

# Recumbent Cyclist News

RCN 083 A Publication by and for Recumbent Enthusiasts Since 1990 July/August 2004



More Fun With GPS  
See page 16



The HP Velo Street Machine  
see page 10



Burley CFO Marty Childs riding the new Jett Creek

## The Burley Jett Creek

By Bob Bryant

*"The Jett Creek is perfect for those seeking a truly comfortable bike. You'll like how you can hold your head in a natural position and steer with relaxed shoulders, arms and wrists. The Jett Creek's long wheelbase frame provides comfort using our passive suspension design that absorbs many low-level bumps and vibrations. The low seat and bottom bracket height provide a stable and relaxed riding position" —Burley*

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Check out our updated website at:  
[www.recumbencyclistnews.com](http://www.recumbencyclistnews.com)

**B**urley has quickly become a leader in recumbent bicycles sales in North America. First came the long wheelbase (LWB) Limbo and later the Canto/Taiko. All have monotube frames, moderate pedal/bottom bracket heights and linkage over-seat steering (OSS). Burley then took on the short wheelbase genre with the Hepcat/Django.

For 2004, Burley is introducing a new LWB with direct OSS (no linkage), a different monotube frame with low step-over height and a low pedals/bottom bracket. Now that I have your attention, this new bike is built in Eugene, Oregon, and is available in two models, the Jett Creek (tested) at \$1149 and the Koosah at \$899. With this you get Burley's well known find build quality, the back up of

a well known and respected manufacturer and about the best value in LWB you could hope for.

#### Systems

**Frame:** Burley's Jett Creek frame is its trademark zig-zag monotube. From the head tube, an ovalized over-sized CroMo tube drops to the bottom bracket, angles upward to the seat mount and connects to mono-stays. There's no truss or triangulation in sight. The frame is beautifully made in Burley's Eugene, Oregon, factory.

**Fork:** The bike has a custom CroMo frame with geometry specific to the bike.

**Steering:** The Jett Creek's stem and riser

Continued on page 8



# Recumbent Cyclist News

"A newsletter by and for recumbent bicycle enthusiasts, since 1990."

## Subscription Information

Recumbent Cyclist News is published six times per year, every other month. See below for subscription rates.

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# Editorial License: 2004 Survey

by Bob Bryant, Publisher

bob@recumbencyclistnews.com

Over the past several weeks we've been processing reader surveys. I would like to thank everyone who participated in this survey. It helps us do our job better if we know what you're thinking. By the way, everybody in our industry should read these survey results. The folks who provide us with this valuable information also pay to read RCN. They are devoted and serious recumbent bicycle enthusiasts. Here are the results that we have compiled:

## About RCN Readers

(Who Completed the Survey):

97% are men and 3% are women.

6% are under 30 years old.

2% are 31-40 years old.

19% are 41-50 years old.

60% are over 51 years old.

## The income range is as follows:

Low: 14%; Medium: 42%; High: 15%; No response: 29%.

(We didn't ask for specific dollar amounts; most of you know where you stand.)

## Average Price Paid for a Recumbent:

\$2,200

38% paid less than \$1,500 and 62% paid more than \$1,500.

## Most Recent Recumbent Purchase:

25% of respondents purchased their most recent bike before 2000.

30% purchased most recently in 2001 or 2002, and 40% in 2003/2004.

57% are owners of more than one recumbent bicycle.

## Clipless Pedals

60% ride with clipless pedals.

30% do not ride with clipless pedals.

5% ride with them sometimes.

3% quit using them due to an accident.

2% called themselves "performance riders" and don't use clipless.

## Buyer Influences:

Readers find recumbents difficult to buy because of the different styles, choices, selection of manufacturers and dealer politics. Finding proper guidance and a dealer to help you find the right bike can be difficult. The number of recumbent riders who buy several bikes before they find the "perfect" one is embarrassingly high.

## What influences your recumbent buying decision?

Road Tests: 33%.

RCN: 24%.

Look/Style: 14%.

Bentrideronline: 7%.

Manufacturer: 5%.

Newsgroups: 5%.

Rider Group: 5%.

Friend: 3%

Recumbent & Tandem Rider Magazine: 2%.

Stock: 2%.

## Which features are the most important to you?

Comfort: 40%.

Performance: 25%.

Weight (or lightweight): 9%.

Price: 8%.

Dealer stock: 3%.

The most popular answer to this question was "comfort, weight and performance" with a few "price" responses thrown in. Most of you seem to want the same things from a recumbent. We forgot to ask about cargo carrying

*Continued on page 26*

# JAY'S

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CRAIG ALLEN RIPLEY

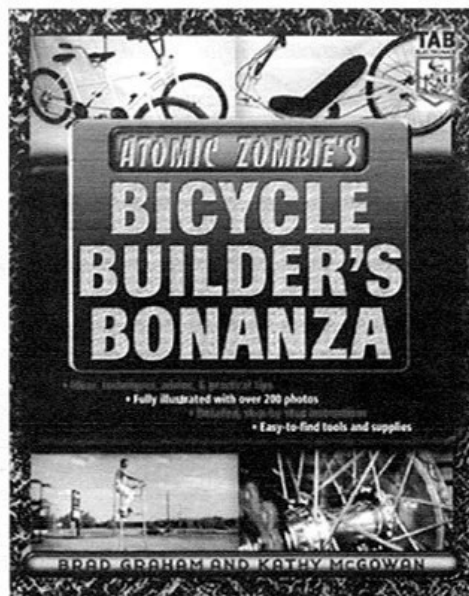
## Cool Recumbent Art!

Recumbent Art Prints and Custom Cycling Portraits — Craig Ripley Studios offers a line of limited edition lithographs called "The Spirit of Cycling Art Prints." Each print is based on an original pastel illustration and is signed and numbered by the artist. Craig has been an avid cyclist for more than 25 years and has been creating bicycle illustrations since 1987. During the last few years he began developing hand and neck problems while riding. "It was getting to the point where cycling was just not fun any more, so I decided to try a recumbent. It has really rejuvenated my love of cycling! I am riding centuries and multi-day tours again."

This new found love of cycling has inspired Craig to add two new recumbent based illustrations to his portfolio. "Bent View" and "Laid Back N' Cruisin'" are now available for pre-sale. Each print will retail for \$29.99, but pre-sale customers can purchase the posters for just \$22.99.

In addition to his art prints, Craig also offers custom cycling portraits. Send him a picture of yourself on your bike, or of your trusty steed posing by itself and he will create a custom work of art just for you.

See Craig's art prints and get the details on his custom bike portraits at [www.craigripley.com](http://www.craigripley.com). ♦



## AtomicZombie's Bicycle Builders Bonanza

### SUPERBIKES (FOR STINGY BUDGETS)

For bicycle lovers, tinkerers and inventors, this dream resource offers hours of fun, creativity, and adventure. If you have standard workshop tools, Atomic Zombies Bicycle Builders Bonanza provides everything else you need to create cool custom bicycles on a shoestring budget. You'll find exciting plans for choppers, low racers, tallbikes, recumbents, tandems and others that defy description.

You'll learn how easy — and cheap — it can be to build your own recumbent bike. This book has plans for a BMX-based SWB, FWD (front wheel drive) SWB, low LWB and other weird bikes. Instructions and photos are included for each model discussed.

Written by long-time bike hobbyist and inventor Brad Graham, founder and host of the [atomiczombie.com](http://atomiczombie.com) bicycle builders website, and creator of the world's tallest bike, this value-packed, heavily illustrated manual offers an exciting range of resources from complete custom bike plans to details on working with tools and customizing bikes you already own.

*The Atomic Zombie book is 388 pages of bike-building fun — a must have for any recumbent homebuilder/tinkerer.*

Book Website: [www.atomiczombie.com](http://www.atomiczombie.com)

Price: \$24.95 list.

Source: Atomic Zombie

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## Book Review

### The Recumbent Bicycle

Author: Gunnar Fehlau

Pages: 192 + 12 color photo pages

Price: \$19.95

Publish date: January 2004, 2nd edition

**T**he *Recumbent Bicycle* is currently the only published book about recumbent bicycles. The book was originally published in German. Jeff Potter's Out Your Back Door Press brought the book to North America with the help of translator Jasmin Fischer.

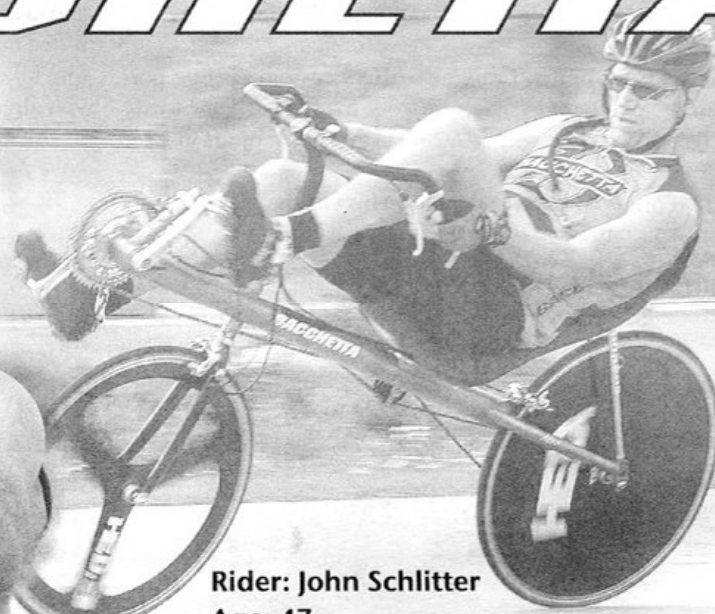
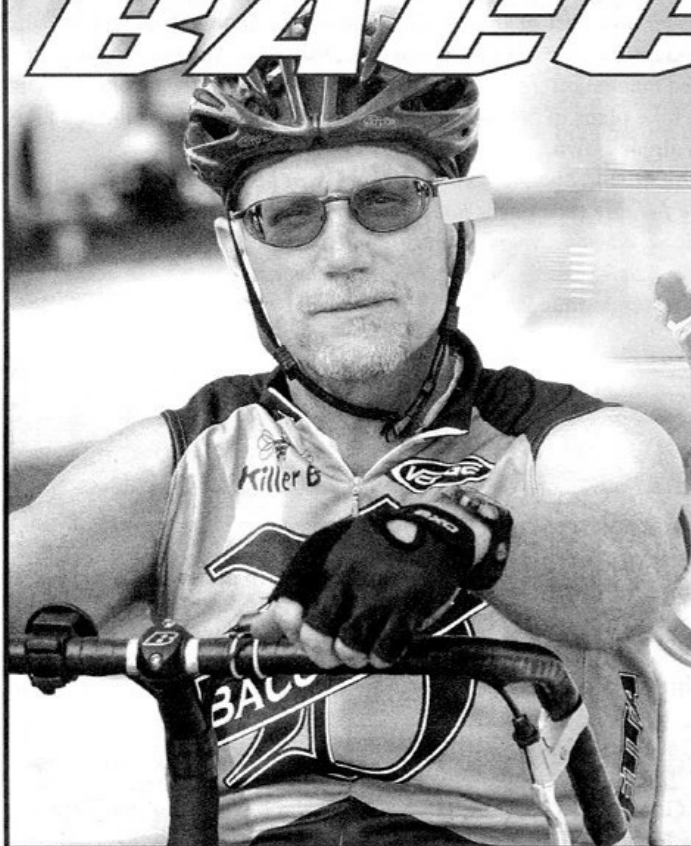
The book covers most every aspect of recumbent bicycles, including history, everyday use and design. There are sections covering racing, physics and aerodynamics, as well as an extensive resource list. The design section is good in that it discusses the pros and cons of the varying recumbent styles. While very informative, the perspective, history, point of view and even some of the terminology tends to be European.

In the second edition, Jeff Potter has added new photos and information. There are photos of homebuilts, European bikes, North American bikes, racers and some out-of-production models.

The book does not offer much market information about current production recumbent bicycles in North America. The photos of homebuilt, experimental and out-of-production recumbents may confuse readers who may be looking to buy a recumbent. Keeping a publication such as this current would be a very difficult task, as the recumbent world changes very quickly. Lastly, some of the resources are a bit dated. Despite these minor criticisms, the book is a must read for every new recumbent enthusiast. ♦

**RCN 081 CORRECTION:** ZZip Design's correct phone number is: 888-946-7276.

# BACCHETTA

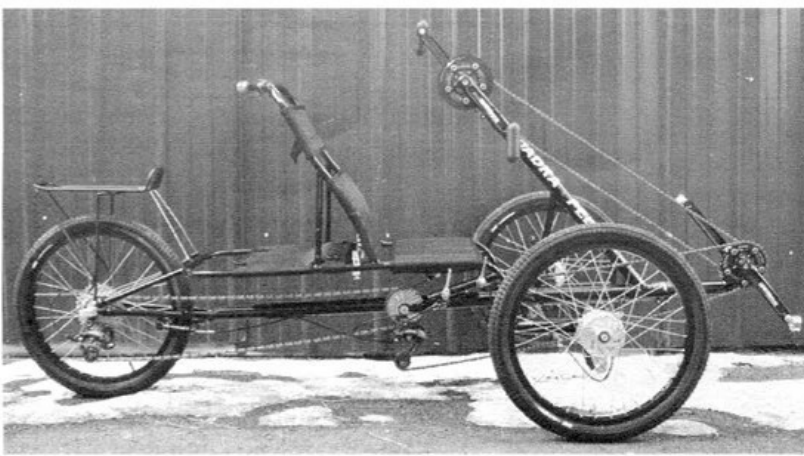


**Rider:** John Schlitter  
**Age:** 47  
**Bike:** Bacchetta Aero  
**Event:** 2004 Bike Across Florida  
**Distance:** 167 miles  
**Finish:** First, 6:34:10 (course record)

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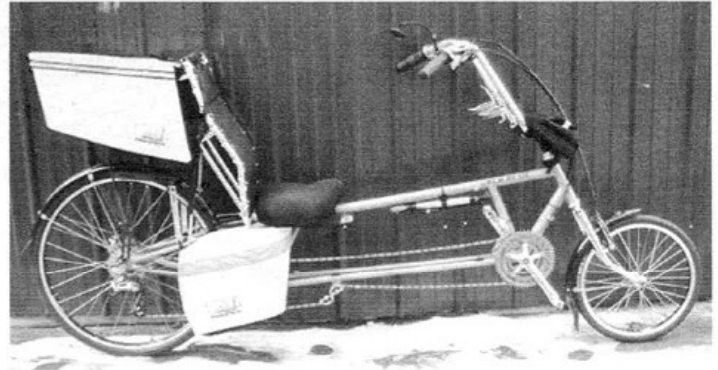


# RCN News & Photos



**Angletech:** Kelvin Clark and company offer some very unique recumbent bicycles. The Ti Rush (below) is a custom "Angletech spec" version along with Angletech's Aerotrunk and Techwind panniers. The trike (left) is the Angletech Quadraped arm/leg powered trike. It was designed many years ago by Gary Hale, was refined and produced by Richard Rau in Oregon and now further refined and built for Angletech in Colorado. The Quadraped is most invigorating recumbent you'll ever ride — Bob Bryant.

**Easy Racers:** Gardner Martin is working on an arm/leg powered two wheeler called the ManuPed. We expect to hear more as the project progresses.



## RCN Calendar

**Hostel Shoppe Recumbent Rally**  
July 30, 31 and August 1 2004  
Stevens Point, Wisconsin  
Contact: [www.hostelshoppe.com/recumbent\\_rally.php](http://www.hostelshoppe.com/recumbent_rally.php)

**Recumbent Retreat**  
August 20-22, 2004  
Warrenton, Oregon Ft. Stevens State Park.  
Premier Recumbent Event on the West Coast!  
Contact: [www.ohpv.org](http://www.ohpv.org) for reservations.

**Rose Petal Challenge**  
August 29, 2004  
Portland, Oregon  
Contact: Connie McAyeal,  
[ohyesbent@hotmail.com](mailto:ohyesbent@hotmail.com)

**Bentrideronline Rally**  
August 2004  
Upstate New York  
Contact: [www.bentrideronline.com](http://www.bentrideronline.com)

**Michigan Recumbent Rally — West**  
September 11th 10am-3pm  
Hastings (south of Grand Rapids), Michigan  
Contact: 734-487-9058, [www.wolverbents.org](http://www.wolverbents.org)

**Fall Recumbent Rendezvous**  
September 18th  
North Detroit (Stoney Creek Metropark), Michigan  
Contact: 734-487-9058, [www.wolverbents.org](http://www.wolverbents.org)

**Planning an event?**  
Email: [bob@recumbentcyclistnews.com](mailto:bob@recumbentcyclistnews.com).



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—RCN



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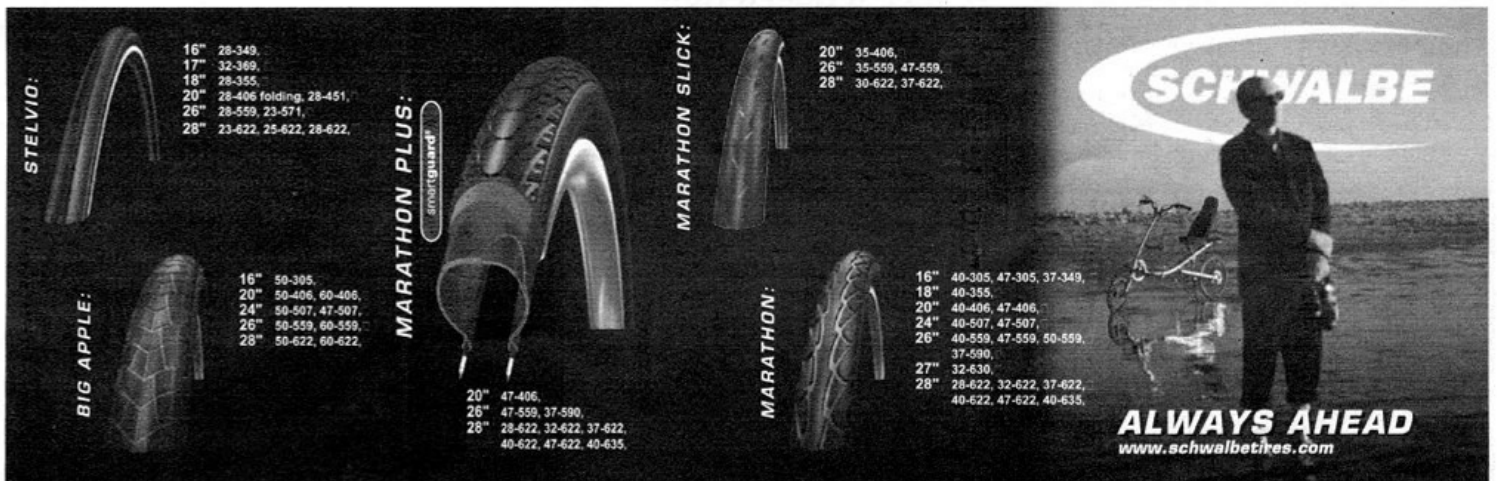
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- 16" 28-349,
- 17" 32-369,
- 18" 28-355,
- 20" 28-406 folding, 28-451,
- 26" 28-559, 23-571,
- 28" 23-622, 25-622, 28-622,

**MARATHON PLUS:**

armorGuard

- 16" 59-395,
- 20" 59-496, 60-406,
- 24" 59-507, 47-507,
- 26" 59-559, 60-559,
- 28" 50-622, 60-622,

**MARATHON SLICK:**

- 20" 35-406,
- 26" 35-559, 47-559,
- 28" 30-622, 37-622,

**BIG APPLE:**

- 16" 59-395,
- 20" 59-496, 60-406,
- 24" 59-507, 47-507,
- 26" 59-559, 60-559,
- 28" 50-622, 60-622,

**MARATHON:**

- 20" 47-406,
- 25" 47-559, 37-590,
- 28" 28-622, 32-622, 37-622,
- 40-622, 47-622, 40-635,

**MARATHON:**

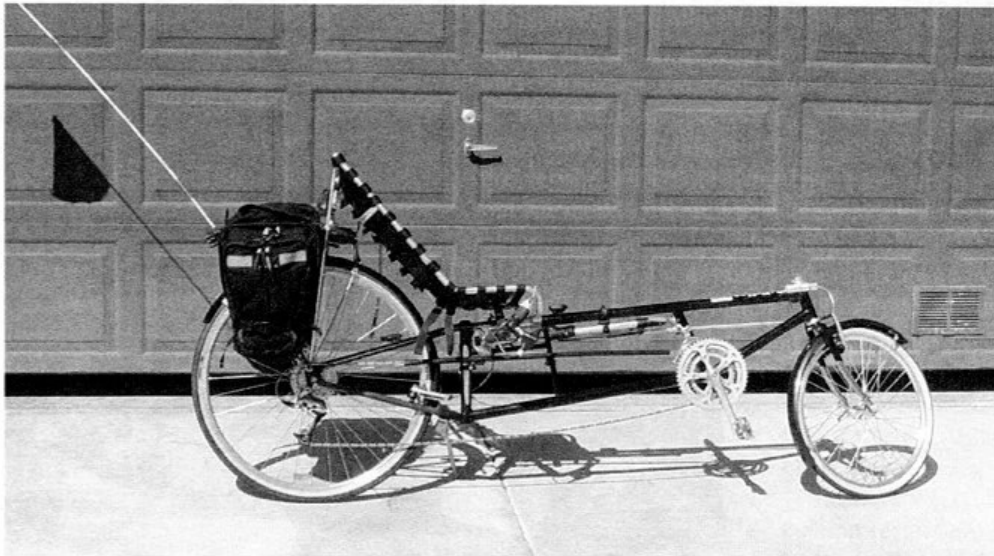
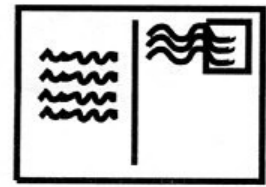
- 16" 40-305, 47-305, 37-349,
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- 20" 40-406, 47-406,
- 24" 40-507, 47-507,
- 26" 40-559, 47-559, 50-559,
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# Letters To RCN

bob@recumbentcyclistnews.com



Dave Amerine's DeFelice LWB USS built in approx. 1988

## Classic LWB USS: DeFelice

I was just wondering if anyone else out there in recumbent-land owns a DeFelice recumbent. I just bought one on eBay from Angletech in Colorado. It's a LWB USS, painted black and 16 years old. After only 40 miles I think it is going to be my favorite bicycle of all time! I'm definitely crazy about this bike! I have been riding since 1981 and have owned a lot of bikes, including four other recumbents. I have wanted a USS for a long time. I never got around to getting a Ryan and I think Longbikes is too expensive. I have also been car-free for 13 years and have three other wedgies in my stable. I just sold my Cannondale recumbent and EZ-1 last year. I missed having a recumbent, but didn't miss the ones I sold. There can't possibly be a more relaxing riding position on the planet!

If there are any other DeFelice owners out there, I would like to chat. Drop me an email.

Dave Amerine  
bicycledave@cox.net

## Lowracers

I would like to know sources for information on lowracers and semi-lowracers

Ronald Williams

*Editor's Comment: Lowracers are difficult to find and have a very small market share (perhaps the smallest of any type of recumbent in North America). Currently, Barcroft (www.barcroftcycles.com), HP Velo, Velokraft (www.bentupcycles.com), M5 Lightning (www.lightningbikes.com), and Optima (www.optima-cycles.nl) are bringing in lowracers. You might also try Fools Crow*

*Cycle (HP Velo, Challenge, M5, Zox) (www.foolscrow.com).*

## BiGHA Review

I want to tell you how very much I enjoyed reading. Zach Kaplan's review of the BiGHA (RCN 080). I'm relatively new to recumbents (3 years), but I can't remember when I have read a more comprehensive and objective review of any product — let alone a recumbent bicycle.

Although Zach is a recumbent dealer as well as an acknowledged expert on recumbents, he wrote a most informative and in-depth review without any bias. Congratulations to Zach and to RCN for publishing this excellent review.

Bruce Webster

*Editor's Comment: Zach Kaplan has an open invitation to write for RCN.*

## New Fold Gold & RCN

Thank you so very much for such an informative magazine. I'm a 63-year-old woman, and I have been riding a Giant OCR for about six years. I love to do long distances (70-80 miles) but with a regular bike, my butt starts to hurt about 15 miles into a trip and then the trip is "downhill" (but not the good type of biking downhill) from there. So I thought that a recumbent would be the answer. I knew nothing about 'bents, so at a 'bent show I picked up a form for your magazine and ordered 11 back issues. I totally devoured them. The articles were so very informative. The one article that really caught my eye was in issue 068 by Hans van Naerssen on the Easy Racer Fold Gold. I've read this article several times.

As I read all the issues the Easy Racers kept popping up, either in comparison to other 'bents or when components are evaluated. I also met a few people on my SAGBRAW (across Wisconsin) ride last summer and they were very pleased with their Tour Easy and Gold Rush bikes. Well, I have ordered a Fold Gold in a custom bright yellow (hey, you only live once). I got the folding version because that way I can carry it inside my Ford Focus Wagon (it can carry 3 regular bikes inside standing up). I'm very excited about this purchase and I owe it all to your informative magazine.

Doris Campbell

## 081 Comments

RCN 081 was another really fine issue! I admire, too, your "apology" for past criticism of the EZBs. It takes a big heart to say "I was wrong." Is the EZB the "missing link" between recumbents and the upright bike world? That's a question that only the passage of time will answer. I hope it is, but we'll see. My greater suspicion is that cycling itself is slowly, inevitably becoming "obsolete," no matter what the style of bike. I hope I am wrong about that, but what I observe is fewer and fewer people on bikes. Perhaps the government's "the sky is falling" alarm regarding the national "obesity epidemic" will have some positive influence.

Leo in Monterey, California

## Crank It

Thank you very much for the kind words about the Crank-It Mountain Quad in RCN 081! We couldn't agree more that it was "the most fun ride in Vegas" (or anywhere else for that matter)!

Just for clarification regarding our arrangement with Rotator: Steve does do all the welding and fabrication of the frames. He also handles the coordination of the heat treating. When the frames are completed, Steve sends them to us and we handle final reaming operations, painting, all the assembly and such. We are extremely pleased with Rotator's quality and craftsmanship but we didn't want people to think that Rotator does everything and Crank-It just handles sales.

Robert  
www.crank-it.com

## About RCN

I applaud your decision to go back to six issues per year. I felt that you didn't have



enough material for eight issues.

Regarding RCN's competition, *Recumbent & Tandem Rider* never says anything critical in a bike review. RCN continues to have an extraordinarily high ratio of useful words for the dollar.

I hope that RCN can survive the long recession which clearly is hurting our bike retailers and manufacturers. Discretionary spending is the first to go when money gets tight.

Christopher Wilson

### Mountain Tamer Quad Update

Here is an update to my recent letter (081). I recently modified the Shimano Exage Triple (some minor machining required) to accept a Mountain Tamer Quad, which adds a fourth chainring to the crankset on my Easy Racers Tour Easy. My new front chainrings are now 18-26-36-46. I have a Shimano ST105 front derailleur and it has enough movement to shift nicely from the 18 out to the 46 front chainring. My gear range is now 14 -113 gear inches!

I just got back from a 20-mile training ride which included several large hills. This was the first time that I was able to try out my new front gears. The Quad works great! With loaded touring and long hills, the Quad really addresses the Gear Range Rant (RCN 079 ed.)

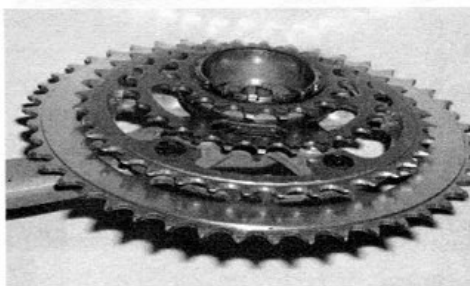
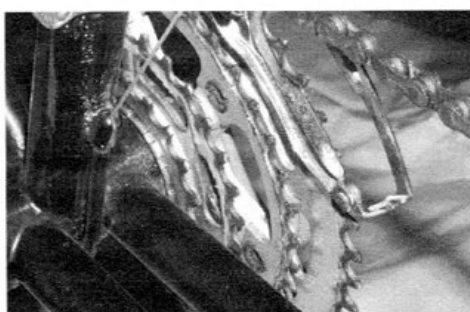
Bob Cromer

rcromer@nycap.rr.com

**Editor's Comment:** For more information on the Quad, visit [www.abundantadventures.com/quads.html](http://www.abundantadventures.com/quads.html). Quad adapter prices are \$20-\$40 + \$7-\$20 for the chainring and \$7.50 for the bolt set. The Quad adapts to cranks with 74mm bolt circle, 5 bolt pattern. The website offers a list of current cranksets the Quad works on.

### Bike Weight Comments

There is entirely too much emphasis on bike weight as a "pro" or "con." If a bike weighs 50 pounds, so what? What I want to know is, does it have a low enough gear to climb hills? Having ridden a 100+ pound recumbent 4,300 miles, a 50-pound bike sounds like a feather-weight to me. I'm more interested in being able to pedal up a hill regardless of how long it takes, just so long as I don't have to get off



The Mountain Tamer Quad kit  
Photo courtesy of Bob Cromer

and push my bike.

I would like to read how a particular bike handles when carrying a 50-pound load over long distances, like several hundred miles, not just around town. If a recumbent cannot be set up to carry 50 pounds, why not? That would be of particular interest to those who are considering long tours (cross country). When discussing expedition bikes, is the bike designed to take a beating? Is the seat fully adjustable and does it stay in place once positioned? How maintainable are the systems and how reliable are the parts? Is the steering mechanism (on

### Send Letters to the Editor of RCN

If you have something to say, a differing viewpoint or experience—we want to hear from you! **Please limit letters to 300 words.** RCN reserves the right to edit submissions for clarity, content, and space limitations. Please send to [bob@recumbentcyclistnews.com](mailto:bob@recumbentcyclistnews.com) or RCN, PO Box 2048, Port Townsend, WA 98368

USS bikes) heavy duty or not? Are the hubs and rims heavy duty (tandem) and is the rear suspension heavy duty?

I would like to ask that the first paragraph of RCN road tests specify the style of the bike.. Lightweight bikes should be classified as "recreational recumbents." Those that are labeled "fast" should be listed that way. When I read "fast" or "lightweight," I think "toy." I have yet to see anyone on a "fast" or "recreational" recumbent hauling groceries, hardware, pet food or any errand-related items home from the store.

Paul Krieg

**Editor's Comment:** We'll try to be more thoughtful when it comes to recumbent classifications. The fact is that most modern recumbents don't meet your criteria. Most are either recreational, sport touring, or performance. In my humble opinion, none of these would be good for heavy duty touring (50-pound loads). As one who has hauled heavy loads and depended on a bicycle for transportation, the bikes you have described are few and far between. The Lightfoot models, the Easy Racers Tour Easy EX and a few recumbent work bikes are the currently available models that come to mind. If you agree with Paul, please drop us an email. ♦



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EZ-Sport



EZ-3 Trike



EZ-1 & EZ-1 Lite

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are very similar to (if not the same as) those found on the other models. There is a recline adjustment hinge/bolt, a vertical mast height adjustment and a top-loader stem. The bars are curved tourist style bars (they kind of remind me of Bridgestone/Rivendell Moustache bars in a way).

**Weight:** Our Jett Creek weighed 35.5 pounds. Zach Kaplan says his Koosah on his very accurate scale weighed 36 pounds, 10 ounces.

### Drivetrain

**Components:** The parts group on both bikes is suitable and good enough for this price point. The parts certainly could be better, but we sure didn't have any trouble with our test bike's drivetrain. The Jett Creek is an 8/24-speed and has SRAM dial indicator type twist grip shifters. I'm not a big fan of the indicators, but again, they worked fine.

Both the Jett Creek and Koosah come with Sunrace chains and cassettes. This isn't great stuff, but it isn't worth stripping off right away. Just be aware that these are the cheapie parts on the bike. Buying a new chain and cassette might cost you \$120.

**Chain Management:** The Jett Creek has an x-path chain idler system (one idler; over and under). It's reasonably quiet. I removed the lower chain from the idler and it worked fine. The drivetrain got noisy when I removed the upper chain from the idler. It appears that this idler could be removed in favor of a chain tube, but it's not broke, so probably doesn't need to be fixed.

**Gearing:** The Jett Creek has higher gearing than the lower priced Koosah (Jett Creek 30/42/52 and Koosah 28/38/48). The 24-speed gearing of both bikes is not acceptable if you ride up hills (see Verdict).

The Jett Creek has 170mm cranks and the Koosah 175's.

**Braking:** The bike comes with Shimano M420 V-brakes and Shimano brake handles which stop very well. The brake handles are not the smoothest working handles I've tried. The Koosah has Tektro V's.

**Wheels and Tires:** The Burley wheels have black DT 2.0 stainless spokes, with black faced rims -- which look great. Rims are Weinmann Zac 19 on both models.

### Comfort

The Burley seat is improved over previous versions, but we still have criticisms. The mesh is tight, though still laced with cord. The seat back won't be high enough for taller riders and there is no lumbar. The seat base has a vinyl cover on this model. Recumbent burn (butt) is a possibility for those susceptible. The seat foam was a bit firm for my



The Burley Jett Creek

preference, but I'd expect it to soften up over time. Also, you're in a rather upright position, placing lots of pressure on your tailbone.

The seat base adjusts separately from the back, in both placement fore/aft as well as tilt angle. Adjusting this angle, as well as removing and reinstalling the seat is straight-forward, but not as fluid as it should be.

The OSS stem and riser are very similar to (if not the same as) those from the Burley SWB. These can be set in a more or less traditional way, or lowered for a "tweener" Highracer type feel. If you opt for the more

traditional LWB OSS handling feel, the bars can be high and forward, exposing lots of bolt thread on the OSS riser adjustment. We managed to bend our bolt, but that's really no big deal.

While the ergonomics are fine, they're not quite as refined as other classic LWB OSS machines.

### Ride

The Jett Creek handles best at bike trail speeds of up to 15 mph. The steering geometry has the fork high centered when pointed

#### For

1. USA built frame
2. Excellent value
3. Simple design that works well
4. Lower seat & step over height
5. Great company, lots of dealers

#### Against

1. No seat bag (yet)
2. Fiddly seat adjustments
3. 8/24 speed with inadequate low
4. A bit heavy
5. Could use better specs (3rd model?)

#### Why Buy This Bike

It's a high quality, straight forward, and user-friendly low BB LWB OSS

#### Contact

Burley  
Web: [www.burley.com](http://www.burley.com)

#### Specifications

**Model:** Jett Creek  
**Type:** LWB OSS  
**Size:** One size fits most  
**Wheelbase:** 65"  
**Seat height:** 22.75"-24.5"  
**Pedal height:** 15.5"  
**Weight:** 35.5 pounds (RCN w/pedals)  
**Frame:** CroMo USA built  
**Fork:** CroMo  
**Price:** \$1,149 (Koosah is \$899)

#### Seat

**Back:** Laced mesh, no lumbar  
**Base:** Vinyl covered foam/composite base

#### Components

**Crank:** Truvative Touro 32/42/52  
**Bottom bracket:** Sealed cartridge  
**Headset:** VP 1-1/8" threadless  
**Drivetrain:** Shimano Sora/Alivio (f)  
**Cassette:** Sunrace 11-28 8-speed  
**Shifters:** SRAM MRX Comp  
**Chain:** Sunrace  
**Gear inch range:** 28.5-118  
**Pedals:** Wellgo LU-A9  
**Wheels:** 26/20 Weinmann Zac rim  
**Tires:** Kenda Kwest 1.5  
**Brakes:** Shimano M420 V-brake  
**Colors:** Red (Koosah is blue)



straight ahead. As you turn right or left, the turn is accelerated by the fork's tendency to fall in the direction the bike is turned. This is called "fork flop" and is fairly typical and found in many LWB direct OSS designs. Some have a more refined feel than others. The Jett Creek's handling is not as fluid or graceful as some more classic LWB designs, but it's a good mix of all-around LWB handling.

This style of monotube frame is designed to have passive suspension. This makes for a smoother ride, thought not as smooth as if it had an active swing arm style rear suspension. The downside to the monotube design is its lack of torsional stiffness — which can be important where ultimate performance is concerned. Every aspect of recumbent design is a series of trade-offs. Burley's designers chose ride comfort over performance stiffness. Often with a LWB, it's not just vertical flex that needs to be considered, but as stated above, the twisting (torsional stiffness) of the LWB's long frame.

**Performance:** The Jett Creek isn't an aggressive performance bike, and you won't be winning any races. The bars are high and wide, the seat fairly upright, and the pedals are low and there is some push-through with the mesh back seat. This is a recreational/sport touring style of LWB.

Climbing on the Jett Creek was somewhat difficult due to the inadequate low gear of 27 gear inches. To be stable for newbies, the bike is relatively slow steering. This becomes a detriment when having to do switchbacks up a very steep hill or mountain pass.

The Jett Creek offers a very pleasant ride and performance. The OSS system could be adjusted or even modified (change bars or perhaps even the riser). The gearing can certainly be adjusted to suit your local terrain. If you avoid hills, the gearing is about perfect.

## Owning

**Utility:** Despite the lame low gear, and lack of suitable cargo hauling options (no under-seat pannier rack or seat bag), the Jett Creek will accept a Burley rear rack and fenders

**Purchase Details:** Burley's are available at dealers throughout North America. There are two potential glitches: upgradeability, as both models are 8/24 speeds (read on about gearing and upgrades) and shipping. Burley uses over-size huge tandem size boxes and shipping is costly.

**Options & Accessories:** Burley offers a workstand adapter, rack installation kit, kickstand mount, Speed Struts (seat braces) and trailer hitch. While no fender specifically fits the Jett Creek, Mueller Windwrap is working on one.

## Market

The new Koosah and Jett Creek are excellent bargains. The USA-built frame and fork



*The Jett Creek's seat*



*Jett Creek on the bluff*

are high quality and look great. The build quality is every bit as good as bikes costing twice as much. The main competitor will be the Sun EZ Sport. While the Koosah is more bike than a HiTen basic EZ Sport, the aluminum EZ Sport will be a tough competitor for the Jett Creek. Basically it will come down to personal preference. The component packages are fairly equal. I feel the EZ Sport Limited has more style and perhaps performs and handles a bit better. These are the two best buys in LWB OSS enthusiast machines and you can't go wrong with either. At 22.75"-24.5", the Jett Creek's seat height is a bit lower than that of the EZ Sport (26.5"). The Tour Easy has a 21.5" seat height, and the Stratus 22". The Jett Creek will work much better for shorter riders or those who prefer a step top tube. Cycle Genius also has two new LWB OSS machines that are close in spec, price and value.

The Jett Creek is a good buy. The Koosah is a great buy. The differences are fairly small. The Jett Creek has slightly better derailleurs, shifters, wheels, V-brakes and is slightly lighter. I can see some customers buying the Koosah and making their own upgrades as they want or need.

## Verdict

I enjoyed my time with the new Burley recumbent. It's not perfect, but the basic design is very good and hopefully will be used as a template to expand from. Here's our list of nit-picks:

The Burley seat is getting better, but is still not optimized. There is no lumbar curve, the mesh seat back is surprisingly stiff, and the lace-up tightening method needs to go. The seat base is a bit small, and the foam is a bit hard. The seat slider mechanism works well, but is a bit awkward, fiddly and can be annoying for the uninitiated.

Crank/front wheel clearance is very tight, especially if you try to outfit with fenders. It'll work with a bit of finesse, just tighter than we'd

like. We're told that Planet Bike fenders are what works.

The specs on both of these bikes could be improved. It's entry level stuff, though not bad. It's our feeling that this great frame, seat and bars deserve better. Let's hope the bikes sell well and an upgraded model is available for 2005. Framesets are available as well, through your Burley dealer, of course.

**Chopper Rant:** I suppose my biggest disappointment is the lack of a chopper-like feel. Thanks to the Discovery Channel, and all of those chopper shows, choppers are hot — and cool. Easy Racers figured this out 25 years ago. Everybody else wants a "tourist" style or a Euro "tweener" (knees go between bars) variation. I don't get this at all. I've made the same speech to almost every LWB manufacturer since I first gave it to the BikeE designers many years ago. I do believe that a Koosah/Jett Creek could be modified to give it the "feel" that I'm talking about. Perhaps we'll do this sometime.

Burley's biggest failure in the Koosah/Jett Creek is in gearing. They've got recumbents that weigh 34-37 pounds, and the gears are far too high. 27 gear inches for a low gear is completely unacceptable for this bike. The best upgrade you can do on this bike is to throw on a Deore 22/32/44 MTB crank (\$55 from Nashbar), which will drop the gear inch range to 19-100. Both models are 8/24-speeds, which is also lame. 9/27 is the enthusiast standard. Burley needs to do an upgraded model.

All rants aside, the beauty of Burley's new Koosah/Jett Creek frame design is in its simplicity. The other bright spot of these new models is the high quality, USA-built frame. And perhaps best is the very affordable price. While it's not the lightest, fastest or best performing LWB, it's an ideal all around recumbent for a new rider — and a definite upgrade from many of the other entry level MWB and LWB models. This should quickly become Burley's best selling model. ♦

# RCN Road Test: The HP Velo Street Machine

By Bob Bryant

**T**he HP Velo Street Machine is a very refined short wheelbase (SWB) under-seat steering (USS), full suspension touring recumbent. The bike has a luxurious front and rear suspension, Euro hard shell seat and many unique details that make it a special bike.

While the Euro shell seat offers a firm ergonomic fit and surface to push against, the suspension is about as plush as they come. The German HP Velo design is efficient and finely tuned. The company has been building SWB USS recumbents since 1991.

## Systems

**Frame:** The HP Velo frames are beautifully built in Taiwan. The details on the frames are better than any Taiwan frames that we've seen. The frames are shipped to Germany where there are powdercoated and assembled. The bikes are shipped to USA customers from the German factory. The bikes are carefully packed using lots of bubble wrap. Unpacking an HP Velo bike is a pleasurable experience.

The Street Machine's little details make the bike. There are a host of braze-ons, including rack mounts, seat mounts, fender mounts and cable mounts. The bike has continuous cable housings and there are braze-on bolt mounts in a few places to direct the cables housing. I only counted one zip tie on the bike. All of the parts fit and mount well to the bike.

**Rear Suspension:** The very comfortable and well designed HP Velo rear suspension uses a DNM DV 22 hydraulically dampened rear shock with adjustable preload. According to HP Velo, what makes the rear suspension so special is that "We've designed our rear suspension using our No-squat concept: the combination of a very rigid rear triangle with the sophisticated positioning of the point of pivot, and an extremely rigid pivot point completely prevents activation of the suspension by force on the pedals." There isn't much more to say. This may be the best SWB rear suspension.

An optional DT Swiss SSD 225 lightweight shock is also available.

**Suspension Fork:** Our test bike was outfitted with the Meks Carbon AC 20" fork. This fork offers adjustable hydraulic dampening, and an adjustable spring preload. The



### For

1. Beautiful high quality bike
2. Great suspension
3. Expedition ready
4. Lots of options
5. Friendly European mfr.

### Against

1. Laid back ergonomics
2. Heavy
3. Old School short wheelbase
4. Expensive
5. Needs lower touring gears

### Why Buy This Bike

HP Velo is *THE* manufacturer of high quality touring and sport SWB USS recumbents — with a European flair.

### Contact

HP Velotechnik  
Web: [www.hpvelotechnik.com](http://www.hpvelotechnik.com)

### Specifications

**Model:** Street Machine GT  
**Type:** SWB USS  
**Size:** One size fits most  
**Wheelbase:** 41.5"  
**Seat height:** 25.5"  
**Pedal height:** 27.75"  
**Weight:** 40 pounds  
**Frame:** CroMo TIG  
**Fork:** MEKS carbon suspension  
**Price:** \$1,990 + options

### Seat

**Back:** HP Velo Euro-style fiberglass shell

### Components

**Crank:** Tracer alloy 30/42/52  
**Bottom bracket:** Kinex cartridge  
**Headset:** Nico sealed  
**Derailleurs:** Shimano Deore/Tiagra (front)  
**Cassette:** Shimano 11-34 9-speed  
**Shifters:** Shimano Dura Ace bar-con  
**Chain:** SRAM PC 59  
**Gear inch range:** 22-118  
**Pedals:** Wellgo CroMo axle/alloy body  
**Wheels:** 26/20 alloy rims/Quando hubs  
**Tires:** Schwalbe Marathon Kev. 1.5 100 psi  
**Brakes:** Tektro V (discs optional)  
**Colors:** Several



fork is carbon fiber reinforced with aluminum stanchion tubes. There is a “hard spring” option for anybody over about 225 pounds.

**Steering:** The Street Machine is offered with a direct USS steering only. This no-linkage USS steering requires a shorter wheelbase than is found on most SWB bikes today. The system works well, though some may be put off by the long stem and “USS tiller feel” of the steering. The “U” bars with bar-end shifters offer a wonderfully comfortable ergonomic feel for the controls — the best of any USS SWB recumbent we’ve tried.

**Weight:** The Street Machine is a relatively heavy bike, as are most well equipped touring recumbents. You just can’t have super light weights for a well equipped bike.

## Drivetrain

**Components:** The Shimano Deore rear derailleur and Tiagra front are shifted via Dura Ace bar-end shifters. While this works perfectly, an XT/105 upgrade is affordable (\$79) and recommended — if for no other reason than the bike deserves it. A Rohloff 14-speed internal hub gear option is available for this bike (\$890). The crankset is a forged alloy Tracer 30/42/52. Upgrades are available from your dealer. The coolest set up we’ve heard of is from Zach Kaplan who has set up a Street Machine with Rohloff 14 speed rear hubs and a Dura Ace double crankset up front (28 gears). I’d just like to see a simple MTB microdrive style triple offered as an option.

**Chain management:** HP Velo outfits their bikes with the highest quality PTFE/teflon chain tubes. Especially unique for a SWB, the chain is encased in a tube going in both directions. The power-side also rolls under a high quality oversize idler underneath the seat, just ahead of the idler.

The beauty of chain tubes is that they keep your pants clean, and these low friction tubes are as quiet as they come.

**Braking:** Our test bike came outfitted with the standard Tektro v-brakes and levers. These are fine, but not good enough for this fine recumbent. HP Velo offers several brake options:

- Tektro mechanical discs (\$129)
- Tektro mechanical discs (\$209; Rohloff)
- Magura hydraulic rim brakes (\$159)
- Magura Marta hydraulic discs (\$519)
- Magura Marta hydraulic discs Rohloff drivetrain (\$599)
- Magura Julie hydraulic discs (\$239)

In retrospect, I should have gone for the Tektro disc, but I’d like to see HP Velo offer an Avid mechanical disc option.

**Wheels and Tires:** Our test bike was outfitted with very nicely built wheels, with “Quando” hubs, Schurmann DM hollow chamber rims and DT Swiss spokes. The Quando hubs are a little known brand hub from Tai-



*A Street Machine world traveller*

wan. They have cartridge sealed bearings and are reasonably high quality. However, a known brand name option would be nice on a bike of this caliber.

**Tires:** Our Street Machine came outfitted with the kevlar-lined Schwalbe Marathon Reflex 1.5” 100 psi tires. These are fine touring or commuting tires, though they aren’t the best performing tires we’ve tried. The benefit is in the durability. We haven’t had a single Marathon flat tire.

Zach Kaplan is a recumbent dealer in the Bay Area of California who handles HP Velo. Zach had this to say about tires: “The stock Schwalbe Marathons have lots of rolling resistance. When I put Stelvios on the bike it totally transformed it with faster acceleration and higher level ground speeds and the ride was still very smooth. I’ve also put Kenda Kwests on them for someone wanting tires as wide as the stock ones but with lower rolling resistance.”

## Comfort

**Seat:** The HP Velo Euro shell seat is the finest of its type we’ve seen. The seat quick releases to the frame in two spots. Custom plates with a few inches of adjustment range mount the seat to the base and back and provide 10 degrees of seat adjustment. The seat itself has a recessed center section which allows the mounting bolts to be covered with foam within the recessed fiberglass mid-section of the seat.

To optimize the seat comfort on this Euro shell seat, HP Velo outfitted the seat with several options:

- A custom “Ergo Add On” is a carbon fiber, anti-slide, curve between legs, seat nose-section. It’s adjustable to increase the size of the seat base (forward) (\$29.90).
- Our test bike came with the optional carbon fiber headrest, which mounts to the top of the fiberglass seat shell (\$29.90).
- Our test bike also came with the optional AirFlow seat cushion (\$69)

If you are unsure if you will be comfortable on a Euro shell seat, I recommend all of the above options. This was the most comfortable I’d been on a Euro shell. An upgraded carbon fiber seat is available (\$139).

**Ergonomics:** The HP Velo Street Machine is a very reclined recumbent. (35° +/- 5° adjustment). The bottom bracket (BB) is 2+ inches above the seat (barely detectable). I found the riding position very comfortable — once rolling. Climbing on the bike is a bit odd. You first must straddle the boom, get in between the wide under-seat steering (USS) bars and sit straight back into the seat. You recline pretty far back, even with the seat in the most upward position. Starting off can be a bit weird the first time. The riding position is very European, not like your average American style SWB.

The benefit of this riding position is that it takes the weight off your hiney, and spreads it to your back. Recumbent butt shouldn’t be an issue on this bike. The laid back riding position presents its own set of concerns. First, it’s not the most user-friendly due to the extreme seat recline.

Some riders experience neck fatigue with laid back seats (the natural line of sight is up to the tree tops, not straight ahead). Upon my first ride, I thought that I may have found a Euro position recumbent that works for me. The optional headrest worked really well — until I put my helmet on. My Louis Garneau helmet has a dial adjuster across the lower back of the helmet. This is where the headrest comes into contact with my helmet. So unless you can find a helmet that works well with this headrest, or don’t wear a helmet (not recommended), or only use the headrest for rests, the concept just didn’t seem to work the way I had thought. (This has been my experience on every headrest I’ve tried. A neck rest or small pillow to prop up my neck might be a better idea, and could be adapted from this headrest).

## Ride

**Stability:** The layout of the bike, wheelbase, steering geometry and road feel make the bike very forgiving and overall easier to ride than you’d think. The bike is moderately maneu-



This Street Machine GT has a Rohloff 14-speed hub which adds \$ USD to the cost



HP Velo offers both underseat panniers and a rear rack suitable for heavy touring



**NOTE:** HP Velo has recently introduced their Grasshopper SWB model. This new offering has dual 20" 406 mm wheels, a choice of direct USS or OSS, full suspension, and the new BodyLink adjustable Euro-style shell seat. Watch for an RCN review coming soon.

Most HP Velo buyers will want to upgrade to the Airflow seat cover. It provides more breathability and comfort. It really should be standard equipment on these bikes.

verable. The long stem makes for a bit of USS tiller, though when riding the bike, the steering geometry does feel fairly neutral. In extreme sharp low speed turns, the bars come into contact with the seat and the arc stops. Overcoming these details came surprisingly easily for me.

**Performance:** The Street Machine is a rather heavy bike, with wide USS steering. It is extremely comfortable to ride, but high performance is not its forte. This is a European touring SWB USS recumbent. While no slouch, faster and more lightweight SWB recumbents do exist.

We asked Zach Kaplan about performance and the Street Machine. Here is what he had to say: "In a hilly area, not much. The lightest I ever got one was for a customer who wanted skinny tires. Got it down to 34 lbs. 2 oz. without pedals and with Stelvio tires. With the seat all the way laid back the aerodynamics are probably slightly better than a typical American style SWB like a V-Rex or Hepcat. Also the hard shell seat makes it climb better than the weight would make it seem. On one hilly course my average speed on the Street Machine was identical to that of my Trice Mini and both are equipped with Rohloff hubs."

**Climbing:** The HP Velo Street Machine climbs nicely, though you won't race up the hills. The short 41" wheelbase makes turning easy, but the reclined position takes some getting used to when climbing steep hills. Lastly, for a touring bike, the Street Machine could use some lower gears. The 22 gear inch low won't cut it with a full load going over a mountain pass.

### Owning

**Utility:** The HP Velo Street Machine is a

very unique bike. It's a versatile touring SWB USS. This bike can do most anything you're comfortable with.

**Options & Accessories:** HP Velo offers a long list of options and upgrades, many of which are mentioned in this article. Additionally, there are Dynamo lighting and hub generator systems, a lowrider rack (\$95), rear rack (12 mm tubular aluminum; \$99), a Speedbag (aero lockable fairing/trunk; \$419) and even a Streamer Lexan fairing (\$279) with quick mount adapter. (We really liked our Streamer fairing on the HP Velo Spirit CLWB).

We also recommend the optional SKS Bleumels fenders (\$39); Mirrcycle rearview mirror and mount (\$29.90) and a kick stand. HP Velo offers two kickstands: one mounts to the lowrider rack (\$14.90); the other to a braze-on on the swing-arm (\$19.90).

### Market

**Comparison:** With Vision out of the market, there aren't many SWB USS recumbents to choose from. HP Velo is the only readily available SWB USS. Luckily for us it's a good one. The HP Velo Grasshopper is a similar model that has dual 20" wheels, OSS or USS and full suspension. Watch for an upcoming review.

**Pricing Details:** HP Velo prices will vary depending on where you buy them. Some dealers don't charge for shipping and duty, some might. I suggest you check the HP Velo website USA pricing sheet.

### Verdict

**What's not to like?:** This is one of the finest recumbents we've reviewed. It's unique, high quality and there are many options to customize the bike to suit the owner.

If we had a criticism, it would be some of the upgrades. Many are to lighten the bike, make it heavier or stop better once it's been made heavier. Due to our falling dollar, the Street Machine is an expensive bike, and with options, the price can increase quickly.

**Other nitpicks:** We'd like to see an upgrade path for the Quando hubs and Tracer crankset. And while they are at it, lower gearing for touring wouldn't hurt. I'd like to suggest a Deore XT crankset.

**Ergo Question:** The crucial aspect of deciding whether the Street Machine is for you will be the laid back seat position. It doesn't work for every rider due to the potential for neck fatigue. The neck rest option helps somewhat, but you still have to want to be in a very laid back position.

Sure we have some criticisms, but the Street Machine is one fine recumbent bicycle. With its Euro-style ergonomics, extremely smooth HP Velo full suspension, and a host of custom upgrades, the Street Machine is the finest SWB USS recumbent available today — the ultimate recumbent magic carpet ride. ♦



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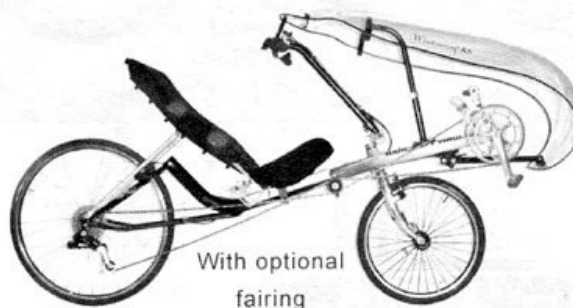
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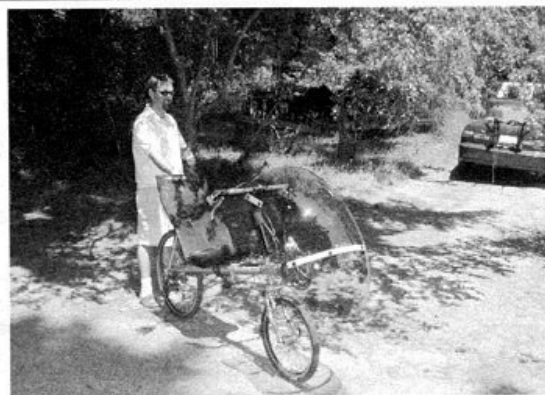


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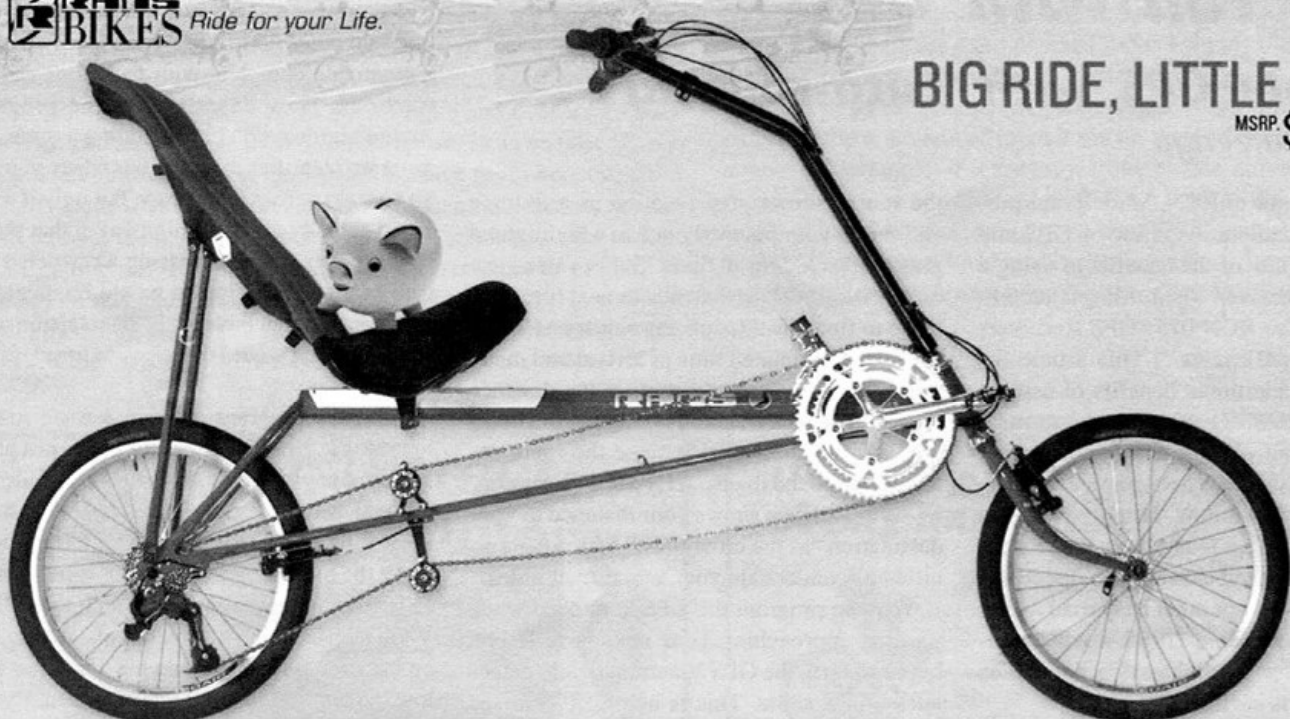
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## More Fun with GPS

### Portable GPS with Auto-routing

By Ken Huizenga

In a recent issue of RCN, Mark Evans provided an excellent overview of GPS and described some of the benefits of using a portable GPS receiver when riding a recumbent bicycle. (See RCN 075 "GPS Receivers and Recumbent Bicycles.") This article focuses on some additional benefits of using a GPS receiver (GPSR) with "auto-routing." With auto-routing you just enter a destination and the GPSR calculates and shows a turn-by-turn route for you to follow. Mark commented on auto-routing: "I've found these best for car use, because they tend to route you directly to the nearest four-lane or other busy road." Fortunately, some portable GPSR's with auto-routing have an "avoid highways" option. The Garmin GPS V is such a unit.

I purchased the Garmin GPS V (\$316-\$399) because it is easy to mount on a bicycle, easy to read while riding and has auto-routing. The GPS V fits great on my Folding Gold Rush from Easy Racers with the use of a Ram Mount. Once you start traveling on your route,

the screen shows your location as a triangle and shows your planned route as a highlighted gray line including all turns. You can also view information such as distance to next turn, distance to final destination, current speed, average speed, estimated time of arrival and many other "stats." With auto-routing the distance shown to your destination is equal to the miles you actually have to ride since the route exactly follows the roads. A GPSR without turn-by-turn guidance shows your distance to your destination "as the crow flies," which can significantly understate your actual road miles.

You can program the GPS V to beep when you are approaching your next turn. If you bypass a turn, the GPS V automatically calculates a new route. This is helpful if you see that the suggested road is blocked for construction, or is a dirt road that you don't want to travel or if you see an ice cream shop in the other direction. The following are several examples of how you can have "more fun" with a GPS with auto-routing:

#### Plan-A-Ride

When planning bike rides I use Garmin's MapSource © Metro USA. This electronic map comes on two CD's and contains nearly every road and street in the United States and hundreds of thousands of "Points of Interest" (POI) such as restaurants, stores, parks and schools. The Metro USA map also contains "rules of the road" such as one-way, no-left turn, etc. This information is used by the software to plan auto-routes. First you install the map on your PC and then transfer portions of it to the GPS V. While the entire map fits easily on the hard drive of the PC, the area that can be held in the 19MB memory of the GPSV depends on street and POI density. To give you some idea, though, the entire northern half of Wisconsin fits in the GPS V memory. A tour of the perimeter of this territory would be about 1,200 miles.

Using your computer you can easily plan a nice long ride of a few hours or a few days. Just click your mouse on your starting point, on some points you want to include in your route and on your ending point, and the software will plan an auto-route that includes these points while simultaneously avoiding highways. When avoiding highways, the Garmin GPS V not only avoids limited access expressways, it also avoids, to the extent possible, all U.S. and State numbered highways, even if they are only two lanes. These are typically the busier routes that connect cities and towns. While you're choosing points to include in your route the map shows you the locations of parks, convenience stores, restaurants, museums and other POI. This makes it easy to plan a great ride complete with rest stops and attractions. How exactly does the program "avoid highways?" In calculating a route, the program identifies the locations where you can go straight across a highway, but only if a car could actually cross the highway at that point. It will never suggest crossing a restricted access highway if doing so would be illegal. It avoids roads that have a "T" intersection with highways that would force you to travel on the highway.

After the program suggests a route to follow, look it over. To change the route, just point and drag anywhere on the route to include additional waypoints, to make sure your route takes a nice winding road along a river or to make the route longer or shorter. When you're satisfied with your route, transfer it to the GPS V via a serial cable in a matter of seconds and be on your way. Once on your bike, just follow the highlighted trail on the screen. By the way, you can plan a turn-by-turn route directly on the GPS V instead of using your computer. It's just easier to use a computer when one is available due to the larger screen size and mouse-driven interface.



## Find the Nearest . . .

While on your ride, whether you're following a pre-planned route or not, one of the best features of the GPS V is that you can search for the nearest town, park, place to eat and drink, local bike shop, etc. For example: press "Find Nearest Food & Drink" and a screen pops up showing such establishments, listed from near to far. As you move down the list with the cursor over each item the distance and direction to each place is displayed. Select the one you want and the GPS V calculates an autoroute to get you there the shortest way possible, but without using any highways. When traveling on lightly traveled country roads, it's easy and safe to continue riding while performing such operations on the GPS V as long as:

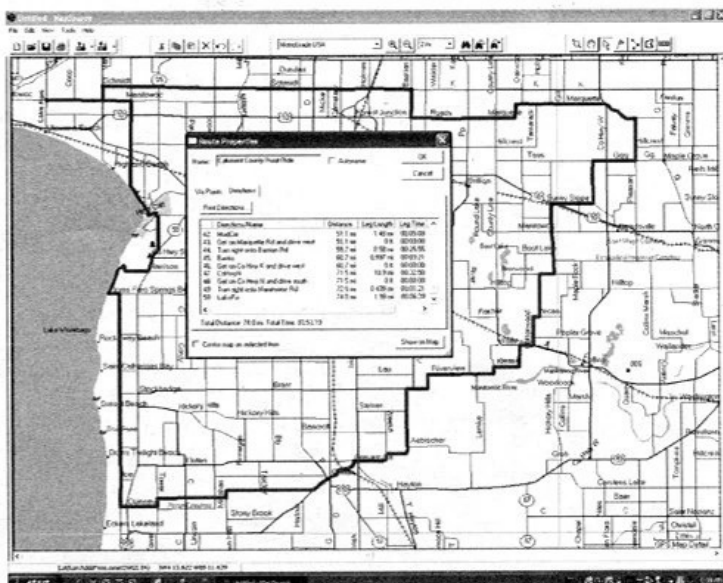
- You have the unit mounted high enough in your field of view to have good vision of the road ahead;
- You ride heads up at all intersections; and
- You listen for approaching vehicles from all directions.

On a busy road, it's best to pull off the road while working your way through the various screens and menus to set a new destination or change your route.

## Explore Your Territory

Before having a GPS receiver, I tended to stick mostly to known routes. Unfamiliar roads might have a T intersection with a highway, forcing me to either do a U-turn or ride the highway for some distance. Although most of my rides end up where I start (loop rides), I really hate complete U-turns and having to travel exactly the same road again in the other direction! I sometimes used maps to try out new routes, but using maps with sufficient detail to cover the many miles of a long distance ride was cumbersome. Unlike a GPSR, paper maps don't automatically keep up with your current position. I had to stop, refold the map, pinpoint my current location, plan the next roads to take and so forth. I'd rather just keep riding!

Because I enjoy spontaneity, I don't often follow the advice of the original autoroute for the whole ride. If I want to ride a little more or see something interesting on a road not on my route I just go for it. The GPS V automatically senses that I am off route and does a recalculation of an alternative route to the next waypoint. I can wander all over and still be confident that the GPS V will help me get to my destination without having to stop and consult a map. Sometimes I ride on familiar roads without using an auto-route for 15-30 miles and then use the GPS V to find and route me to a town I've never biked to another 15-25 miles away. I biked more than 5000 miles in the past year and have greatly increased the variety and fun of my routes because of the capabilities of the GPS V.



Planning a ride on the GPS

## Ride in a Strange Land

As much as the GPS V has made it easier to explore more territory within 30-40 miles from home, it's even more helpful when I explore new areas. At least every couple of weeks I put my Gold Rush on the rear carrier of my car and drive to new biking territory. I also travel by car on business to destinations that are up to 250 miles from home. On the way to my destination, or upon arrival if daylight permits, I head out on a great laid-back ride without having to find and study maps of the territory or ask advice for a good bike route. (Asking for advice isn't the hardest part; following the recommended turns without getting lost is.) After business is done I often stop on the way home for another ride. If I were to drive all the way home first, it would often be too dark to get in a good ride.

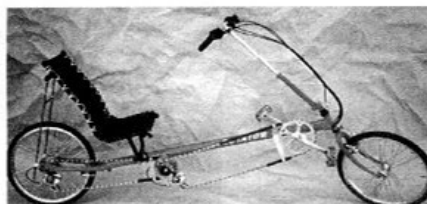
In all these situations, if I know ahead of time where I will be riding, I can plan routes on my computer at home and transfer them to the GPS V as described earlier. However, most of the time when riding in a new area I don't use a pre-planned route. I simply record my starting point in the GPS V by pressing "Enter" for a couple of seconds and also set this as my destination. Then I start riding, choosing my route based on the overview of roads I see on the GPS and other considerations. For example, if it's windy, I like to ride into the wind for the first part of a loop and have the wind at my back on the return. With my destination set as my starting point the GPS V continually suggests a route back to my car. I just ignore this suggested route until the sum of my distance already traveled and the distance to my destination is about

Continued on page 25



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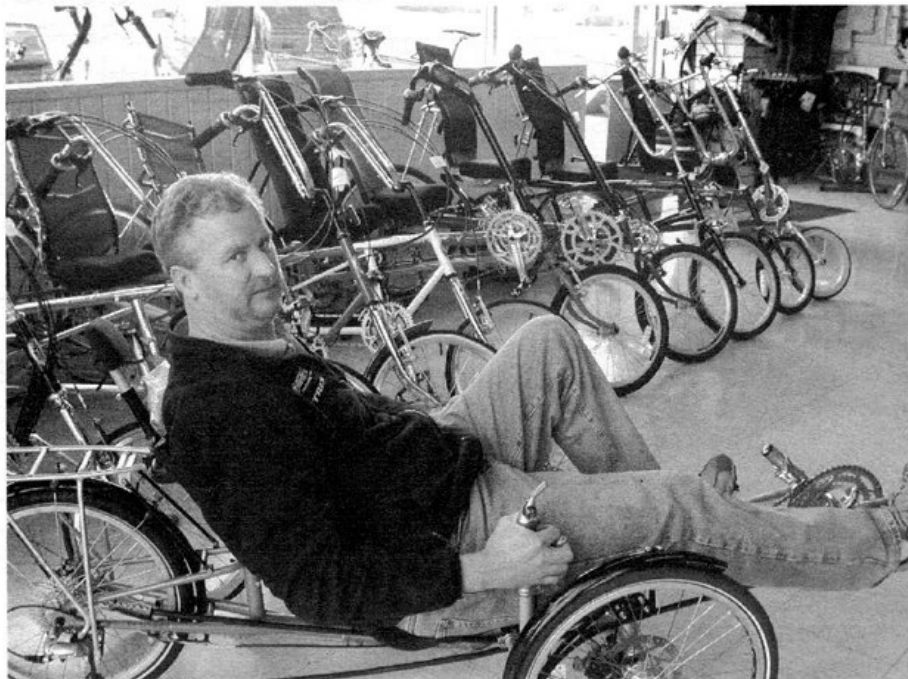


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*The Bike Rack's Hal Honeyman*

## **Recumbent Dealer Showcase**

### **The Bike Rack in St. Charles, Illinois**

By Mike Weckerly, [weckguy@aol.com](mailto:weckguy@aol.com)

Over 25 years in the bike business is testament enough to doing things right. A mantra like dedication to "bring value to every customer" makes The Bike Rack In St. Charles, IL different from many stores that have not endured the challenges of the bike business.

"We're out of business the day that we can't bring something more, some additional value to our customers. If we're not vital, important, almost irreplaceable to our customers we've failed," explains Hal Honeyman

This author experienced The Bike Rack first hand last spring. Middle aged and fighting 50 extra pounds, I had been carping for too long that I needed to start an exercise regime I could stay with. My wife decided to help the process along by buying me a new bike. Knowing me well enough to know I like performance toys, she bought me one of Lance's carbon favorites. A cool steed but wow did it beat up this regular guy.

That's how I came to the recumbent world and The Bike Rack. What was I going to do with a nearly new bike that beat me to death every time I rode it? In one visit they put me together with someone to buy my bike and found the bike of my dreams. I left that day and remain to this day an adamant fan of this type of business.

The first thing they bring to the table is a candy store mentality. That's shorthand for selection. While they're known throughout the

Midwest as a complete bike shop featuring Trek, Gary Fisher, Klein, Lemond and Merlin, it's recumbents that you see first as you walk in the door. Bacchetta, Easy Racer, Haluzak, Rans, Trice, Greenspeed and Penninger are all well represented. That makes them one of the top ten stores in the country from a selection standpoint alone.

A recumbent candy store is great, but only if the service is there to back it up. I'm not a build it myself kind of guy like some recumbent folks. I'm probably smack in the middle of the recumbent demographic. Comfort, fitness and a dose of fresh air is all I was looking for. Bob Olsen, one of the resident recumbent pros at The Bike Rack, took the time to find out. That's a real art form in today's retail landscape.

"Recumbent people are passionate about their bikes," Bob said. "Even first timers. They are genuinely looking for solutions. Fitness solutions, comfort solutions, transportation solutions. There's no such thing as 'just a bike' to a recumbent buyer. That's what makes this part of our business so much fun. We get a chance to really get to know our customers, even those who come from hundreds of miles away."

Customer focus shows itself throughout their business. Their website, [www.thebikerack.com](http://www.thebikerack.com), is packed with information. At press time they were undergoing a major web expansion in the recumbent area. The phone

is often answered by members of the Honeyman family. Employees are likely to have over a decade of service. A tree full of helmets for test rides makes it easy for everyone to try before they buy on the tranquil rolling hills that surround the store. Finding just the right bike for absolutely everyone who walks in the door shows in everything from the shop's legendary ability to fit bikes (they work closely with area physical therapists and are often called upon by coaches) to the start of a separate company that specializes in bikes for people with disabilities. (See side bar)

Part of The Bike Rack's success is linked to their choice of manufacturers. "We look at the new designs and companies that are sprouting up in the recumbent world and try our best to put the manufacturers through a process that ensures us and our customers that they will be there for the long run. Choosing a manufacturer is really like choosing a partner," said owner Hal Honeyman, "We want to make sure if a problem comes up that we can solve it for our customers together."

That doesn't mean you won't find the leading edge product here. The Bike Rack was one of the very first to work the Bacchetta boys. They keep a watchful eye on products and companies. In fact their relationship with manufacturers was evident last summer. I had my Strada in for its free recheck and while it was there John Schlitter dropped into the store and suggested three different tweaks for my bike. They were subtle things that they were finding in the field. That's manufacturer support and great communication among "business partners." By the time I picked my bike up the adjustments were completed at no charge. You can start to see what these folks mean when they say bringing value to customers: "No charge?" I asked. "Nah," said Bob. "They were pretty cool little ideas, it was fun tricking it out."

Being part of the recumbent community, I can start to see the groundswell of interest in the sport. In the next few years, as the sport of



*Working a bike show*



# Project Mobility

Hal Honeyman has been involved in bikes for nearly 30 years. When his son Jacob was born with cerebral palsy, Hal was challenged to find a way for Jacob to join the family on its frequent bike rides. That led to his interest in "adaptive cycling," bikes for people with disabilities.

Once Hal had his son rolling down the road, more kids with special needs began to call. That led to the formation of the non-profit company called Project Mobility: Cycles for Life, Inc.

Project Mobility takes specialized bikes to schools and rehab hospitals where children and adults with disabilities can experience the freedom only a bike can bring. They work with physical therapists, orthopedic doctors and occupational therapists in order to understand the situation of each person

and they then schedule individual sessions that allow one-on-one work with each person.

Project Mobility currently has three adaptive bike specialists who provide supervision and equipment for these special riders. They orchestrate weekly rides, seeing positive improvements in flexibility, strength and balance in their riders.

Specialized bikes mean more than transportation and health-building recreation though. The health of these riders can often be quite fragile. These specialized bikes create a sense of freedom for those who are disabled. Bikes restore a sense of possibility and ability among those who our society often only teaches limitations. To learn more about Project Mobility go to [www.projectmobility.org](http://www.projectmobility.org). ♦

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recumbent cycling expands, new consumers will need stores that can answer questions, provide a wide stable of test bikes and support them with information and service. Stores like The Bike Rack are positioned to be real leaders in the expansion of our sport. They've proved themselves over the years. They are

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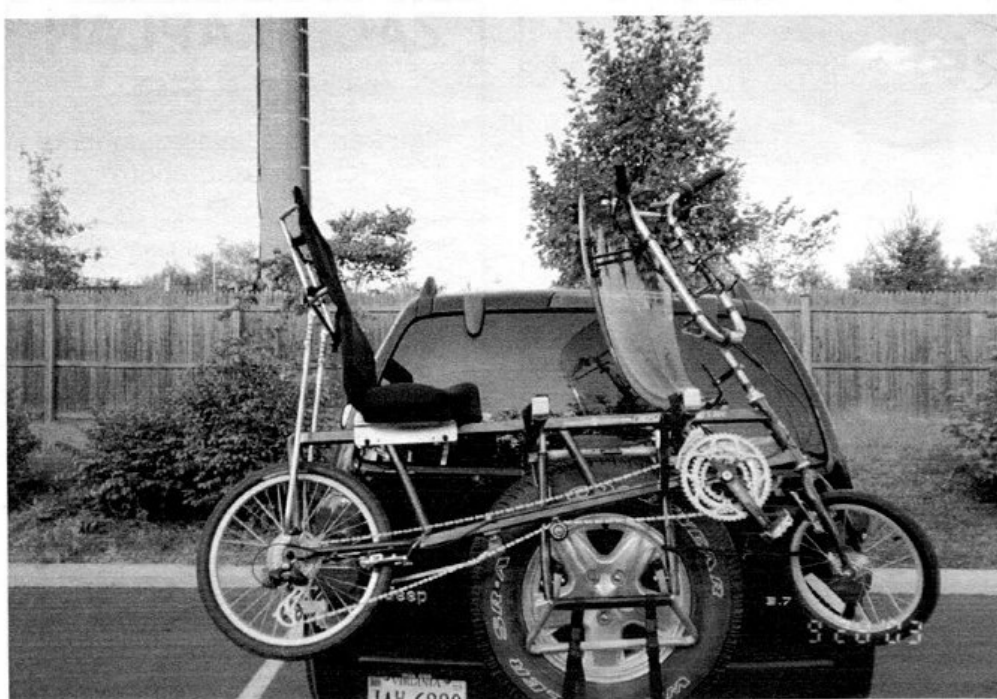
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## Customizing The Sun EZ-1 SC Lite

By Jack L. Ottenheimer  
jacklottenheimer@aol.com

Purchasing an entry level recumbent doesn't mean you can't squeeze more performance out of it. Check out Sun's EZ-1 SC Lite, an aluminum frame recumbent that typically retails for under \$800. It's the lighter version of the entry level EZ-1 Super Cruiser that many people buy as their starter recumbent. With a few enhancements, this budget recumbent is able to achieve greater all-around performance and I'm having a lot more fun.

### Getting Started

I've always enjoyed bicycling but found that I was not comfortable on rides lasting over an hour. After reading lots of articles and riding many recumbents for short test rides, I came to the conclusion that I was not going to get in enough riding time on demo bikes to really determine which recumbent was right for me. I decided I would buy something to get started. I didn't want a bike that I'd immediately out-grow, but I wasn't yet ready to spend \$2,000.

My search was mainly on focused on the bikes from RANS and Sun because each firm has a great reputation and entry level offerings. The RANS Tailwind and the Rocket both interested me, as did the Gardner Martin, the Easy Racers designed Sun EZ-1 SC Lite and the EZ Sport Limited. The EZ series of recumbents is great for beginners and for more experienced riders who enjoy an upright riding position and a low bottom bracket (pedals lower than the seat height).

### Criteria for My First Recumbent

My new bike would have to fit on a standard bike rack on the back of my Jeep Liberty (without excessive overhang). That ruled out long wheelbase (LWB) models in favor of short wheelbase (SWB) or compact long wheelbase (CLWB). After doing much research and riding several bikes, I decided that a low bottom bracket (BB) would be best for me. This was based upon my desire to be in an upright riding position. The choice became very clear. I decided that the EZ-1 SC Lite would make a good beginner recumbent if I could make a few upgrades. During the time that I was narrowing down my decision, I e-mailed Easy Racers and got helpful comments from Gardner and customer service. It's impressive to see that the founder is still involved with customers.

### Bigger Gears = More Top End

One concern was that the EZ-1 SC Lite was geared for enthusiast level riding, which meant that the bike would "spin out" on a downhill at a lower speed than is desirable for performance-oriented riding. (Spinning out means that the rider would not be able to pedal fast enough on a downhill to propel the bike faster than gravity was moving it.) On the EZ-1 SC Lite, this occurs in the low- to mid-twenty mile per hour range. That would not allow me to take advantage of the downhills, a place where recumbents shine. So, knowing my fitness level, I wanted to gain a greater advantage going downhill to make up for going slowly

uphill. (I'm a fifty-three year old with an out-of-shape engine.)

I asked Larry Black, owner of Mt Airy Cycle, if he had a better solution to the standard gearing. He recommended the Truvativ Elita Triple crankset with a 165 mm crank and 30/42/55 chainrings, the same one used on the Catrike. This gained me a few more miles per hour on the top end. (I believe that I do expend an overall greater effort with the shorter cranks.) The stock gearing on the EZ-1 SC Lite is 20-91 gear inches. With the upgraded crank, my high gear is now 95 gear inches, still a bit low. (See RCN 079 for an explanation of gear inches.)

There is one stretch on my local bike trail that has a short descent. Pedaling as fast as I could go, I sped to 30 mph with the new crankset.

### Aero Advantages Are Real

My fitness level was steadily improving the more I rode. I've gained 1.5 mph in average speed. While riding one day, I happened to run into a Tour Easy rider who thought a fairing was a big help. After consulting with Larry again, I decided that I needed a Sun Edge fairing. Mt. Airy Cycle installed it on a Saturday and the next day I rode. On flats and slight descents I was hitting 20 to 21 mph where I had been hitting 18. On the steeper section where I had been hitting 30 mph, I managed 33 mph. My average speed went up 1 mph on the same run that I normally ride. I like the stillness behind the fairing, yet I still feel the wind in my face.

The Edge fairing is somewhat flimsy, but it's lightweight. It mounts to the bars in three places, two on the upper portion of the handlebar and one at the bottom. Ideal set up means that you are looking just over the top of the fairing while riding. Make certain that the height is such that the fairing doesn't come in contact with the pedal on its top stroke when the wheel is fully turned while the bike is on the car rack. Don't let the fairing turn around backwards while the bike is on the car, and watch your speeds.

### The Need for Speed

I'm getting more competitive and don't like getting passed by upright bikes. Larry Black told me my quest for speed is probably mid-life crisis. He may be right. I continue to toss out AARP solicitations. Maybe when I'm 70.

If I want additional performance improvement, I probably need to invest in a good set of clipless pedals and bicycle shoes. When I've maxed my performance, I plan to look for an EZ Sport Limited or an Easy Racer Tour Easy with a fairing.

... Continued on page 24



# **Bicycle Therapy**

## **(or How I converted to Recumbency)**

*Transcribed by Michael Stern*

**I**nterbike is bicycling's big showcase for new products and concepts. But behind the scene it allows bicycling leaders to deal with problems facing the industry. Due to the recent economic downturn, the industry has become more competitive as more players vie for the diminishing recreational dollar. Big players such as Schwinn, GT and Cannondale, and big recumbent players such as BikeE and Vision, have all faced misfortune over the last few years. The result has been to place those in the business under increasing pressure to meet the challenge.

To help insiders cope, the Interbike organizers, along with other industry leaders, initiated an experimental program at Interbike. A recreational therapist, Colin Cogwheel, MSW, was asked to meet with those attending Interbike who felt the need for counseling. The purpose was not to impose therapy on anyone. It was merely to make it available to those who sought it out. My wife and I attended the show as guests of an industry participant. My wife talked with Mr. Cogwheel. The following is a transcript of her meeting, transcribed with the permission of both participants...

CC: Yes, come in, may I help you?

J: Mr. Cogwheel?

CC: You've got him. And you are? First name only please. We only use first names here. Tends to put people at ease.

J: Joan. My name is Joan.

CC: And what can I do for you Joan?

J: I understand I can talk to you about things that are bothering me. They said that I could discuss something with you.

CC: Somewhat true. But it has to be related to the bicycling industry. You see, I don't offer general counseling services here, only help in specific areas. We call it selective counseling. I'm here only to deal with bicycling problems.

J: Well, what I want to talk about is definitely bicycling-related. In fact, it's about bicycles.

CC: Then you're in the right place. I'm the man to talk to. Why don't you tell me what brought you here? I'll see if I can help. How do you characterize your problem?

J: Guilt. Plain and simple. Guilt. I feel so guilty.

CC: Guilt. Hmmmm. There's a couch in the corner. Perhaps you'd like to lie down. It might make you feel more comfortable. Put

you more at ease.

J: That's my problem. You just hit it right on the head. They said you were good.

CC: What? I don't understand? I just suggested you lie down on the couch.

J: I know, that's my problem.

CC: Lying down on the couch is your problem?

J: No. You asked me to lie down on the couch. You asked me to go recumbent. That's why I feel guilty. I've gone recumbent.

CC: Huh?

J: I've switched. I've gone from upright bikes to recumbent bikes. I feel guilty.

CC: Lying down on a couch. Going recumbent . . . Oh, I get it. You now ride a recumbent. You feel guilty for doing so?

J: That's right. I can't shake the feeling. That's why I'm here.

CC: Okay, I guess. I hear you. Interesting. Guilt associated with a new method of transportation. I haven't heard it said quite that way. Tell me how you came to ride a recumbent. You need to start from the beginning.

J: You see, I was an upright rider for many years. I started with a Trek hybrid. I added a mountain bike. Then, I took the plunge. A Bianchi road bike. Not just any Bianchi road bike. They built one up for me. It had that Celeste green color. I love that color. It had a Boron frame. It was sized for me. It had the components I wanted. It had colored tires which matched the bike frame. It looked beautiful. The bike fit me and I rode the bike well. I rode often. I loved that bike.

CC: And?

J: Well, it started with my husband.

CC: It always does.

J: What?

CC: Nothing. Sorry. Go on.

J: Well, my husband has a bad back. He can't ride an upright. He tried for years but the pain just got worse. So, six years ago he was down to one option. He bought a BikeE and found he could bicycle again. After awhile he moved on to a V-Rex. Those are recumbents. Are you familiar with those bikes?

CC: I believe I am. Please continue.

J: Well, we had a few years of happy riding. It was like old times again. But we noticed we seldom seemed to ride together. Oh, we went on the same rides together. But we would never stay together. I would lead him on the uphills. He would charge by me on the downhills. On the flats we were sometimes together, it just depended on conditions. We both loved to ride but it just seemed our styles were incompatible.

CC: Do you attribute that to the different bikes?

J: I do.

CC: Continue.

J: Well, my husband wanted to see if he could find a better bike than his V-Rex. So he started looking. It was a tough job since the V-Rex is a very good all around bike. I'm sorry, did I ask if you were familiar with that bike?

CC: You did, and I am. Please continue.

J: Well, his search led us to Barcroft. That's a small company near Washington D.C. We went there as an afterthought. You see, by that time he had ridden a lot of recumbents but nothing made him want to give up the V-Rex. He decided he would keep it. But we had seen so many other bikes -- what could one more test ride hurt? Barcroft makes a single recumbent. He rode it and liked it. They also make a tandem. We test rode the tandem. He was okay with it, but I thought it was fun. The bike was cute and we did pretty well. And it's small for a tandem which made it easier for us to ride. So, I thought, why don't we get one? That way we can ride together.

CC: Makes sense.

J: Well, as I said, my husband was not really sold on it. But we talked about it over the next few months. I wanted to give it a try. I got him thinking about it. Eventually we decided to take the plunge. So we ordered it.

CC: Go on.

J: Well, we got the bike in April. It was pretty much assembled. In a few minutes we were riding. We took it slow at first. Tandeming is different than riding single. I had to trust his steering. We had to work together to make the thing go. It was heavier than our other bikes. But we caught on pretty quickly. After a few days we began to feel comfortable with it. We started riding it more, and took longer rides. We became used to it. We got used to working together.

CC: I understand, but what does this have to do with your guilt?

J: Well, I'm coming to that.

CC: Sorry, go on.

J: Well, as I was saying. We started to ride it

more often, and we got better. We were having a lot of fun with it. In fact, we were sorry it had taken us so long to try tandeming. We met a lot of nice tandem couples, upright and recumbent. And we fell in love with tandeming. And I started noticing other things.

CC: Like?

J: Well, first of all, we were always the center of attention. People would look at us, wave to us, smile as we rode by, shout out things, and ask us all kinds of questions. We were in the spotlight, so to speak. It made no difference where we went. We were always noticed. I liked that. Instead of being one of many in a bicycle group, we were different, noticeable, in a good way. I must tell you that it played to my ego a little. I know that isn't healthy but it's the truth.

CC: Well, if I had to choose a vice, having a slightly inflated ego wouldn't be a bad one to have. As long as it doesn't get out of hand.

J: Thank you. But there was more, a lot more. I also noticed that after a ride my rear didn't hurt. It didn't hurt at all. We could ride 50 miles or more and my behind felt as good as when I first sat down on the seat. Am I getting too personal?

CC: I've heard worse. Please go on.

J: I also noticed that I was free of hand pain. And arm pain. And neck pain. And shoulder pain. And back pain. I had no pain. In fact, the only things that would be a little sore after a ride were my legs and my jaw.

CC: Your legs I understand. Tired from pedaling. But your jaw?

J: From smiling too much. I was always smiling. And I was always looking around at where we were going. Do you know what it's like to ride 50 miles with your head up instead of looking at your front wheel? It was great. I felt great. I enjoyed the rides. I enjoyed talking to my husband as we rode. I enjoyed being the navigator. I was having a ball.

CC: And your problem?

J: Well, the more I rode the tandem, the less I rode my Bianchi. It sat unused a lot. I would think about riding it but I didn't. Here I had this nice bike and I wasn't using it.

CC: I'm beginning to understand. That's why you began feeling guilty?

J: It gets worse. You see, my husband got his new bike. A Barcroft Virginia. The single recumbent. And he really liked that bike. But, he wasn't riding it enough because unless he rode alone, which is something we were trying not to do, I was always insisting on riding the tandem. So, to ride his bike more I needed to find my own recumbent. I didn't know a lot about the different models, but I started test

riding. I tried his V-Rex. But I didn't like a short wheel base bike. That's a recumbent term.

CC: I understand. I'm familiar with the different recumbent bike styles . . . sort of. So you began feeling guilty because your insistence on tandeming kept your husband from riding his new bike?

J: No, that wasn't the reason.

CC: Sorry to interrupt, please continue.

J: Well, my husband found an Easy Racers Tour Easy for me to try. That's a long wheel base bike. It had the pedal position that was close to what I had on the tandem. You see, as the stoker on the tandem my pedals are below my husband's seat. That means that I pedal with my feet below my hips, which is the same way the Tour Easy is set up. Anyway, I rode the Tour Easy and I liked it a lot. So the Tour Easy became a real possibility.

CC: So, you got the Tour Easy?

J: Well, no. You see, the Tour Easy has a cousin, the Gold Rush Replica. It's about 3 pounds lighter. It has an aluminum frame while the Tour Easy's frame is steel. Both bikes are popular, but the Gold Rush is really in demand. So, my husband called Gardner Martin, the owner of Easy Racers. They make both bikes. One of the things we found is when you deal with recumbent companies it's possible to pick up the phone and talk with the top person. He has done that with several companies. These people will spend a lot of time talking to you about their bikes. Anyway, Gardner said that the weight differential was more important for women riders, who generally weigh less than male riders, so we should consider that when we make our decision.

CC: Well, I'm not a mathematician, but that sounds logical.

J: The problem is the Gold Rush costs more. So, to save money, we considered finding a used bike.

CC: Wouldn't you be afraid of what you were getting?

J: That's always a concern, but our experience has been that the bikes are as they are advertised. Most people are honest about the condition of the bikes they advertise. The problem with buying used was getting the right size. Gardner suggested the right frame size for me was either a small or a small/medium. You don't see those offered a lot.

CC: So, did you place an order?

J: No. This was during the winter so we were in no real hurry. I don't ride in the winter. Our Midwest winters are too cold. But, about a month later there was an ad in one of the newsgroups for a used Gold Rush, size small.

We called, negotiated, and ended up buying the bike. Just like that, I now had a single recumbent.

CC: So that's what happened. I'm still having trouble with this guilt thing. I mean, you're not riding anything in the winter.

J: Well, there's more. Did I tell you it was an SS model, that's the performance version? And that it was a beautiful white? And, it had a fairing? You know what a fairing is?

CC: I know what a fairing is. You didn't tell me about the color before. The bike sounds nice. Go on.

J: Well, spring came. I took my first few rides on the Gold Rush. I got used to it right away. I liked it. It fit me well. Again, my arms, hands, neck, butt, none of me hurt. It was very comfortable. With the fairing I could go fast. When I wasn't riding the Gold Rush we were riding the tandem. My Bianchi sat. I hadn't ridden it now for eight months.

CC: So, you liked your new bike. Now you have two bikes you like, or should I say three, counting the tandem?

J: But that isn't the end.

CC: There's more?

J: Yes, there's more. My husband saw an ad in a newsgroup for a bodysock. You know what a bodysock is? You know, that nylon thing (a soft body) that goes around the Gold Rush.

CC: I'm a bicycle professional. I know what a bodysock is.

J: Sorry. Well anyway, we bought the bodysock. It's teal blue with a checkered stripe. So now I had a Gold Rush with a bodysock. You know what I found out?

CC: I can imagine.

J: You can?

CC: Sorry. Figure of speech. Please go on.

J: Well, I was always the center of attention before with the tandem. But that was nothing, really nothing, compared to the looks I got now. No one had seen a bodysock before. The comments I heard. The interest it created. Incredible. But that wasn't the best part.

CC: Somehow I knew that wouldn't be the end.

J: I found that in the bodysock, under the right conditions, I was fast, incredibly fast. Faster than I had ever been on any other bike. On our local group rides we sometimes get 400 riders. A lot of them are the real hard body types, real athletes. At least they think they are. They look down their noses at the slower riders. Well, they couldn't keep up with me. They ate my dust. The only one who could stay with me, sometimes, was my husband on his Barcroft. I loved it. I was riding faster than I



ever had before, without pain, on a bike I really liked to ride, the center of attention, and having more fun than I thought possible. And, at the end of a ride, I could walk away, didn't have to stretch sore back or shoulder muscles. I had no numbness in my hands. My neck wasn't stiff. It was great. But what was also great is that even when I wasn't racing, when I was just touring around the city, it was just as enjoyable. And, of course, I was still the center of attention, even without the bodysock.

CC: And you feel guilty because . . . ?

J: My Bianchi still sits. Actually, we got a pole rack in the garage and it hangs. I took it down once and rode it. I made it about 20 miles and thought I was being tortured. It wasn't any fun. No one noticed me, I couldn't go as fast, and it hurt. Plain and simple, it hurt. I couldn't wait to get back and put it back on the pole. I haven't touched it since.

CC: So, you feel guilty because . . . ?

J: I feel like I deserted my Bianchi. Here is this bike that was built for me, my color, my size, my components, and I don't want to ride it. So, I feel guilty because I'm vain and also because I'm wasting this wonderful bike.

CC: Well Joan, I understand where you're coming from, but you're being too harsh on yourself. It's not bad to like attention. You seem like a well-centered person. As long as it

doesn't make you treat people improperly I see no problem with a little self attention. And as far as not using the other bike, you are not obligated to do so. One needn't endure pain just to use an object which has obviously outlasted its purpose.

J: And what about those hard bodies who can't catch me? What about their egos? Aren't I hurting them?

CC: They probably deserved to be deflated. You're probably doing a good thing there. I've ridden with a few like them. Putting some of them down probably qualifies as a public service. You should get a medal.

J: So I don't have to feel guilty?

CC: Not at all. In fact, without going into too much detail -- professional ethics, you understand-- you aren't that unique. I've heard similar stories. They seem to increase every year.

J: So I'm not alone?

CC: No, you are definitely not alone. You'd be surprised how many others have shared your same experience. Not exactly, but similarly.

J: Others have these problems too?

CC: You'd be surprised who has these issues.

J: Like who? You mean other riders?

CC: Other riders, people who used to laugh at these bikes. People who had trouble being

honest with themselves about the pain. Even professionals within the industry.

J: Professionals within the industry? What does that mean?

CC: Well, just people who work for the bicycle industry in general. In all facets.

J: Even people who help others within the industry?.

CC: Well . . . Well . . .

J: People who might counsel people in the industry?

CC: Well . . .

J: Are you okay Mr. Cogwheel?

CC: I'll be fine.

J: Can I get you some water? Would you like to lie down?

CC: That's my problem.

J: What?

CC: Lying down. That's my problem. You asked if I would like to be recumbent.

J: You?

CC: That's my problem. You see, I had the nicest Trek carbon fiber bike. Then, one day . . .

End of Tape ♦

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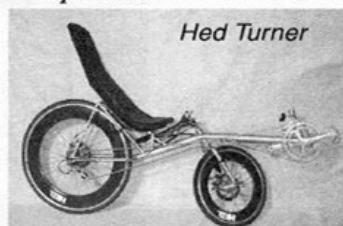
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### Editor's Comments:

Another option for even wider range gearing would be the SRAM DualDrive upgrade. This three speed internal hub offers a reduction gear of 27%, a 1:1 lockup, and a 136% overdrive, which would widen the gearing to 15-124 gear inches with the stock crank, or 15-129 for the upgraded Truvative crankset. This upgrade can cost several hundred dollars as you must buy the hub and shifter and a new cassette, replace the rear wheel and reconsider your chainring selection for optimum gearing.

For 2004, there is a Sun SC Lite with a DualDrive. ♦




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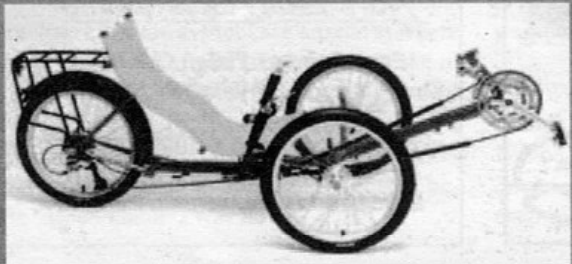



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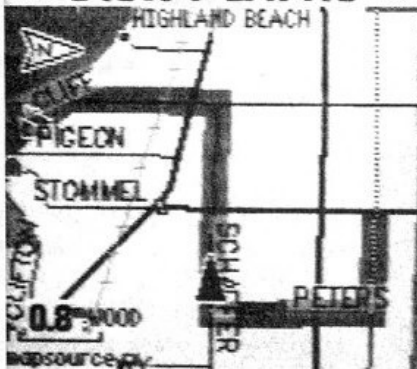
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Trip Odom	Distance to Next
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Moving Avg	Distance to Final
<b>18.1</b> h	<b>59.3</b> m

**Schaefer Rd to  
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The GPS screen while riding

More Fun With GPS cont'd from page 17

equal to the total distance I want to ride. If daylight is an issue, I look at the ETA for arriving at my car and ignore the auto-route until I see an ETA that is as late as I want (for instance, 15 minutes or so before sunset). Then I follow the autoroute back to my car. The ETA is automatically calculated by the GPS V based on the auto-route distance to my car and my moving average speed. By the way, the GPS V can tell you the exact time of sunset based on your location and date. If I'm not short on

daylight, I might also use the "Find the Nearest Food & Drink" feature to get a cold drink or even a full meal somewhere along the route.

### Summary

A portable GPS with auto-routing is a terrific tool to use when putting on all the miles that riding a recumbent bike makes so easy to do. It can definitely add to the variety and spontaneity of your riding and help you to ride more safely by avoiding busy highways. ♦

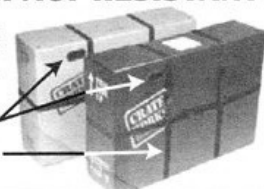
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### Internet:

97% of respondents have Internet access.

85% would not want an online RCN, 3% said maybe if it was in color (no chance of color photos in our print magazine, sorry). 78% would not pay for an online RCN. 10% said maybe.

### “Best Of” Recumbents:

Many respondents didn't fill out this section. Several members of the Ryan Recumbent cult listed their bikes prominently. To be listed below, the bike needs to be in production and to have received more than one vote.

**Best brand:** 1. RANS; 2. Easy Racers; 3. Bacchetta

**Best model:** 1. Easy Racers Gold Rush; 2. Tour Easy; 3. Bacchetta Aero.

**Hottest Trend:** 1. Highracers; 2. Lower prices; 3. Long wheelbase; and 4. Trikes.

**Most Trouble-Free Brand:** 1. Easy Racers; 2. RANS; 3. Bacchetta/Greenspeed/Sun (three-way tie).

**Best Performing:** 1. Easy Racers; 2. Bacchetta; 3. Lightning.

**Best Suspension:** This question was almost ignored. The Fold Rush, Angletech Altitude and HP Velo Spirit were all mentioned.

**Best Short Wheelbase (SWB):** 1. RANS; 2. Bacchetta; 3. Lightning; and 4. Burley.

**Best Long Wheelbase (LWB):** 1. Easy Racers (by a long shot); 2. RANS.

**Best Compact Long Wheelbase (CLWB)/Medium Wheelbase (MWB):** 1. RANS (Tailwind); 2. Cannondale; 3. Sun.

**Best Highracer:** 1. Bacchetta; 2. Volae/RANS (tie); 3. A Pennyfarthing!?

**Best Trike:** 1. Greenspeed; 2. Windcheetah; 3. Catrike/ICE (tie)  
**Best Tandem:** 1. RANS (Screamer); 2. Greenspeed; 3. Barcroft.

### Future Articles:

Readers offered the following suggestions for future articles:

**Bikes:** Euro imports, road test showdowns, long-term tests, more EZB articles, common complaints about designs, new designs and homebuilts)

**Industry:** gossip, interviews.

**Maintenance:** repairs, hints and DualDrive tire change.

**Equipment:** Component durability test, GPS, lights, commuter custom features, carrying cargo.

**Riding:** Riding with kids, commuting, utility, readers' favorite rides, mechanics of riding, places to ride, technique and fitness/training.

**Performance:** Fully-faired bikes, tailboxes, road test speed comparisons, how to lighten your bike and hpv racing.

In contrast, here is a list of the types of articles that readers would like to see less of in RCN: Several people asked us not to review EZB (Easy Bikes, semi-recumbents) any more; less Euro bike coverage, less LWB OSS coverage; less long-winded touring articles; less trike and human-powered boat articles, fewer reviews of “mundane bikes” and, finally, less coverage of how to buy a recumbent, because, “most readers already own a recumbent.” Responses also included a request for “less political stuff.”

(You may be interested to know: RCN 081 was the last Season Preview/Buyers Guide issue that we'll do. We'll cover new bikes and hopefully cover Interbike in a more timely fashion. We haven't ever reviewed a boat, but we wrote about them once, and published a press release or two. We agree about heavy beginner bikes and EZB's or “mundane” bikes. I promise not to comment on the presidential election. You will have to hear about my car-free antics from time to time. I'm working on an update to the RCN 072 story right now.)

### More Interesting Comments

*“Find a rich patron to subsidize a full-color RCN.”*

(We would do this in a heartbeat if there is anyone out there. We'd also turn RCN into a non-profit organization, like the original Recumbent Bicycle Club of America if we could find enough folks to donate. We would become a 501(c)(3) to accept tax deductible donations.)

Several comments like this: *“I love RCN and read it cover to cover”*

A comment about our proofreading glitches led us to a new copy editor: *“I'm a subscriber for life. What can I do to help?”*

*“I have a Lightning F-40 and consider it the best all-around bike for speed and comfort and would like to know how it compares with the new Highracers and lowracers.”* (My guess is that the F40 is faster on the flats and down hills, and slower uphill. I'm almost 100% sure that I'll never get an F-40 to test ride.)

**About touring articles:** These articles should be shortened and should focus on the bent aspect of the trip, how the bike performed on gravel, load-carrying, shipping and boxing, etc. (I agree with this statement. Perhaps those who write these long touring articles should send a letter to the editor and publish the article on the web. We plan to work up a tour article template to help out would-be writers.)

### RCN's Future:

It's very apparent that RCN readers still prefer the paper magazine. I hope that RCN's are in bathrooms throughout the world. We also hope the recumbent industry will continue to support RCN — the ONLY dedicated recumbent print magazine. While we don't get much mention in the other magazines, RCN was the only recumbent-specific publication when we first went to press back in the summer of 1990 — and remains so today.

Viva Recumbency  
Bob Bryant ♦

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## Trikes For Sale

**FOR SALE: 2003 ICE TRICE EXPLORER**, dark metallic green frame, 81 speed, fully equipped. Rider is 5'11", 165 lbs. Ridden less than 35 miles. RCN test trike (see RCN 077, July 2003). Asking \$2,800. Tel: 720-333-0873 or email: phzink@clearsail.net (083/CO).

**FOR SALE: EZ-3 TRIKE** w/fairing & basket. Like new. \$450; '03 **WIZWHEELZ 3.4** trike. Exc. cond. \$1200; **VARNA II** hand-cycle. <50 mi. \$1500; **RHOADES CAR** 1-seat quadracycle w/canopy \$900. Moe 619-237-1245 Karimi45@cox.net (083)

**FOR SALE: WizWheelz 3.3** (2002). Very low mi., upgraded parts & improved chainline. Mechanic owned. Doug \$1800 OBO. 262-446-3746 (WI/083)

## LWB For Sale

**FOR SALE: BURLEY LIMBO LWB**, rear suspension, blue/black, exc. cond., < 900 miles. \$800 + shipping. Reuben, Tel. 330-897-8003 (084)

**FOR SALE: HPM ROADSTER**. LWB, dual 26", XL frame w/ Tour Easy seat. Well-used but in good cond. Sturdy, comfy bike. \$475 OBO + ship. miscpippa@mailstation.com or tel. 505-982-3568 (084)

**FOR SALE: 1999 ROTATOR PURSUIT**, red, low miles and in mint condition, dual 20 inch 406 wheels, avocet 25 computer. Asking \$700 plus shipping. Tel. 515-597-2202 (IA/083)

**FOR SALE: 2002 ROTATOR**, like new \$1100; Moe 619-237-1245 Karimi45@cox.net (083)

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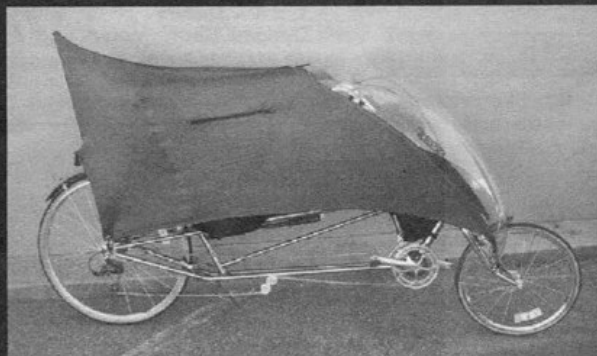
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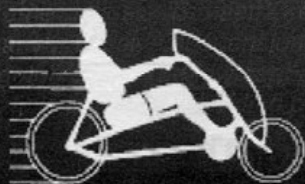
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