very dialed Vision, and a rare one at that — a "BT" (LWB with ASS).

By the way, speaking of bike shops, I bought my bike from the shop doing the demo. They were new to recumbents. I spent too many trips driving back and forth trying to resolve fit and adjustment problems. I highly recommend you find a bike shop that knows recumbents. Have them do any bike mechanic work you're not comfortable with — buy your accessories from them — and help keep them in business!

In the Seattle area, I find Angle Lake Cyclery to be the best. Dale Clark is the co-owner along with his brother, Kelvin Clark of Angletech in Colorado. Bike shops near my home either gave me a funny look when I brought my 6 foot- plus monster into their shops, or they recommended I take my bike to Angle Lake Cyclery. The best decision I made was to take their advice.

I am a member of the NW Low Down and Laid Back Recumbent Riders and hang out with Bob Bryant and the gang. We have weekly rides from Bicentennial Park in Tukwila (Southcenter area/near SeatTac airport) out the Green River valley or to Alki beach. One of the things I enjoy most about the recumbent group I ride with is being able to talk about bikes, especially recumbents, and to look at what others have done to customize theirs.

So the real reason I wrote this article is to start the ball rolling. I would really enjoy reading about what others have done to their bikes.

Until then, happy trails tooo yooouuuu until we meet again.

Scott Groff rides with the NW rider group. He has recently traded in his Vision LWB for a 1998 Hans Stratus.
The Ross Festina Low Racer
A No-Compromise Racing Recumbent

by William "Wild Bill" Volk, bvolk@inetworld.net

When I was growing up, like most kids, I was fascinated by auto racing. I remember when the film "Le Mans" came out, and still can recall the theme to "Grand Prix." The idea of racing along in a Porsche 917 was a fixation for quite some time. Luckily I fell in love with cycling in my teens, and other than a brief acquaintance with the New Jersey Highway Patrol during 1978 in a restored Mercedes 200...I never pursued auto racing.

Bike Racing, at least the UCI/USCF variant, is akin to classic 12 meter yacht racing. The rules on equipment are fairly restricted. Don't get me wrong, a top notch racing bike is a thing of beauty. I raced USCF and college events in the late '70's and the feel of a well constructed 'full-campy' silk sewup equipped bike, in a sprint, is amazing. Still, the demands of graduate school and an ever expanding waist line took me out of competitive cycling in the early 80's.

Flash to the late '80's...and not only am I riding and racing recumbents... but I'm even running a racing series in San Diego (at the local velodrome). Part of the fun of running an event is the chance to try out a number of bikes. In December Tim Brummer, he of Lightning Cycle Dynamics fame, showed up with a Lightning M5 Lowracer (see picture). Lowracers are a style of recumbent that can be characterized by a very low seat height (typically less than 10 inches from the ground) and a very laid back seat angle (typically beyond 45 degrees). This was the first time I'd ever seen a low racer and I just had to try one out.

To be fair I have the coordination of a 12 month old toddler. It's a miracle I can even walk without falling. I can't skate, snow ski, water ski, or surf (brummer), and I've tried. Before cycling, the sports I participated in required only the ability to suffer and/or inflict pain (American football, lacrosse, and wrestling). So I often have problems riding 'bents. In fact I couldn't ride any 'bent until I managed to snag a ride on a Linear in '93 (Out of kindness, I'll not mention the other 'bents I attempted to ride on). My first 'bent, a custom S&B built in '94 for my then considerable bulk, took me a week before I could ride it with any sort of control. I still find it hard to ride many of the bikes out there...but I have gotten better at it... and considerably less bulky to boot.

The M5 is a beautiful bike, and it was fast. However I was lucky to do one slow wobbly lap of the track infield without crashing. So I didn't have all that high of an opinion of low racers in general. Still, on the Internet, one Mr. Peter Ross insisted that his Festina was different. During a visit to the San Francisco Bay area in April of 1997 I managed to snag a ride on another low racer, the Challenge Hurricane. This was a bike I could deal with. It wasn't as low as the M5, and it wasn't all that light, but it handled rather easily.

Mr. Ross is nothing if not persistent, and in time for our June racing event he mailed me the subject of this article, a 1995 Ross Festina Low Racer that had been raced in Europe during the last few years. I managed to assemble the bike without incident, partially due to his well written instructions.

The Festina is an impressive machine. Yes, it's low. The seat's a mere 7.5" above the ground. Yes, it's laid-back. The looser bike has it's seat angle at 40 degrees above the horizontal. And yes, it's fast...really fast in a way that brings back the childhood memories of all those racing films. More importantly it's one of the most stable handling bikes I have ever ridden. It's eerie how easily you find yourself rolling along with what appears to be a hand holding you up, with the minimal sort of "kick off." This test pilot managed to pedal the 8 speed, 67 tooth chain ring bike up the Torry Pines Grade... and on the way back down, got to feel what 47 mph was like on what basically looks like a pedal powered street luge.

Stable handling at any speed

The low height of the Festina also puts it under most of the headwind you might encounter. Winds decrease the closer you get to the ground and not much of anything is as low as the Festina. Great fun when you have been riding with some folks and the wind shifts direction into your face. Makes them work even harder to keep up.

Now to racing. The object in racing is speed. It also pays not to crash because as Mario Andretti says "you can't win if you don't finish." In my opinion, the longer HPV events (the hour et al) require comfort. The Festina is also quite comfortable. Not only the mesh seat, but the ride of the bike is quite forgiving. The longish wheelbase and the compliant chain stays help.

So what about speed? HPV speed is a function of many factors. The rolling resistance of the wheels, the weight of the bike, and the power of the rider all matter. However one of the most important factors is the aerodynamic resistance. This is commonly referred to as the effective area. The Festina's low profile provides a good starting point, fairings can reduce this area even more. On my commuting 'bent (with front and rear fairing) my 200 meter sprint speed (in April '97 at the track) was...
27.339 mph, using the Festina in July '97 with a fiberglass/fabric partial fairing (my head sticks out, see picture) I was able to obtain a speed of 33.683 mph. What's more important is that I was able to ride 25.833 miles in one hour on the Festina as opposed to 17.917 miles on the bike I raced in April. I was probably tired from the sprint.

Can you ride to work with it? Sure, but it's designed for racing without compromise. The chain line does make sharp turns a bit of a problem, but it's not something you would encounter in a typical event. It's not an "ideal commuter" or touring bike. I wouldn't want to pick up the groceries with a F1 car either. But for racing and "event rides" it's a great choice. Now to the specifications. My loaner had an adjustable boom to allow for a very tall rider.

In addition Peter Ross has updated the Festina to use a smaller (more obtainable) front wheel. This has improved the already fine handling. I've made notes on where the specifications have changed.

Conclusion
Successful HPV Racing requires time for training and equipment preparation. You could build your own bike, but it would be difficult to match the low frontal area of the Festina Extra Low Racer. If you want to compete the Festina provides a great machine to campaign with. You can devote more time to training and/or fairing construction. The Festina allowed me to go from 6th to 2nd in overall racing results by providing measurable speed improvements—which speaks for itself.

EDITOR'S NOTE: I got a brief chance to ride the Festina at the People Movers Bent Bash. It is a very fast and stable machine. I found the ergonomics to be more user-friendly compared to the M5 Low Racer that I had a chance to ride this past summer. The M5 lacked neck support and a natural head rest was the back wheel. Low Racers are for primarily for race tracks, however bike trails and country roads are within the realm of possibility. This would not be my first choice for street riding. Low Racers are fast, fun and the wildest ride you could hope for. Bill Volk's test bike is currently for sale through Peter Ross of Crystal Eng. UK and is currently in San Diego.

Specs at A Glance:
FESTINA LOW RACER

- PRICE: $1200 frameset + shipping, customs and duty.
- TYPE: Low Racer ASS
- DIMENSIONS:
  - Wheelbase: 44"
  - BB height: 15.5"
  - Seat height: 7.5"
  - Weight: 28 pounds
  - Weight Dist: 55% front, 45%
- FRAME: TIG welded CroMo.
- WHEELS: 451 x 28 rear, 390 x 28 front
- CRANK: 67-1. Egg ring 170mm
- DERAILLEURS: Customer spec.
- GEARING: 8-Spd 12-20
- GEAR RANGE: 45-124
- CHAIN: Customer spec.
- HEADSET/BB: Customer spec.
- SEAT: Crystal sling/mesh
- BRAKES: Customer spec.
- PEDALS: Customer spec.
- BARS/STEM: Custom stem with Euro U-bars
- PAINT: N/A.
- SOLD BY:
  - Crystal Engineering, Peter Ross
  - Unit 1A Jubilee Wharf, Penryn, Cornwall, England TR10 8AG
  - Phone: (011 44)1326 378848
  - Email: tricehpv@globalnet.co.uk

PRACTICAL & AFFORDABLE MACHINES
CUSTOM WORK
Youth Framebuilding Apprenticeships
1-800-343-5568
Email: cat@efn.org
http://www.efn.org~cat
A Project of the Center for Appropriate Transport
Comfort Cycle is... a new manufacturer of three-wheel and two-wheel recumbent cycles. Our goal is to offer the most comfortable, most enjoyable ride possible, whether your trip is across town or across the country.

Comfort Cycle is... a stable, year-round cycle you can ride anywhere.

Comfort Cycle is... prompt, direct, no-hassle shipping.

Comfort Cycle is... easy assembly, repair and maintenance at home or any bike shop.

Comfort Cycle is... easy transport, using a standard rack.

Comfort Cycle is... vertical storage with no hooks or racks, for convenient and minimal use of space.

The Chaise-3
Comfort Cycle, Inc.
9540 Midwest Avenue Cleveland, Ohio 44125
(216) 475-6100 http://www.comfortcycle.com
Email us on the web, or call for a free brochure.

LOW DOWN AND LAID BACK.....
"RCN Crew" T-SHIRTS Are available now!

LOW DOWN and LAID BACK

We have sizes large or extra large in Navy or Forest Green
To order send $13 + $3 S/H ($7 S/H non-USA/US funds) to:

• RCN T-Shirt • PO Box 58755 • Rantoul, WA 98058 •

British Built TRICE
Now available from US dealers

• East Coast: Fools Crow Tel. 904/224-4767
• West Coast: People Movers Tel. 714/633-3663

Complete trikes, framesets, or as plans for home construction

Crystal Engineering
Unit 1A Jubilee Wharf, Penryn, Cornwall, England TR10 8AQ
Tel. (011 44)1326 378848 Email: tricehpv@globalnet.co.uk

November/December 1997 39
Herman Hoffer’s goal was to pedal 100,000 miles by his 100th birthday. It was not to be, but had he not switched to a recumbent bicycle, he probably wouldn’t have even come close.

Hoffer, age 92, was killed June 7, 1997, in a collision with a car while riding his Tour Easy near his Ashley, Michigan home. According to an article in the League of Michigan Bicyclists Magazine, Hoffer apparently made a U-turn for unknown reasons in front of a passing motorist.

His grand daughter, Jodi Czuchna, said his final mileage mark was somewhere over 94,000 miles.

The retired farmer and factory worker didn’t start bicycle riding until 1969, when he was 64. He rode across the USA in 1974 and 1975 and was a frequent participant in organized bicycle rides and tours around Michigan.

Hoffer rode upright bicycles until getting his Tour Easy in September 1993. He did so after Frank Kral of nearby Owosso got one and “bragged it up,” as Hoffer told me in June 1995. Kral’s Tour Easy was too large for Hoffer to try, so he ordered one without having ridden one first. (Kral, by the way, is 82 years old and still riding his Tour Easy.)

Hoffer quickly became an advocate of recumbents. In a letter he wrote in February 1997, he described himself as “a man who has put 79,245 uncomfortable miles on one mountain and three road bikes and 14,688 comfortable miles on a recumbent.” In that same letter, he said, “I think I average about 2 miles an hour faster on my recumbent than on my other bicycles, but I quit riding them after getting my recumbent.”

Had he not switched to a recumbent, he told me in June 1995, “I believe I’d have quite riding. I don’t think I’d keep riding those uncomfortable bicycles.”

Herman Hoffer certainly was an inspiration to bicycle riders and, I’m sure, to non-bicycle riders as well. A widower, he is survived by three children, eight grandchildren and two sisters.
Calendar/Rider Group Listings

1997 EVENTS

LOW DOWN & LAID BACK RIDE TO THE BLACK DIAMOND BAKERY
Saturday November 1, 9:30 am
Kent, WA Lake Meridan Park parking lot
Regular lunch ride
Contact: Bob Bryant 206/631-5728

CALIFORNIA STREAMLINER SERIES,
Sunday November 2, 1998
Hellyer’s Velodrome
San Jose, CA
Registration at 10:00AM
Contact: Bill Volk at bvolk @ networld.net or Steve Delatre at tel.707/669-4253.

DOO DAH PARADE
Pasadena, CA Parade starts at 11am.
Contact: Gregory Dudko 509/829-5682.

LASERR RECUMBENT RALLY
December 1997
Contact Fools Crow Cycle/Ed Deaton
ph 904/224-4767 or email: edde @ freenet.tlt.fh.us

LOW DOWN & LAID BACK RIDE TO THE BLACK DIAMOND BAKERY
Saturday December 6, 9:30 am
Kent, WA Lake Meridan Park parking lot
Regular lunch ride.

Contact your local rider group to find out about off-season activities.
Most rider groups have little or no budget. Get involved! Start your own rider group!

USA RIDER GROUPS

- ALABAMA/GEORGIA (North state):
  First Sat. of every month, 9 a.m. from Hokes Bluff, AL City Hall.
  Call Dave @ 205/492-3454 or Email: burges @ cybfryme.com

- CALIFORNIA, EASY RACERS (Watsonville):
  3rd Saturday of each month, 9:30am, 205/722-9797.

- CALIFORNIA, EASY RIDERS (LA area):
  Third Sun. of every month, 8 a.m. at Burton W. Chase Park, Mandarano Way, Marina Del Rey, CA.
  Chris Broom Email: cbroom @ arco.com

- CALIFORNIA, EASY RIDERS (Orange County):
  Monthly rides to the beach in Orange County, Ph#714/633-3663.

- CALIFORNIA, EASY RIDERS (San Francisco):
  Dave @ 415/571-5147.

- CALIFORNIA, EASY RIDERS (San Diego):
  Last Sat. of every month from the Mission Bay Visitors Center, Bill Volk, 2348 Lagoon View Drive, Cardiff CA 92027.
  Ph# 619/824-8203, Email: bill_volk @ lightspan.com

- CALIFORNIA, EASY RIDERS (Sacramento):
  Recumbent Riders of Sacramento weekend and moonlight rides along the American River Parkway.
  Call Gary @ 916/947-1468, Dave @ (916) 483-4435 or Email: Recumers @ aol.com

- CALIFORNIA, EASY RIDERS (San Francisco):
  EZ Riders of San Dimas. (-30 mi. E of LA) Meet Sat. for work out to ride of 20-50 mili. Sun. are casual breakfast rides of 10-20 mi.
  Contact: odonnell @ xsis.xerox.com (for a ride schedule) 
  & lacheetz @ cybergff.com & lac @ usa.net

- CONNECTICUT Recumbent Yankee Peddlers meet the second Sunday at 11am.
  Contact for starting point.

- FLORIDA, FOOLS CROW CYCLES, LASERR, (Tallahassee):
  Call for schedule.
  Ed Deaton ph 904/224-4767 or email: edde @ freenet.tlt.fh.us

- ILLINOIS WISIL, (Chicago area):
  Contact: Len Brunkeila, 260 S. Channing, Apt. #110, Elgin, IL, 60120-5619.

- ILLINOIS RIDEs, (Chicago area):
  Contact: Fast Eddie Gin ph#773-237-6624

- ILLINOIS, (Champaign/ Bloomington area):
  Tom Smith at ph#723-7305, Email: smitht @spsych. uiuc.edu for info.

- MASSACHUSETTS (North Shore):
  Rent riders wanted! Zip areas 018 and 019, who might want to meet others of the same persuasion to ride on our nice backroads.
  Bikes, 29 Burley St., Woonah, MA 01984, (508) 774-9986.

- MICHIGAN:
  Michael Elaasohn, 2708 Lake Shore Dr., #307, St. Joseph, MI 49085.
  Ph#616/922-4038.

- MINNESOTA, MHPVA (Minneapolis): Meets 2nd Wed. 7:00 PM Lake Nokomis Community Ctr. Pre-Meeting Ride 6:00 PM - Mar-Oct.
  Contact: Mark Stochen @ 612/824-2372

- NEBRASKA County Cruisers (Omaha):
  No fees, no dues, just lots of fun! Ph#402/533-4472.
  http://www.minity.com/~armand.html

- NEW MEXICO (Albuquerque) Ride one Sunday morning per month.
  Contact Hostat Absolutely Recumbent Ph#505/345-7736

- OREGON HPV ASSOC. (greater Portland):
  Meetings rides and a bimonthly newsletter.
  Contact: Jeff Wilks @ 503/254-3736 Email: jeffwilks @ paclander.com
  OHPV, PO Box 614, Beaverton, OR 97075

- R.CENT (Recumbent Bicycle Enthusiasts of North Texas):
  4th Saturday of the month. Call for time and location.
  Ph#972/329-1225, Web: http://web2.auril.net/lumbert2/brentbride.htm

- TEXAS, (Houston, Texas):
  Ride on the 2nd Saturday. 8am start.
  Meet at Katy HS yard round. Come join us Contact: Pat @ 281/347-3627

- WASHINGTON, LOW DOWN & LAID BACK RECUMBENT RIDERS
  (Seattle, R.
  King Co.):
  Meet 1st Saturday at 9:30 am at the Lake Meridiang Park plaza in Kent.
  The group also meets for impromptu weekly rides. Please email or call for schedule.
  Bob, Tel. 253/631-5728, DrRecumbant @ aol.com

- WASHINGTON (SW) Vancouver Bicycle Club recumbent rides meet on the 3rd Saturday of the month from the Old Holland Bakery. Ride starts at 9am.
  Gale Simpson @ 360/891-1947

- WASHINGTON (SE) WRITGW:
  Two Wheeled, Recumbent Riding Trombone Teachers of Walla Walla.
  Bill email: VonBruno @ bmi.tinet.com

- WASHINGTON DC AREA:
  W.H.I.R.L. Meets Saturdays 8 a.m. (9 a.m. winter) at the VIers Mill
  Recreation Center, MD, north end of Beach Drive. Weather permitting.
  Contact: Vic Sussman @ 703/565-3050 or whirrcycling.org

- WISCONSIN: Greater Madison Recumbent Brigade. Last Saturday of the month 9am at State St. corner of the Capitol.
  May to October. Loose format. Bring suggestions for route.
  Contact: mfox @ lss.wisc.edu

The next step in the evolutionary cycle.
Call, 1.800.231.3136

Recumbent Cyclist News #42
ANGLETECH

BikeE “Air Tech”

Introducing the ANGLETECH version of the new BikeE Air Tech suspended “Compact.” Our AT21GL model is outfitted with Sachs Quartz, Magura ESP 9.0SL and Ritchey equipment. The RE21SHO has Phil, Sachs, Magura, ESP 9.0SL and an Ultegra hollow forged crank with a matching bottom bracket!

THE QUADRAPED TOTAL BODY WORKOUT TRIKE

Excellent for physical therapy too. Also available in the leg-power only TRI-SPEEDER model.

RANS SCREAMER

The four SCREAMER models from ANGLETECH feature such gearhead pleasing options as up to 84 speeds, a custom NOBILETTE tandem-spec front fork for precise handling, a suspended front fork as well as the unique option of independent coasting.

RUBBER!!! AND

Looking for an obscure part or quality parts groups to finish your masterpiece? Give us a call! We’ve got the tires (16", 20", 24", 26", or 700c). From Continental, Haro, Primo, National, Avocet to name just a few. Forks, wheels, lube, you name it, we’ve got the HPV parts you need waiting on our racks, ready to go!

“98 ANGLETECH/RANS “VIVO GL63”

“ANGLETECH SPEC” THE REAL THING, no caffeine: Ultimate value is not necessarily the cheapest price for a bike with an LX derailleur! We offer quality components throughout your bike, right down to the invisible things like cables, brake shoes, chain and build. ANGLETECH SPEC delivers the real value.

THE ’98 “ALTITUDE”

“BIKE TECHNOLOGY FROM A DIFFERENT ANGLE”
RCN ReCycle Classified Ads

DEALERS

**RECURBENT SPECIALS**
Bike E 21spd Roadie: $891. All Around $821. Stealth $875. Linear Compact $879. Prices include delivery, guaranteed satisfaction. Call Ray at Recumbent Barn Tel. 310-782-6248. (CA/42)

JULIAN BICYCLE COMPANY: We sell Comfort and Performance! For the sit-down cyclist who demands the Comfort and Performance of a recumbent, we carry Rans and Easy Racer bikes. For the traditional cyclist or mountain biker, we sell Softride and Otis Guy cycles. We set you up PROPERLY! Serving San Diego and Imperial Counties. Julian Bicycle Company. Tel. 619/765-2200. Demo bikes available.

**PEOPLE MOVERS**

North America's LARGEST Recumbent Bicycle Shop! Featuring: ATP, Bike E, Haluzak, Rans, Easy Racers and more! We are a FULL-SERVICE recumbent MAIL ORDER specialist as well as an "official" RCN agent. Ph:714-633-3663 or Email: PembleMovers@aol.com

---

**EASY STREET RECUMBENTS**

---

USED 'BENTS' FOR SALE: 97 EASY RACER GRR Black Gold. Like new, Very low miles $2300; 97 LIGHTNING P-38, Black, suspension fork, 300 miles $300; 96 GT EDGE, 16 lb road bike, Ultegra 8-speed $1400; 97 Fuji Mt Fuji FX, Manitou 5 fork, Brand new $700; 92 Bridgestone MB 0, Great shape, a classic $400. To purchase any or all of the above bicycles contact John Cunningham at 719/683-2713. (CO/43)

FOR SALE: THE FAMOUS PRESTO with upgraded components. 21 speed, new performance (larger) 20 inch wheels (with 1&3/8 tires), new brakes. Very stable, fast, comfortable. Includes large trunk and elastomer shock absorption. Other details are available such as Acco Spoke wheels at $499. Call Dr. Bike or Dr. at the Hottest Bike Shop in the South West: 1-800-DT Biker (41)

FOR SALE: Bike E 2-Speed. Has 2" wider handlebars, accessory mounting bracket, custom pannier rack, fenders. Violet in color. Like new, < 20 miles. $900. Thomas, tel. 802/655-5852 (43)

FOR SALE: CUSTOM BUILT SWB underside steering, 700c rear, 20" front wheel with hub brake. Triple crank with Sachs 2x7 rear hub. Fits riders 42-46" X-seam. Good experimental commuter for flat land riding $400. 916/273-8818 (42)

---

RCN CLASSIFIED ADS WORK!
And some are free. See page 48 for more info.


FOR SALE: ROTATOR PURSUIT, 35-speed, LWB, only 950 miles, very comfortable! Two Sachs Centera derailleur, Sachs brakes, Sachs Plus twist shifters $970, 219/257-1883 anytime or 219/674-7660 (42)

FOR BENTS FOR SALE: V-Rex 24/20/63-1500. LIGHTNING P-38, 97, Large size, Blue, Shimano Dercoe equipped, 16x17x front wheels. $1300. Ph:803/393-4527 (CO/42)

FOR SALE: GOLD RUSH REPLICA, medium size, Phil Wood hubs, Shimano drivetrain. $800. Call Erwin evenings 704/289-1243 (NC/42).


FOR SALE: RAY VANGUARD, 1994 model, custom paint, Scott SE brakes, Blackburn rear rack, Original $1600. For sale $900 or best offer. Joseph Marzocco, 3628 SW Hillsdale Dr., Portland, OR 97221, Joseph@involved.com, Ph:503/227-0404. (OR/42)

FOR SALE: LINEAR RECUMBENT, 42" frame, black, like new $999. 1994 model. Great bike. 773/465-5906. (IL/42)


---

WEDGES


See page 48 for classified order form. Next ad deadline is: December 10, 1997.

---

PARTS

FOR SALE: ZIPPER FAIRING for ATP Vision and Haluzak Horizon. Brand new, only used 2 days. Orig. price $400. Asking $300 or best offer. Tel.770/645-8689 or jimcobb@ mindspring.com

WANTED

WANTED: INFO on Rick Horwitz Practical Innovations Trikes, Thunderbolt, Zephyr Mix III trike, wheel trikes, frameset, new or used. Phone toll-free 1-888-222-DREAM ask for Dan.


WANTED: EASY RACER PLANS: Email: MADMIKE@WAC.com

---

RCN CLASSIFIED ADS WORK! And some are free! See page 48.

---

VIDEO

1996 WHPVSC VIDEO TAPES
Las Vegas HFPV racing 1996 min. 2-VHS tapes $30 postage. Gregory Du Val, 2930 Colorado Ave. 90412, Santa Monica, CA 90404-3474 or Phone 310/829-5662.

• 1995 WORLD HFPV CHAMPS VIDEO
Lylestady HPV Racing TV video by Brian Duddington. 2-hours. $25 U.S. Funds, check/money order to: Steve Bles, 5149 Crestlawn Dr. E. Canton, OH 44710.

KITS & PLANS

BUILD YOUR OWN RECUMBENT: Our detailed plans show you how to do it, CAD designed with fully illustrated building guide. $33 (N. America), $37 (overseas). BENTECH, P.O. Box 44, McKean, PA 16426 WEB http://members.aol.com/dromerio/bentech.htm (42)

---

RCN BACK ISSUE SALE

- RCN ANY 6 $25 POSTPAID USA
Save $8 (Add $6 outside USA)

- RCN ANY 12 $40 POSTPAID USA
Save $15 (Add $12 outside USA)

Issues available: #2-#41. Issues that are sold out at this time: 6, 7, 14, 23, 36, 37. RCN 26/27, 32/33 and 36 count as two (buyers guides). Please select alternates in case your selection is sold out. Payment: must be cash or personal check (USA), or bank draft in USA funds/cash outside the USA.

PRICES VALID through DECEMBER 1997 only on orders mailed directly to: RCN, POB 58755, RENTON, WA 98058 ONLY!
A complete selection of components and supplies for the
owner-built recumbent!

PRAIRIE DESIGNS / HPV SUPPLY
21806 S. BROADACRES RD
PRETTY PRAIRIE, KS 67570
316-459-6237

STRAIGHTEN UP AND RIDE-RITE!

• Backrest adjusts as you ride
• Never any foot/pedal interference
• Easy familiar handling

Advanta SR-1, Sachs 3x7 Neos Group $1495 + Tax & Freight
Ride-Rite 6322 114th Ave, SE Bellevue, WA 98006, Ph 206/228-8006

FALMOUTH RECUMBENT
BICYCLES
PO BOX 6781
PORTLAND, MAINE 04101
• COMFORTABLE, SAFE, FAST
• DEMONSTRATION RIDES
BY APPOINTMENT
• CALL TODAY! 207/781-4637
• http://www.sels.com/~MDoyle/
Fast Freddy on the EZ1—courtesy of Easy Racers, Inc.

EASY RACERS, INC.
2891 Freedom Blvd., Watsonville, CA 95076
www.easyracers.com
408-722-9797
ROAD & RACE PROVEN
RECUMBENTS

Laidback and Loving It
Gardner Martin

Recumbent Sea
Is now the
Speed Merchants, Inc

106 East Bridge St. Tel. (616) 866-2226
Rockford, MI 49341
http://www.speedmerchants.com
“Friends Don’t Let Friends Ride Junk”

In Minnesota
Do the READIN’ (in RCN)
Do the RIDIN’ (with us)
Do the ‘RITHMETIC ($$)

Test Ride RANS and BikeE
DICKS RECUMBENT CYCLE
7685 Heritage Road
Eden Prairie, MN 55346
Ph# 612/949-3781
or 612/866-5224
Email: 104315.2602@Compuserve.com

BIKE WORKS
Your recumbent source in the
PACIFIC NORTHWEST
Specializing in ATP VISION See,
Examine & test ride Short, long,
intermediate, & tandem recumbents
We speak recumbentese & provide unmatched customer service
12717 4th Ave. W. 206/742-2600
Everett, WA 98204 206/348-7999

NorthEast Recumbents
BikeE / Vision / Lightning / Easy Racers /
Windcheetah...& more for test rides & showroom
CALL Tel. & Fax: 973-239-8968
9 Wayland Drive, Verona, NJ 07044

FUTURE CYCLES
Your European Recumbent Connection
RCN European Agent, U.K. Recumbent Specialist, Major European
Brands, Special Needs, Folders, Trikes
We have RCN 1997 Buyers’ Guides In Stock Now!
From the USA: 011 44 1342 822847
Friends Yard London Road Forest Row
East Sussex RH18 5EE England

In Toronto
BikeE, Vision, Linear, Windcheetah

The Bicycle Spokesman
10212-A Yonge St.
Richmond Hill, Ont.
(905) 737-4343

November/December 1997
We Want This Page Back.

We’ve designed this page to double as a no-waste, do-it-yourself recycled envelope. Please use it... to sign on as a Recumbent Cyclist News subscriber, order a back issue, buyers’ guide or to simply to let us know your ideas.

Just Cut.....Fold....Tape....and Mail!

1. Cut along the dashed line.
2. Fold end flaps first.
3. Fold along centerline.
4. Insert your check or letter.
5. Fold top flap and tape.
6. Stamp and mail!

Don’t Forget to Tape the Edges
The World’s Premier Recumbent Bicycle Publication! We’re also the world’s only dedicated recumbent publication.... RCN has been printed by and for recumbent enthusiasts ON TIME for SEVEN YEARS!

Each RCN is filled with: Road Tests, Reviews, Produce Updates, New Products, Industry News, Touring Stories, Homebuilder Stories, Real-World User Input, News & Rumors and Blantant Opinions!

Subscribe Today

- $6 Sample Issue ($8 foreign)
- $30 USA Subscription
  Third class mail/allow 8-12 weeks.
- $55 USA Stadard Two Year
  Third class mail/up to 5-weeks longer.
- $42 Deluxe First Class
  First class in envelope/up to 5 wks faster.
- $77 USA Deluxe Two Year
  First Class in an envelope.
- $85 Supporter-V
  5-copies /mailed via Priority mail

- $115 Supporter-X
  10-copies /mailed via Priority mail.
- $215 Supporter-XX
  20-copies /mailed via Priority mail.
- $42 Canadian Deluxe
  US funds only, sorry, no personal checks.
- $60 World Air Mail
  (US Funds/cash bank draft)
  - WA State residents must add 8.2% sales tax
  - RCN is published bimonthly. Please allow 8-12 weeks for your first issue.

• Sorry, we DO NOT offer credit card service at this time.
  • European Service, Contact Future Cycles, Friends Yard, London Road, Forest Row, East Sussex, England, RH18 5EE. Phone: 01342 822 847. UK rates are £225.95
  • Australian customers contact Greenspeed, Ph# +61 3 9758 5541/Fax +61 3 9752 4115 Email: greenshp@ozemail.com.au.
  • RCN is not generally available on the newsstand, though many of the finest recumbent shops in the world carry RCN. Distributor’s prices may vary.

Back Issues—RCN

Prices are listed as: USA/CA. State incl. tax/ CANADA-WORDWIDE and are in US Funds only (cash or bank draft). Prices include postage.

- RCN#24 1993/94. Linear LWB ............. $6/$6.50/$8
- RCN#25 1994/95/96/97/98 ............. $6/$6.50/$8
- RCN#26 1995 Buyers Guide ............. $7/$6.50/$9
- RCN#27 1996 Buyers Guide ............. $7/$6.50/$9
- RCN#28 Easy Racer EZ1 .............. $6/$6.50/$8
- RCN#29 Ryan Vanguard ............. $6/$6.50/$8
- RCN#30 Greenspeed trike ........... $6/$6.50/$8
- RCN#31 Huluzak/Rams Tailwind ........ $6/$6.50/$8
- RCN#32/33 '96 Buyers Guide .......... $9/$9.74/$12
- RCN#34 Screamer and Double Vision tandem shootout! Lighting Stealth ........... $6/$6.50/$8
- RCN#35 Bike-E-Z/1/Vision R-44 ....... $6/$6.50/$8
- RCN#36 Rans Stratus, Aux. power/Vision Zzipper ........... $6/$6.50/$8
- RCN#37 Rans Stratus, Aux. power/Vision Zzipper ........... $6/$6.50/$8
- RCN#38 1997 Buyers Guide ....... $9/$9.74/$12
- RCN#39 Rans Stratus, Aux. power/Vision Zzipper ........... $6/$6.50/$8
- RCN#40 Wheel EVOGLIDE/Turner T-Lite/ S & B Beach Cruiser ........... $6/$6.50/$8
- RCN#41 AngleTech Altitude, Huluzak Hybrid Race and HPM Triton ........... $6/$6.50/$8
- RCN#42 Available Dec. '97 .......... $6/$6.50/$8

MULITIPLE COPY DEALS

- ANY-4 Back issues ................. $33/$35.71/$40
- ANY-12 Back issues ............... $55/$59.51/$74

BUYERS GUIDE

- RCN#38 1997 Buyers’ Guide (our LARGEST ever!) ........ $15/$16.23/$19

PLEASE MAIL ORDERS TO:
RCN, PO Box 58755, Renton, WA 98058
RCN INFO-LINE: 253/630-7200
RCN FAX: 253/631-5728
EMAIL: DrRecumbent@aol.com

CIRCULATION/ORDER PROBLEM? Call 253/631-5728

CREDIT CARD ORDERS: People Movers is an independent agent for RCN and offers select options via phone/credit card. Call 714/633-3663. RCN advertised sales/specials may not be valid.

Classified Ad Order Form

Subscriber/Non-Commercial Rate: $15 for two insertions to 35 words. Non-Subscribers: $30

Commercial Rate: $35 or $1 per word 35 word minimum, prepay only; Classified ad orders must be paid in advance and are taken by mail/Email/ fax only. Email: DrRecumbent@aol.com. Call Ph#253/631-5728 for a commercial/display ad rate sheet.


Ad Deadline for RCN#43 is December 10, 1997

Check box if ad has been sent via email already.

(END 35 WORDS)
Stop climbing, lifting and reaching for your bikes!
Mount the DraftMaster into a standard two-inch hitch receiver
and carry up to five bikes with a stable fork mount system.

The standard DraftMaster will accommodate SWB bikes. (35" to 45")
Add the new Compact Mount to carry CLWB (45" to 55")
or the Tandem Mount to carry LWB bikes (up to 75").

The DraftMaster even pivots away for access to rear cargo doors
and easy mounting of LWB bikes.

So reach for the phone and stop reaching for your bikes.

Free brochure: 1.800.659.5569

A Bike Shop Like No Other!

TANDEM, SINGLE, TRIKE, FOLDING, KIDS

Framesets, Custom Wheels, Obscure Parts
Trailers, Folding Bikes, Tools, Trainers, Apparel
Service, Frame Repair & Modification
Refinishing & Restoration...Most Same Day!

Used Bikes, Classic, Antique and Modern

Mt. Airy
BICYCLE COMPANY

301-831-5151
4540 OLD NAT'L PIKE (MD 144E)
1/2 Mi E of MD 27 (I-70 exit 68)
MT. AIRY, MARYLAND 21771

Order Line
1-888-RECUMBENT

Join Us Online
abike@aol.com
www.bike123.com

November/December 1997
Last months puzzle winner.....

The first and third are diamond frame riders. The second rider is a recumbent rider. Remember the first riders answer couldn't be heard. The only answer he could give to the question was "I am a recumbent rider." Based on this, everything falls into place. The winning entry was chosen from a month a number of correct entries. It was submitted by Bill Volk—Congrats Bill.

This months puzzle is a real easy one.....

Say you have two poles, each 30 feet high. There is a 40 foot long cable which is attached to the top of each pole and stretched between them. What is the distance between the poles? One entry per person.

In the case of more than one correct entry, the winner will be drawn from a random drawing. The winner will receive a one year RCN subscription and $25 People Movers Gift Certificate.

GLOW WHEELS are the worlds best and brightest spoke/wheel reflectors. Almost invisible during the day, at night they light up from 1/4 mile away. Pack of 8 (4 per wheel) just $5.99

WHITE LIGHTNING keeps your chain clean and trouble free. Get the new Super Size (9.5 fl. oz) reg. $12.99 now just $10.79

SPINNIES can save your life. They are just $3.99, $7.99 or $8.99 each plus $3 shipping. Get these colorful wind & eye catchers today.

AIR ZOUND HORNS were $34.95 and now are only $29.95. Order 2 for just $49.95 and save $10.

TAKE A LOOK rear view mirror.
Absolutely the finest rear view mirror made.
Attaches to glasses or helmet. $10.95

SIX STOLEN BIKES STILL MISSING
A blue Lightning P-38 #733, a blue BikeE #196272, a red BikeE (#19680), a purple BikeE (19646), a Black BikeE (19601) and a red EZ-1 (#189) were in the six bikes stolen from People Movers in May 1996.

The 1998 models are on the way...!

1998 BikeE
Air Tech
RoadE

Give us a call today to get the full scoop on the new BikeE Air Tech suspended models, Rans Tailwind, Gliss, Vivo and others. Our Fall special is $50 off a Rans Tailwind or a free shock pump ($50 value) on a BikeE AirTech (thru 12/15/97).

FULL FAIRINGS! Learn to build a body fairing for your bike for under $100. The video from our seminar is just $16.95 and it takes you step by step through the construction process.

People Movers Sells Bikes Too!!

SEND AN S.A.S.E. (55c) FOR PEOPLE MOVERS FREE PARTS AND ACCESSORIES CATALOG

Selling or buying a bike? Do it the safe way. Call People Movers about our ESCROW service. It protects buyers and sellers.

Visit our web site at http://www.recumbent.com

PEOPLE MOVERS IS OPEN SIX DAYS A WEEK (CLOSED MONDAYS). WE ARE A FULL SERVICE SHOP AND SHOWROOM. WE MAIL ORDER PARTS & BIKES EVERYWHERE. 3 MILES EAST OF DISNEYLAND AT 980 N. MAIN ST. ORANGE, CALIFORNIA 92867

CALL 714/633-3663

VISA • DISCOVER • MASTERCARD
You Can Get Proven Quality With This Street Legal Version Of The 14-time World Record Breaking Gold Rush.

The RCN Buyers’ Guide says:
- The BEST High-Performance LWB
- The BEST LWB Bent Design Theory
- The BEST BENT Component Group
- The BEST Craftsmanship on a BENT
- The BEST Bent Hill Climber
- The BEST Bent Handling

Check out these specs:
- Shimano XTR
- Boone Technology CNC cranks
- Ti Cogs & Bottom bracket
- Heat treated Aluminum frame
- Mirror Black finish
- Opt. Carbon Fiber fairing/body sock

"The performance and high-speed stability of the Gold Rush Replica are still unmatched by any other recumbent"
Robert J. Bryant,
Recumbent Cyclist News

Guaranteed Opportunity to save your health. Only $2995.

EASY RACERS INC

You too can be:
Laid back and lovin it!

Urgent. Call Today!
Easy Racers, Inc.
PO Box 255 Freedom, CA 95019
Voice/fax 408-722-9797
Tooeasy1@aol.com
Web: www.easyracers.com