



March 1998

Adventure --- Cyclist

1998 Touring
Bike Buyer's
Guide

1998 Touring Bike B

Some answers to that all important question — a touring bike or just a bike for touring?



PHOTO BY CHUCK HANEY

Custom Touring Bikes

By Fred Meredith

Bike	Chainstay (56 cm frame)	Tubing	Component group	Rear speeds	Shifters	Fork rack mounts		
						Friction shifting	Maximum tire size	↓
Bilenky Midlands 853	45.7 cm	Reynolds 853	Bilenky Touring Special	8	Shimano Ultegra bar-con	Y	700 x 38c	Y
Bilenky Deluxe Midlands	45.7 cm	Reynolds Designer	Bilenky Touring Special	8	Shimano bar-con	Y	700 x 38c	Y
Bilenky Travel Midlands (folder)	45.7 cm	Reynolds 531	Shimano Deore XT	8	Shimano Ultegra bar-end	N	700 x 38c	Y
Boulder Bikes Tourstar	41 cm	Steel, alum. or titanium	Shimano/Campy	8 or 9	STI or Ergo Power	N	700 x 45c	Y
Co Motion Custom Touring	To spec	To spec	To spec	To spec	To spec	Y	700 x 40c	Y
Croll Touring Bike	42.5 cm	Reynolds 531 ST	To spec	To spec	To spec	Y	700 x 38c	Y
Davidson Signature Touring	To spec	To spec	To spec	8	To spec	Y	To spec	Y
Fat City Chris Cross	42.5 cm	TT OX3 custom-butted	To spec	8	To spec	Y	26 x 2.2"	Y
Fat City Bro Eddy	42.5 cm	TT OX3 custom-butted	To spec	To spec	To spec	Y	700 x 32c	Y
Fat City Yo Betty	42.5 cm	TT OX3 custom-butted	To spec	To spec	To spec	Y	26 x 2.2"	Y
Gordon Rock 'n Road Tour	45 cm	Tange MTB 4130	Shimano Deore XT	8	Shimano index bar-end	Y	700 x 45c	Y
Gordon Rock 'n Road Tour EX	45 cm	Tange MTB 4130	Shimano Deore XT	8	Shimano index bar-end	Y	26 x 2.125"	Y

▼ Chart continued on page 22

e Buyer's Guide

Georgena Terry, of Terry Precision Cycling, has a message for bicycle retailers and magazine publishers, and for her fellow manufacturers. "Please don't think the bike market is limited to the 'I-like-to-get-bloody-and-muddy' 20-year-old rad dude," she says. "Bicycling is one of the most equitable sports around and it can be enjoyed by people of all ages and all abilities."

We hear you, Georgena. Hence, our third annual buyer's guide to touring bikes. In our first guide, published in March 1996, Technical Editor John Schubert put it succinctly: "Almost anything with wheels can be used as a touring bike ... but why would you want to suffer needlessly?"

Exactly! There are special considerations when choosing a bike for touring.



The Bilenky Deluxe Midlands

bike will also accommodate the less demanding types of touring, when a credit card is your most important baggage. The reverse is not true. If you select a "sport

Decision number one: The type of touring you expect to do affects your choice of a bicycle. If fully loaded touring is in your future, then a bicycle designed for heavy loads and long distances should be your choice. Such a

touring" bike, don't try to retrofit it to carry the kitchen sink later on; the frame may not be up to it.



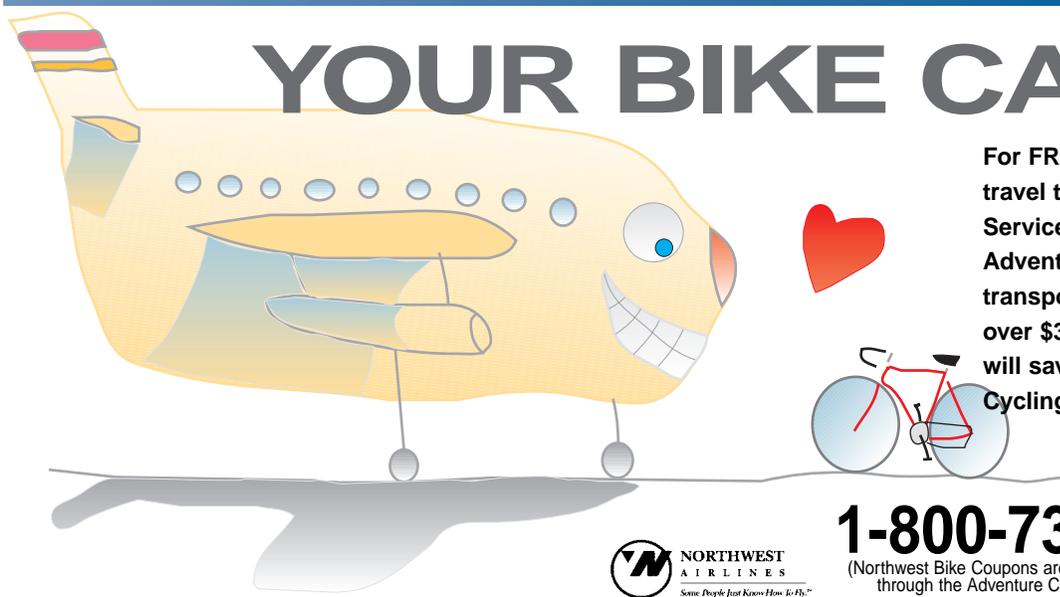
The Rivendell Longlow

Decision number two: Where are you going, and for how long? Taking a two-week tour to one of our national parks is not the same as embarking on a round-the-world bike ride, even when the climate and terrain are similar. There is a world of difference between Walling-Station in Nepal and West Yellowstone, Montana, if you've just trashed a wheel or broken a rack support.

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Small chain-ring	Large cog	lowest gear	Price	Address
28	32	23.6"	\$2795	Bilenky Cycle Works , 5319 N. 2nd St., Philadelphia, PA 19120-3230; (215) 329-4744, Fax (215) 329-5380
26	32	22"	\$2350	
30	32	25"	\$2650	
30	26	31"	\$1499-\$2999 for frame only	Boulder Bikes , P.O. Box 1400, Lyons, CO 80540; (303) 823-5021, Fax: (303) 823-5025
To spec	To spec	To spec	\$1275 for frameset	Co Motion , 222 Polk St., Eugene, OR 97402; (541) 342-4583; E-mail: comotion@teleport.com; Website: http://www.teleport.com/~comotion
To spec	To spec	To spec	\$1175+ for frameset	Croll Cycles , 718 Washington Ave. N., Suite 404, Minneapolis, MN 55401; (800) 944-2453, Fax (612) 334-5656
22	32	18.5"	\$1299+ for frameset	Davidson , 2116 Western Ave., Seattle, WA 98121; (206) 441-9998; Fax (206) 441-1815
To spec	To spec	To spec	\$995 for frameset	Fat City Cycles , P.O. Box 876, Stowe, VT 05672; (802) 253-6998
To spec	To spec	To spec	\$1350 frameset	
To spec	To spec	To spec	\$995 for frameset	
22	32	18.5"	\$2430	Bruce Gordon Cycles , 613 Second St., Petaluma, CA 94952; Phone/fax (707) 762-5601, Website: http://www.velolinq.com/brucegordon
22	32	17.9"	\$2430	

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The Serotta Colorado Rapid Tour

Touring bikes can cost anywhere from \$600 to \$2,500, or more. A top-end touring bike should be bomb-proof, capable of carrying heavy loads over a variety of road surfaces and terrain far from the support of bicycle shops. (Of course, you never know what luck will bring.)

A top touring bike will be:

■ **1. Strong and dependable.** No ultra-light tube sets for this frame. Light weight is not a first-order criterion. According to Bruce Gordon, a long-time builder of touring bikes and owner of Bruce Gordon Cycles, some bike frames are too light for touring. Not only are many racing bikes too light, but even some mountain bikes have top

tubes that are inadequate for loaded touring.

"Mountain bikes are designed for a load (the rider) primarily centered between the wheels of the bike," says Gordon. "A touring bike must also deal with significant loads and forces concentrated at the front and rear ends of the bicycle — a totally different situation."

■ **2. Shod in beefy wheels.** The wheels, whether 26-inch or 700c, will have at least 36 spokes and come with tires a minimum of 1.25 inches wide for 26-inch wheels, or 32 mm wide for 700c wheels. Inverted tread tires, such as the Avocet Cross, are excellent for road touring. They come in several widths, handle gravel, packed dirt, some sand, and still roll smooth on the pavement.

Custom Touring Bikes

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Bike	Chainstay (56 cm frame)	Tubing	Component group	Rear speeds	Shifters	Fork rack mounts		
						Friction shifting	Maximum tire size	↓
Ibis Hakkalugi	43 cm	Ibis Moron	To spec	To spec	To spec	Y	700 x 38c	Y
I.F. Independence	45 cm	Reynolds 853/Dedacciai	To spec	To spec	To spec	Y	700 x 40c	Y
Litespeed Blue Ridge	42.5 cm	3AL-2.5V Titanium	Shimano Ultegra	9	Shimano Ultegra STI	N	700 x 38c	N
Otis Guy	To spec	Ritchey/Dedacciai	To spec	To spec	To spec	Y	To spec	Y
Rivendell Longlow	44 cm	International mix	To spec	To spec	To spec	Y	26 x 2.35"	Y
Rivendell All-Rounder	43.5 cm	Reynolds 753/531	To spec	To spec	To spec	Y	700 x 35c	Y
Romic Tourer	43.2 cm	Reynolds 531 ST	Shimano or Campagnolo	8 or 9	Downtube or STI	Y	700 x 32c	Y
Serotta Colorado Rapid Tour	42.5 cm	Custom triple-buttet	To spec	8 or 9	To spec	Y	700 x 32c	N
Steelman	To spec	Dedacciai Zero Uno	To spec	8	To spec	Y	700 x 45c	Y
Ti Cycles	To spec	To spec	To spec	To spec	To spec	Y	To spec	Y
Waterford 1900/Ultegra	44.5 cm	Reynolds 753/531	Shimano Ultegra/XT	9	Ultegra STI or bar-con	Y	700 x 40c	Y
Waterford 1900/105	44.5 cm	Reynolds 753/531	Shimano 105/XT	8	105 STI or bar-cons	Y	700 x 40c	Y

▼ Chart continued on page 24

A Different Kind of Touring Bike: REI's Viaggio

Recreational Equipment Inc. (REI) of Seattle, Washington, has offered a traditional touring bike for years — the Novara Randonee. This year, they have added the Viaggio, a beefy-tubed creation with a pretzel-shaped handlebar, Shimano Nexave components, Topeak racks front and rear, and 26-inch wheels — all for \$695.

That's right, the rack system comes installed and ready to ride. The front lowriders bolt to single fork braze-ons and eyelets at the dropouts and use a hoop brace over the front wheel. Both front and rear racks are constructed of solid aluminum rod, with lots of positioning and attachment options, including a U-lock storage niche and lock-in grooves for a matching Topeak rack trunk.

This is the first production model bike I've seen employing the Nexave drivetrain and brakes. Billed by Shimano as componentry for the "sport utility bike," its use on a bike rigged for touring meant one thing — I had to try it out.

While I haven't had time to subject the Viaggio to a "real" tour, I have ridden it over 200 miles under a variety of conditions, including a fully loaded one-day excursion into the Texas Hill Country.

Setting out on a brisk 38-degree morning into a moderate headwind with four full panniers and a tent, I rode to my sister's

cabin on North Grape Creek, some 78 miles of up-and-down farm-to-market roads with a dollop of U. S. Highway thrown in for variety. By late afternoon, I had a good idea of where the Viaggio shined, and where it could use a little polishing.

The Nexave 8-speed cogset offers a predictable progression across the first seven gears — 11, 13, 15, 17, 20, 23, and 26 teeth — simple and straightforward enough. Then there is that eighth cog, big as a spoke pro-



jector with its 34 teeth. (Shimano uses a reverse-spring rear derailleur to make that big shift.) Combined with a 28/38/48 triple crankset, and an actual wheel diameter of 25 inches, that means a low gear of 20.6 gear inches — adequate for loaded touring — and a high gear of 109.1 inches.

Nexave shifters are a "no brainer." The push buttons read "low" and the levers read "high." It's the same on both sides (because of that reverse-spring derailleur) and there are little window indicators that tell you

which gear you're in. How easy could it get?

The harder you squeeze the Nexave power-modulated V-brake, the tighter the brake engages, up to a point, when the spring mechanism gives ground. That translates into less likelihood of pitching over the bars, or unnecessarily skidding the tires.

On my test tour, the granny gear let me climb some serious grades without standing on the pedals. Shifting was smooth, even to the 34-tooth cog. (Yes, I shoved it into the 48 X 34 just to see if there was enough chain. There was, but you don't want to go there.)

The Viaggio was rock-solid on descents, with no vibration or shimmy. The bike weighed in at 32 pounds, but that's not bad considering that the racks were included.

REI's sizing of the bike is a bit unorthodox at: M, L, XL, and XXL. I suggest just getting on one and going through the various fit adjustments, beginning with standover height.

For me, the real issue of the Viaggio's suitability for touring comes down to its unique handlebars. While the bars have three distinct hand positions, they offer very little change in body position or weight distribution. The lack of a low-profile riding position definitely impeded my progress into the wind.

With the addition of an aerobar, and my own preferred Avocet tires, I would happily take the Viaggio on tour. Even without the changes, the Viaggio is a great commuter/utility bike.

-Fred Meredith

Small chainring	Large cog	lowest gear	Price	Address
To spec	To spec	To spec	\$1100 (frameset); \$2250+ (bike)	Ibis Cycles , P.O. Box 275, Sebastopol, CA 95473; (707) 829-5615; Website: www.ibiscycles.com
To spec	To spec	To spec	\$1400 for frameset	Independent Fabrication , P.O. Box 98, Somerville, MA 02143; (617) 666-3609; Fax (617) 666-1655; E-mail: ifinc@aol.com
30	26	31"	\$1325 (frame only); \$2800 (bike)	Litespeed Titanium , PO Box 22666, Chattanooga, TN 37422; (423) 238-5530; Website: www.litespeed.com; E-mail tirules@cdc.net
To spec	To spec	To spec	\$1290 for frameset with Softride	Original Otis Guy Cycles , 115 Ridge Road, Fairfax, CA 94930; (415) 456-4132; Fax (415) 453-9650; E-mail: oguy600441@aol.com
To spec	To spec	To spec	\$1100 for frameset	Rivendell , 1561B 3rd Ave., Walnut Creek, CA 94596; (510) 933-7304; Website: www.rivendellbicycles.com; E-Mail: rivbici@earthlink.net
To spec	To spec	To spec	\$1250 for frameset	
30	26	31"	\$1575-\$2280	Romic Cycle Co. , 4434 Steffani Lane, Houston, TX 77041; (713) 466-7806
To spec	To spec	To spec	\$1208 for frameset	Serotta Competition Bicycles , P.O. Box 1439, 20 Hudson Falls Rd., South Glens Falls, NY 12803; (518) 747-8620
To spec	To spec	To spec	\$1539 for frameset	Steelman Cycles , 3600 Haven #5, Redwood City, CA 94063; (650) 364-3939, Fax (650) 364-4029; Website: www.steelmancycles.com
To spec	To spec	To spec	\$1000+ (frameset); \$1800+ (bike)	Ti Cycles , 824 Post Ave., Seattle, WA 98104; (206) 624-9697, Fax (206) 624-9695; Website: http://ticycles.com; E-mail: info@ticycles.com
30	28	28.9"	\$1200 (frameset); \$2150 (bike)	Waterford Precision Cycles , 816 W. Bakke Ave., Waterford, WI 53185; (414) 534-4190; Website and E-mail: www.waterfordbikes.com
30	28	28.9"	\$1200 (frameset); \$2300 (bike)	

Racers ride skinny tires to keep the rotational weight down, improving acceleration, and minimizing road friction losses.

Tourists ride wider, heavier tires to manage the extra load safely and get that cushioned ride that comes with greater tire volume. Heavier tires offer longer wear life and greater resistance to flats.

If you are not touring on single-track trails, leave mountain bike tires at home. Whirring tread on the pavement is the sound of excess friction and drag. If the bike you choose doesn't come equipped with appropriate tires, check to be sure the fork and rear stays will have adequate clearance when the proper tires are installed.



The Bike Friday New World Tourist

■ 3. *Accessory friendly.* Look for double eyelets front and rear (next to the dropouts). One set is for mounting racks and one is for

fenders. Insist on braze-ons for Lowrider racks on the fork. If you don't use a hydration system such as a Camelbak, you may need that third set of water bottle braze-ons



The Raleigh R-300

found on many touring models (bottom of the down tube). Check the seat stays for the upper rack-mounting braze-ons. They will be there if it's really a tourer.

■ 4. *Sized properly.* It

starts with a frame you can stand over with at least an inch of clearance and proceeds through saddle height, fore and aft saddle position, saddle tilt, and reach. The criteria used for fitting a road bike apply equally to a touring bike. Rack styles differ, crank arm lengths vary, and shoe sizes are rider-specific, but there is a rule of thumb on chainstay length to avoid clearance problems with the panniers. Chainstays should be about 17 inches long at a minimum for the average size rider (measured center-to-center from the crank spindle to the rear axle). More is better up to a point. As Gordon says, "Not many riders need a chainstay of 18 or more inches."

Of course, if you get a chance to test the bike with installed racks and loaded rear panniers, you don't have to remember any numbers.

■ 5. *Comfortable.* The controversy between using road bikes and mountain bikes for

touring usually boils down to handlebars and hand/body positions for riding into the wind. Road bike bars have "drops" for getting a low angle to the wind. Mountain bike bars don't. Bolt-on bar-end extensions for mountain bikes offer more hand positions, but usually don't address the wind issue satisfactorily.

Aerobars are available for both styles of handlebar. I am an advocate of aerobars, or "geezer bars" as my wife and I like to call them. We ride them for comfort, not for speed. They offer a low body angle for less wind resistance, rest for the hands, wrists, and forearms during long hours of riding,



The Bianchi San Remo

and significant changes in overall body position to stave off fatigue. I have used several models made by Profile (Profile II, Airstryke, and Split Second) and I don't think I could enjoy riding all day, every day, without them. I do not, however, endorse using an aerobar during fast descents or when riding in a pack or paceline.

■ 6. *Geared low.* Even some road bikes now offer triple chainring cranksets and seven- or eight-speed cogsets. That's good, but don't be fooled into thinking they are

Factory Touring Bikes

Bike	Chainstay (56 cm frame)	Tubing	Component group	Rear speeds	Shifters	Fork rack mounts		↓
						Friction shifting	Maximum tire size	
Bianchi Volpe	43 cm	Tange Infinity	Shimano RSX	7	Campagnolo Ergo Power	N	700 x 40c	Y
Bianchi San Remo	44 cm	Dedacciai	Campagnolo Mirage	8	Shimano RSX STI	N	700 x 40c	Y
Bike Friday New World Tourist	n/a	4130 Chromoly	Sachs 3x7 w/Tektro V-brakes	7	Sachs Power Grip Plus	N	20 x 1.75"	Y
BLT (designed by Bruce Gordon)	44 cm	Tange MTB 4130	Shimano Deore LX	8	Shimano bar-end	Y	700 x 45c	Y
Cannondale T500	45.7 cm	6061-T6 aluminum	Shimano STX	7	Shimano RSX downtube	N	700 x 38c	Y
Cannondale T700	45.7 cm	6061-T6 aluminum	Shimano LX/STX	8	Shimano bar-end	N	700 x 38c	Y
Cannondale TS700 (suspension)	45.7 cm	6061-T6 aluminum	Shimano LX/STX	8	Shimano bar-end	N	700 x 38c	Y
Cannondale T1000	45.7 cm	6061-T6 aluminum	Shimano XT/LX	8	Shimano bar-end	N	700 x 38c	Y
Diamondback Expert	41.9 cm	Chromoly	Shimano RSX	7	Shimano RSX STI	N	700 x 40c	N
Fuji Touring Series	44 cm	TT AVR DB chromoly	Shimano RSX	7	Shimano RSX STI	N	700 x 40c	Y
Jamis Aurora	42.5 cm	Reynolds 525	Shimano RSX	7	Shimano RSX STI	N	700 x 35c	Y
Klein Navigator	45.7 cm	Klein Power Tubing	Shimano 105/XT	8	Shimano 105 bar-end	Y	700 x 35c	Y

▼ Chart continued on page 26



The Fuji Touring Series

ready for fully loaded touring. As Georgena Terry points out, "The Shimanos and Campys of the world must recognize the need for specific touring components — like long-reach brake arches to accommodate fenders, and granny gearing. For instance, Campy's best cassette for touring only offers a max of 26 teeth!"

Many of the new road-style touring bikes are being offered with combined brake/shift levers (either STI from Shimano or Ergo Power from Campagnolo). Bar-end shifters (conventional shift levers mounted at the ends of drop bars) are my favorite because they offer indexed shifting with an easy switch to friction shifting if something goes awry. They can also be repaired relatively easily — dependability again.

To get those loaded panniers over those mountains, the real touring bike will have, on average, a low gear in the 20-25 gear-inch range and a high around 100 gear inches. (Gear inches equal the number of teeth on the chainring divided by the number of teeth on the cog, multiplied by the diameter of the rear wheel in inches.) Those are the basics. There are always other considera-

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Small chainring	Large cog	lowest gear	Price	Address
32	25	34"	\$1099-\$1169	Bianchi , 21371 Cabot Blvd., Hayward, CA 94545; (510) 264-1001, Fax (510) 264-2099.
26	28	25"	\$599-649	
n/a	n/a	22"	\$1075	Green Gear Cycling , 3364 W. 11th Ave., Eugene, OR 97402; (800) 777-0258; Website: www.bikefriday.com ; E-mail: info@bikefriday.com
22	28	21.2"	\$1165	Bruce Gordon Cycle , 613 Second St., Petaluma, CA 94952; Phone/fax (707) 762-5601, Website: http://www.velolinq.com/brucegordon
22	28	21"	\$705	Cannondale , (800) 245-3872 BIKE USA; E-mail: cdale01@interserv.com ; Website: http://www.cannondale.com
22	30	19.75"	\$868	
22	30	19.75"	\$1193	
22	30	19.75"	\$1409	
26	24	29.2"	\$600	Diamondback , 4030 Via Pescador, Camarillo, CA 93012; (805) 484-4450
26	28	25"	\$700-\$749	Fuji , 118 Bauer Dr., P.O. Box 60, Oakland, NJ 07436; (800) 631-8474; Website: www.fujibike.com
26	24	29.2"	\$599	G. Joannou Cycle Co. , 151 Ludlow Ave., Northvale, NJ 07647; (201) 768-9050.
30	30	27"	\$1500	Klein Bicycles , 801 W. Madison, Waterloo, WI 53594; (800) 52-KLEIN



The Peugeot Appalaches



The Terry Classic

tions when it comes to individual taste and the riding environment.

"Cycle tourists seem like a pretty independent bunch of folks," said Hans Scholz, head of Green Gear Cycling and designer of the Bike Friday folding bike. "They don't seem to follow hype like the younger crowd. I think (the touring bike) is probably going to go in as many directions as there are people calling themselves tourists."

And in as many directions as there are places to see. Because in the end, that's what bicycle touring is really about. ●

Fred Meredith writes and edits for several regional publications in Austin, Texas.

Touring Recumbent Primer

by Robert J. Bryant

Recumbent Bicycles just may be the perfect touring bicycle. Once you are recumbent-educated and trained, the supine ride can truly put new life into your bicycle touring. Imagine cruising the open road, heads up and feet first, with none of the standard baggage (pain) that goes along with traditional bicycle touring. Admittedly, I am a recumbent evangelist, but I won't try to hide their shortcomings either.

For example, recumbents can be heavier and much bulkier to haul around than a conventional bike. Accessories do not mate as easily as they do with uprights. Mounting computers can be an exercise in futility. Some mechanics are recumbent-lame. Last, but not least, recumbents are built by relatively small builders. You should plan to wait up to three months for delivery of your new recumbent touring bike, and plan to spend \$2000 or more.

Recumbents come in three basic styles — short, long, and compact. Long Wheelbase (60"-70"+) recumbents are stable, handle loads with ease, and make excellent touring bikes. Compact wheelbase (47"-60") recumbents utilize a smaller diameter wheel, and/or higher seat than a long-wheelbase recumbent to make the bike more compact. Weight distribution is a serious issue for touring on compacts. Short-wheelbase (33"-46") recumbents are primarily sport touring and performance bikes.

The recumbent seat is the heart of the bike. If your seat is not comfy, then the argument for a recumbent quickly goes out the window. Look for a nice curved lumbar, tall seat back with both upper and lower seat support for pushing into (and relaxing).

The seat base should be a contoured pan with foam and cover, or a breathable full sling/mesh. A bike with an adjustable angle of recline is essential for dialing in comfort.

Serious tourists need high-quality wheels on their recumbents. Most stock recumbent wheels are machine-built, though there are a few exceptions, from Easy Racers and Angletech, for example. A custom-built wheel set with high-quality hubs, hand-laced spokes, and high-quality rims is a worthwhile investment.

When you are shopping, discuss loaded touring with the manufacturer or dealer. Some recumbents require special racks and some recumbent styles will haul a load better than others. A cargo trailer works best for short wheelbase models. Some non-triangular frames require ingenious trailer hitches. Check with the manufacturer to find out what trailers work. B.O.B. and Burley trailers fit most.

Long wheelbase recumbents are hauling machines. Most will carry a heavy load on the rear rack, and also accept front racks and lowriders. The Ryan Vanguard and Rans Stratus have low-rider braze-ons. LWB recumbents will easily haul a trailer as well. BikeE is the only compact recumbent manufacturer that advocates touring. They offer a seat bag, frame/beam accessory mounts, and a pannier rack that mounts amidships. Your best bet on short wheelbase recumbents is to use a factory seat bag along with a touring trailer, and a rear rack with a rack-top bag for incidentals.

Robert Bryant is the editor of Recumbent Cyclist News, a bimonthly recumbent magazine. For information and a sample copy, send \$5 to: RCN, P.O. Box 58755, Renton, WA 98058 or call 253/630-7200.

Factory Touring Bikes

Bike	Chainstay (56 cm frame)	Tubing	Component group	Rear speeds	Shifters	Fork rack mounts	
						Friction shifting	Maximum tire size
Montague Urban	45.7 cm	Double-buttet chromoly	Shimano STX	7	Grip Shift SRT400i	N	26 x 2.1" N
Performance R-207	41 cm	True Temper RC2	Shimano RSX	7	Shimano RSX STI	N	700 x 28c Y
Peugeot Appalaches	44.5 cm	True Temper chromoly	Shimano STX/Alivio	7	Shimano bar-ends	N	700 x 40c Y
Peugeot X-Country	44.5 cm	True Temper OX2	Shimano RSX	7	Shimano RSX STI	N	700 x 40c Y
Raleigh R300	44.7 cm	7005 aluminum	Shimano RSX	7	Shimano RSX STI	N	700 x 38c Y
REI Novara Randonnee	43.4 cm	Double-buttet chromoly	Shimano RSX STI	7	Shimano RSX STI	N	700 x 40c Y
REI Viaggio	42.9 cm	Double-buttet chromoly	Shimano Nexave	8	Nexave	Y	26 x 32c Y
Rivendell Heron Touring	44 cm	Reynolds 531	Suntour/Sachs/Ritchey	7	Suntour bar-end	Y	700 x 35c Y
Softride Norwester (suspended)	41.9 cm	SST chromoly	Shimano RSX	7	Shimano RSX STI	N	700 x 32c N
Terry Classic	43.2 cm	Columbus Brain	Campagnolo Mirage	8	Campy Ergopower Mirage	N	700 x 32c Y
Trek 520	45 cm	TT double-buttet	Shimano 105/LX	8	Shimano Ultegra bar-end	Y	700 x 35c Y

Bryant's Top Touring 'Bent Picks

LONG WHEELBASE, ABOVE-SEAT STEERING:

Rans Stratus or Easy Racer Tour Easy. These bikes are long, stable and durable, having toured successfully for years. The Stratus has better components and a more



The Angletech Altitude

comfortable seat that Tour Easy. The Tour Easy has a stiffer frame and slightly better handling than the Stratus. These bikes are almost road-ready out of the box. Choose a good set of tires, customize the gearing, install racks, and you're set. Both have optional front fairings as well. The Easy Racer small Zzipper will work with a front rack, as will the Rans Stratus fairing.

LONG WHEELBASE, UNDERSEAT STEERING:

Ryan Vanguard. Dick Ryan's Vanguard has long been the touring standard. Dick's recumbent history dates back to working with David Gordon Wilson on the Avatar in the early 1980's. The seat is laid-back and the pedals are low. The Vanguard could use wider-range gearing, but is otherwise a dialed-in touring machine.

COMPACT: BikeE. The BikeE is the most compact and least expensive touring recumbent. You can be on the road for under \$1000. The stock bike components are entry-level, which contradicts high-end touring component theories, but the bikes are proven dependable on the open road, and that's what counts.

SHORT WHEELBASE, ABOVE-SEAT STEERING:

Rans V-Rex or Angletech Altitude. The V-Rex does not come outfitted ready to tour, but it would be an easy conversion, mainly involving the addition of heavy-duty tires, and possibly wider-range gearing. Both of these bikes exhibit exceptional high-speed stability. Both would work best in conjunction with a B.O.B. trailer (or similar).

SHORT WHEELBASE, UNDERSEAT STEERING:

Haluzak Horizon. The Horizon uses a monobeam/monostay frame incorporating tapered mountain bike tandem fork blades. Haluzak will build your bike using stiffer tubing; we found both boom and seat flex that should be mitigated by using those optional stiffer tubes. High-speed stability remains an open question with the monostay rear end and a touring load.

BEST RECUMBENT TOURING OUTFITTER:

Angletech. Angletech builds their own custom touring recumbent, the short-wheelbase Altitude, and custom-specs many brands for touring and performance, offering racks, bags, computers, hydrations systems, etc.

MOST COMFORTABLE RECUMBENT SEAT: Rans, available on all Rans models and the Angletech Altitude, and optional on Easy Racer recumbents.

CONTACT LIST

■ **Angletech** Tel. (719) 687-7475 ● Anglezoom@aol.com ◆ <http://www.angletechcycles.com> ▼ Products: Recumbent manufacturer (Altitude), custom-spec touring recumbents, recumbent touring accessories, tires, racks, panniers, etc.

■ **BikeE** Tel. (800) 231-3136 ● bikee@bikee.com ◆ <http://www.bikee.com> ▼ Products: Compact touring recumbents

■ **Easy Racers, Inc.** Tel. (408) 722-9797 ● Tooeasy1@aol.com ◆ <http://www.easyracers.com> ▼ Products: Long wheelbase, above-seat steering, touring and performance recumbents.

■ **Haluzak** Tel. (707) 544-6243 ● Sidwindr@pacbell.net ◆ <http://www.BikeRoute.com/haluzak> ▼ Products: Short wheelbase touring recumbents

■ **Linear Mfg.** Tel. (319) 252-1637 ◆ <http://www.BikeRoute.com/Linear/Linear.html> ▼ Products: Compact, long/short wheelbase, and tandem recumbents; some fold.

■ **Rans Recumbents** Tel. (913) 624-6346 ● bikes@Rans.com ▼ Products: Long wheelbase, short wheelbase, suspension and tandem touring recumbents

■ **Ryan Recumbent Bicycles** Tel. (781) 979-0072 ● ryanbike@ryancycles.com ◆ <http://www.RyanCycles.com> ▼ Products: Long wheelbase and tandem touring recumbents

■ **Vision Recumbents** Tel. (206) 467-0231 ● ATPVision@aol.com ◆ <http://www.cyclery.com/vision> ▼ Products: Compact, long wheelbase, short wheelbase and tandem recumbents; some fold.

Small chain-ring	Large cog	lowest gear	Price	Address
22	28	21.2"	\$899	Montague Corp. , 432 Columbia St., Cambridge, MA 02141; (800) 736-5348; Website: www.montagueco.com
26	24	29.2"	\$400-\$450	Performance Bicycle Shop , (800) 727-2453; Website: www.performancebike.com
24	28	23"	\$550	Pro Cycle USA, Inc. , P.O. Box 810, Hackensack, NJ 07602; (800) 543-4142
26	30	23.4"	\$750	
26	24	29.2"	\$649	Raleigh USA , 22710 72nd Ave. S., Kent, WA 98032; (253) 395-1100; Website: www.raleighusa.com
26	28	25"	\$595	REI , 222 Yale Ave. N, Seattle, WA 98109; (206) 223-1944; Website: www.rei.com
28	34	21.4"	\$695	
24	32	20.25"	\$1550	Rivendell , 1561B 3rd Ave., Walnut Creek, CA 94596; (510) 933-7304; Website: www.rivendellbicycles.com ; E-Mail: rivicbi@earthlink.net
26	24	29.2"	\$1099	Softride Bicycles , P.O. Box 9709, Bellingham, WA 98227; (800) 557-6387; Website: www.softride.com
28	26	29"	\$1670	Terry Precision Cycling for Women , 1704 Wayneport Road, Macedon, NY 14502; (800) 289-8379
30	30	27"	\$999	Trek , 801 W. Madison, Waterloo, WI 53594; (800) 369-TREK; Fax (414) 478-2774; Website: www.trekbikes.com