

## Velo Vision Sample Article

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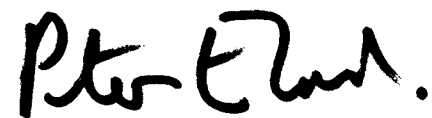
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If you have any problems or suggestions about the magazine in general, or this PDF article in particular, please email me at

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I hope you enjoy the read.



Peter Eland  
Editor and Publisher,  
*Velo Vision*

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### Small print

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VELO VISION AND VELO-VISION  
We weren't first with the name. Velo-Vision (note the hyphen) is a progressive HPV-friendly bike shop in Körten, near Bergisch-Gladbach, Germany, who also make their own recumbents. *Velo Vision* magazine is working in friendly harmony with Velo-Vision in Germany.

*Velo Vision* is printed on paper produced from sustainable forests to Nordic Swan standards.



**COVER PHOTOGRAPH:** Riding the Strida. Photo by Peter Eland.

**OPPOSITE:** The *Velo Vision* trailer is usually used to move bike boxes around York, but here it's helping some friends move a sofa. Photo by John Isles.

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### EUROBIKING

I hope, dear reader, that you will excuse the late appearance of this September issue – as last year, we delayed publication so as to include the report from Eurobike, which takes place in early September. It really is the focus of the European cycle industry, with many manufacturers timing their R&D effort to have their latest and best ready to exhibit to the thousands of dealers, journalists and distributors at the show.

As a journalist, I'm privileged to have perhaps the best job of them all: seeking out the interesting and the new, without having to get into the nitty-gritty of buying and selling. The manufacturers and designers are keen to tell me about their work, and I try to repay their enthusiasm and hard work by reporting their innovations as fully as possible. Perhaps the most difficult part of the process is the editing: cutting down the masses of photographs and notes to a length which won't overwhelm the rest of the magazine. I've done my best, as ever, and I hope the report will let you enjoy a vicarious visit to perhaps the greatest cycle show on earth.

Peter Eland

# EUROBIKE 2007

There's just one place to be in the cycle industry in early September: in Friedrichshafen in southern Germany, home of Eurobike.

This five-day show is the first of the trade show season, which progresses a few weeks later to IFMA in Cologne and after that to Interbike in Las Vegas, USA. But as the first show in the calendar, Eurobike now has the reputation as the place to go to see the significant product launches, and the friendly atmosphere and scenic location add to the attraction.

Over 34 000 trade visitors from 75 countries attended Eurobike this year, plus 18 800 more on Sunday, when the public are invited in. It's spread across 13 halls, with around 868 exhibitors. This year the organisers borrowed space in the nearby Zeppelin hanger (Friedrichshafen being the historic home of these iconic airships). Next year two more new halls are due to open to help accommodate even more exhibitors.

The first 'pre-show' day, Wednesday, was the 'demo day' in the Austrian mountains. Journalists and visitors were bussed up to the village of Eichenberg, and could take bikes out onto steep forest trails or, for road riders, onto a network of local roads. Despite the rain it was a popular event, and also a nice chance to talk to manufacturers in a more relaxed atmosphere than the packed trade show halls.

I then stayed for Thursday, Friday and Saturday – and that was barely enough time to walk round the show and take in all that was on offer. In the pages that follow you'll find some of the exhibits which caught my eye.

Peter Eland



**ABOVE:** To accommodate even more exhibitors the show has expanded into the nearby Zeppelin hanger, which housed a mix of stands and the electric bikes test track.

**RIGHT:** On to the show! I spotted this 'old and new' scene outside the show entrance. The high-wheeler is a modern replica, and the recumbent is from Steintrikes.

**BELOW:** The view over Lake Constance from the demo day venue, with Germany on the right and Switzerland across the lake.



**ABOVE & RIGHT:** Post-show, exhibitors and visitors flock into town for a meal, packing out the restaurants overlooking Lake Constance. Ben and Klaus of Yuba Mundo (the bikes in the foreground above) kindly gave me a lift and we cruised past the 'Eurobike traffic jam' of departing vehicles to reach the restaurants well before the crowds.



As usual, there are some amazing trade show stands. The Profile stand (above) even had a wind tunnel so that visitors could try out different riding positions...

Yeti Cycles (below) went for a literal approach with their stand.



This 'bike in a cage' is the M55 Bike electric-assist MTB, with a 200W motor in front of the bottom bracket. More info at [www.m55-bike.com](http://www.m55-bike.com)

Component makers Trickstuff were showcasing one of the most impressive fully-functional chopper bikes I've seen, and created from recycled materials by metal sculptor Olivier Baur (see [www.cyclohalic.de](http://www.cyclohalic.de)).



## Bikes



### △ Additive Bike

A stylish approach to load carrying was presented by German start-up Additive Bikes. Their designs place a streamlined, waterproof suitcase inside the diamond frame, accommodated by a split down tube. The bag simply presses into place, and is large enough to carry A4 folders or a laptop, they say. Bikes are available currently in MTB, city bike and racer format, from 1270 Euros. **Additive Bikes: Tel +49 8051 965 760 or see [www.additive-bikes.com](http://www.additive-bikes.com)**



### △ Surly Long Haul Trucker

US manufacturers Surly Bikes make a number of interesting machines – there's the amazing Pugsley, with its almost 4"-wide 'floatation' tyres (I'd love a report, if any reader has ridden one), and the Surly Xtracycle, with the extended back end built in (my pictures didn't come out). But my eye was caught by their classic touring bike, the Long Haul Trucker, with those super heavy-duty carrier racks. Those are also from Surly, and are rather cheekily called 'Nice Rack'! **See: [www.surlybikes.com](http://www.surlybikes.com)**



### ▽ Tom Ritchie's Ghana bike

Mountain bike pioneer Tom Ritchie has set up a project to bring loadbikes to Rwanda, where wooden scooters – like



the one he's seen on here – are often pressed into service through necessity. He's developed an extended rear bicycle for load-carrying in Rwanda and other developing countries. Maintenance and training are also part of the program, which aims to give coffee-farmers more appropriate transport for their needs. **See [www.projectrwanda.org](http://www.projectrwanda.org)**

### ▽ Tout-Terrain trailerbike

German manufacturer Tout-Terrain, whose tourers and child trailer we admired at last year's Eurobike (see Issue 23, page 9), had a sensible addition to their range this year; an optional front end to turn their trailerbike into a full-fledged mini MTB. Any child who gets a bike like that to ride wouldn't feel hard done by... **Tout Terrain: Tel +49 761 589 9744 or see [www.tout-terrain.de](http://www.tout-terrain.de)**

### ▽ Yuba Mundo



One of the more exciting bikes at the show was the Yuba Mundo, a utility bike intended both for use in developing countries and for sales in more prosperous markets. It's sort of like a bike with an integrated Xtracycle extension: there's a solid rear load platform for luggage which can also carry a passenger. The frame is made from steel, and the bike weighs around 19 kg. The idea is that it handles like – and is not all that much bigger than – a normal bike, but can carry much more (they say 200 kg).

What makes it exciting is the price – at around 599 Euros (around £400 in the UK) it's a fraction of the cost of most high capacity workbikes. Single speed, five-speed SRAM hub gear and six-speed derailleur versions will be available initially.

We'll be reviewing a Yuba Mundo bike as soon as they're available in the UK – first stocks are expected towards the end of this year, so it should be in the March issue. **See: [www.yubaride.com](http://www.yubaride.com). In the UK, Tel 0845 8682459 or see [www.thisisloadsbetter.com](http://www.thisisloadsbetter.com)**



### △ Topeak Jango

'Integration' is a popular buzzword at cycle design competitions, and a Topeak Jango bike had indeed won a prize at this year's Eurobike Awards. It's a range of bikes designed alongside a full range of accessories which fit into 'ports' on the frame. So there's a socket for a rear rack, a built-in D-lock mount, lights which attach neatly to the fork crown, and so on. The trailer is also specific to the Jango line. The range is expected to be available around Spring 2008. **See [www.topeak.com](http://www.topeak.com)**

**See [www.topeak.com](http://www.topeak.com)**

## Folding bikes

### ▽ Pacific Carryme, Reach and Kurt Kinetic trainer

We've tested a number of micro and mini folding bikes over the last few years, but the 'one that got away' so far is the Pacific Cycles Carryme. The bike now has a UK importer in the form of CycleCentric, and we'll get a test bike soon. I did take a ride at Eurobike, and can confidently say that it's much, much more rideable than the Sinclair A-bike...

Head of Pacific Cycles, Mr George Lin, kindly agreed to be pictured with his personal Carryme, which he reports has carried him over 2000 miles in 10 countries.

Pacific were also hosting on their stand a number of Kurt Kinetic cycle trainers, which they manufacture for the American company. The latest model is the 'Rock and Roll' trainer, which incorporates a side to side pivot system, forcing you to keep your pedalling action smooth. Rather like rollers, but less scary...

A pivoting rest for the front wheel completes the set-up. The bike seen on the trainer is the racing version of the Pacific Reach, now with a new, even more rigid frame design. We tested the City version in Issue 24.



**Pacific Cycles: see [www.pacific-cycles.com](http://www.pacific-cycles.com)  
Kurt Kinetic: see [www.kurtkinetic.com](http://www.kurtkinetic.com)**



### ◁ Dahon's 25 years

Congratulations to Dahon on a quarter century of folding bikes! Since their foundation in 1983, Dahon have apparently made over three million bicycles. To mark the occasion they were showing the limited edition 'Mu XXV', a magnesium-framed machine weighing just 7.5 kg. **See: [www.dahon.com](http://www.dahon.com)**

### ▽ Minimax

The 'Minimax' folder from Hasa Bike in Taiwan sports a full carbon-fibre frame. With 20" wheels, it's said to weigh just 8.6 kg. The fold looks simple but tidy. No word on availability in Europe as yet. **See: [www.hasabike.com.tw](http://www.hasabike.com.tw)**



### ▽ Mobiky MY16

Mobiky from France, whose Genius we review elsewhere in this issue, were showing their latest development, a 16"-wheeled version using Schwalbe Big Apple tyres. It appears that the folding mechanism remains basically unchanged, but the larger wheel size inevitably means a more bulky folded package. **See: [www.mobiky.fr](http://www.mobiky.fr)**



## Recumbents

### ▽ HP Velotechnik Grasshopper FX

The new folding version of the Grasshopper recumbent bike won a Eurobike Award, and had also puzzled a few viewers of the *Velo Vision* website; how can you fold a recumbent in half (sideways) without damaging the chain? The answer, it seems, is very easily. HP Velotechnik found that provided you use a good, flexible chain, the long chain run on a recumbent means it will simply twist by itself through the 90 degrees necessary for an 'easy bend'. They simply provide two flexible rubber sections in the chain tubes.

The folded package isn't tiny, but it's easily car-bootable. The bike is held firmly together in the folded position by a ski-shoe type binder.



- Also new from HP Velotechnik:
- They now offer 'seat wings' for their Bodylink seat (pictured above left), which should provide more sideways security.
  - A new 'Ergomesh' mesh seat option (pictured above right) has contoured padded sides and reflective piping down the edges for visibility from side and rear. There's also a zip pocket in the seat back.
  - A very solid Weber trailer hitch adaptor has been developed for the Scorpion trike, ideal for towing heavy child trailers.
- See: [www.hp-velotechnik.com](http://www.hp-velotechnik.com)

### ▷ Swingtrike

The Swingtrike, several years in the development according to designer Hektor Steinhilber, combines front wheel drive and a pneumatically-controlled lean-steering rear to produce a compact yet stable trike design. There's also a single wheeled rear module available to convert it to a bike, and a child's version is under development.

See: [www.swingtrike.de](http://www.swingtrike.de)



## Power assist

### ▷ Gruber Assist

An interesting start-up company, Gruber Assist, were showing a very clever retro-fittable electric assist system. The idea is that a small motor simply slides down the seatpost, and engages with a bevel gear fitted to the bottom bracket axle. It's a lightweight system, at under 900 g plus battery, and apparently offers around a 100 W power boost – rather less than some hub systems, but still useful. Once fitted, the electric assist is practically invisible, as you can stash the battery in any convenient bag.

You do need a straight seatpost with an internal diameter of at least 31.6 mm, and pointing straight at the bottom bracket, but many bikes should fit those criteria. The retro-fit does need to be carried out 'by a specialist dealer', as a certain amount of frame modification is involved...

Gruber can also supply complete bikes,



and are also talking to other manufacturers about integrating or licensing their system for use in other brands.

See: [www.gruberassist.com](http://www.gruberassist.com)

### ▷ Sparta Ion news

The Sparta Ion electric bike, as reviewed last issue, is undergoing something of a makeover for next season. A new display unit, combining cycle computer and power-assist monitoring functions, is combined with neat new grip-mounted controls.

Sparta were also displaying a 'Simple Bike' to give electric assist without the fuss to those who might be intimidated by too much technology. So the bike has no handlebar controls at all for the electric assist, which is simply set to provide gentle assistance as you pedal. So apart from the removable battery pack, the bike looks and feels essentially like a familiar, simple Dutch roadster.

See: [www.sparta.nl](http://www.sparta.nl)



### ▷ Flyer tandem

This, from Swiss company Flyer, is the first electric-assist tandem I've seen. It's an idea that makes sense: tandems can be sluggish on hills, especially if the team isn't athletic and co-ordinated. Overall weight is apparently around 32 kg, not bad at all.

Flyer: see [www.flyer.ch](http://www.flyer.ch)



## Load-carrying

### ▽ Gazelle Cabby

Also from the Netherlands is this 'Long John' format bike from Gazelle. They certainly don't do things by halves, and the Cabby is beautifully put together. They've also addressed one of the pressing issues with this type of bike: storage. The load area is actually a fabric 'basket', and the two sides fold in when it's empty so that the bike forms a long flat package.



It's seen here fitted with a child seat in the load area, which has room otherwise for two children on a bench seat. A further childseat can be carried on the rear rack, and there's an optional rain cover. All that does add up to a weight of 38.4 kg, so even with seven speed hub gearing the Cabby is probably best on the flat. Prices are from 1299 Euros.

See: [www.gazelle.nl](http://www.gazelle.nl)



### △ Pacific Trike

This load trike from Pacific Cycles incorporates a number of clever features. Note first the detachable trolley on the front; ideal for deliveries within buildings once you've cycled to your destination. There's also a lean steering mechanism to tilt the trike into corners, improving stability at speed.

Pacific Cycles: see [www.pacific-cycles.com](http://www.pacific-cycles.com)



### ▷ Tout Terrain front pannier system

Front panniers and suspension forks aren't an easy combination. There are several systems which will work, attaching the panniers to the suspended part of the frame, but they tend to be ungainly. Now Tout Terrain are working with Arkel Panniers to develop an integrated system. Sockets on the fork legs accept matching 'prongs' on a bracket attached to the panniers. The system is still under development.

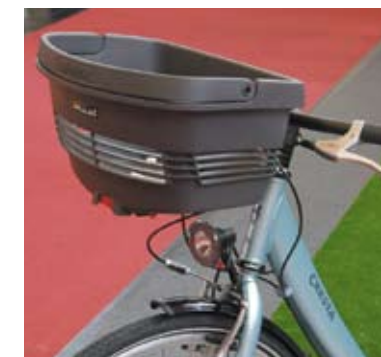
Tout Terrain: Tel +49 761 589 9744 or see [www.tout-terrain.de](http://www.tout-terrain.de)



### ▷ Kalloy bar bag mount

A neat idea for mounting a bar bag, but this Kalloy stem with integrated bag mount does seem to place the bag rather high.

See: [www.kalloyuno.com](http://www.kalloyuno.com)



### ▷ Hamax basket

A modern take on the traditional basket from HAMAX, better known perhaps for their child seats.

See: [www.hamax.com](http://www.hamax.com)

### ▷ Double Dutch

This load-carrier from the Netherlands (obviously!) is perhaps a modern interpretation of the classic 'butcher's bike', with three speed hub gears for €649 or



with a Nexus 8-speed for €749. Both versions use 26" wheels and Big Apple tyres.

Dutch ID: see [www.dutch-id.com](http://www.dutch-id.com)

## Drivetrain

### ▽ Alenax cranks

Cyclists who find the conventional pedal action uncomfortable may be interested in the 'six function' crankset system from Alenax of China. A handlebar lever controls clutches built into each crank: in the 'normal' position it's completely locked up, like a conventional crankset. In the 'natural motion' position, the two cranks are no longer locked together, and drive the chainrings via freewheels.

This means that the rider can use any part of the pedal stroke, with one or both legs, and can also have both legs moving together rather than in an



alternating sequence as is forced by the conventional pedal action. A 'stepping' motion is possible, too. It's potentially a very useful system for rehabilitation or special needs cycling.

See: [www.alenax.com](http://www.alenax.com)



### ▽ Trickstuff eccentric

Growing numbers of riders are looking to convert derailleur bikes (usually with vertical dropouts) to fixed gear, singlespeed or hub gears. In all of those cases, the question is how to achieve correct chain tension.



German add-on specialists Trickstuff have come up with a solution: a kit which converts any standard bottom bracket shell into an eccentric. Offset bearing shells each side permit about a quarter inch of axle movement – but as in theory up to half an inch could be required, they also provide some 'half links' for your chain. It's compatible with 24mm-axle singlespeed cranks (Shimano Hollowtech II, for example).

See: [www.trickstuff.de](http://www.trickstuff.de)



### △ SRAM/Cannondale concept

This apparently fully rideable folding concept bike was a joint project between SRAM and Cannondale. Perhaps the most interesting aspect is the rear hub, a one-sided implementation of the nine-speed SRAM i-Motion9 hub gear. The red outer shell to which the spokes are attached can be unlocked and removed, leaving the hub and disk brake in place.

The one-sided hub is part of a totally enclosed drive system which Cannondale call 'Case Closed Technology'. Let's hope it makes it to production.

See [www.sram.com](http://www.sram.com) and [www.cannondale.com](http://www.cannondale.com)



### ▽ Gearboxx

The idea of a 'gearbox bike' has been covered here before – basically, by building the gears into the frame and just using a simple chain drive to the back wheel, you should reduce unsprung mass and weight distribution, and keep the complicated bits out of harm's way. Previous incarnations have usually been based around hub gears such as the Rohloff, mounted above the bottom bracket.



Now I'm not sure I've got the buzzwords straight, but the news at Eurobike was that the 'E-Core' or 'G-Boxx 2' bike seen here moves things up a level, by using a car-type, purpose-built gearbox complete with electronic gear shifting. And there's a sensor in the rear hub to provide ride data to the rider and to the gear-shift computer. This all makes it more compact, lightweight and efficient, starting to tackle some of the criticisms of previous systems. Then again, it's probably going to be expensive...

See: [www.g-boxx.org](http://www.g-boxx.org)



### ▷ Katz Bikes drive

Momentum does seem to be building in mountain-biking circles towards the development of fully enclosed drive-trains. Katz Bikes of Switzerland were promoting their solution: the chain runs inside an expanded chainstay to the rear wheel. There, it drives a modified Rohloff hub via a clever joint system which lets you remove the rear wheel without disturbing the sealed drivetrain. They'll be selling complete bikes fitted with this system, and are also hoping to license it to other manufacturers.

See: [www.katz-bikes.com](http://www.katz-bikes.com)



### ▷ KtraK snow bike

Who says that bikes aren't versatile? Why, with this accessory you can even turn yours into a snowmobile! You can't see it in this shot, but the kit from KtraK also provides a 'ski' replacement for the front wheel. The tracked rear end offers much improved performance on snow, it seems. There are some impressive videos on the website.

See: [www.ktrakcycle.com](http://www.ktrakcycle.com)

### △ Kamigawa differential

Interesting, in light of our Anura review, to see another bicycle-scale differential unit on display, although judging by the size of the axles, this one's more for pedicabs or load carriers than solo trikes. Kamigawa also specialise in pedals and other drivetrain components.

See: [www.kamagawa.com.tw](http://www.kamagawa.com.tw)

## Controls

### Bar End Mirrors ▷

Neat bar-end mirrors in MTB and drop-bar form, from Swiss company CD Project. They're just under 20 Euros a pair in either style, plus shipping. Order direct via their website.

See: [www.cd-project.com](http://www.cd-project.com)

### Brooks grips ▷

New leather grips from Brooks: the disks of leather are anchored by lengths of old spoke running between the clamps at each end, so providing a means to adjust the length.

See: [www.brooksengland.com](http://www.brooksengland.com)

### Humpert bars ▷

The Adjustable Handlebar System from German manufacturer Humpert offers an extra degree of freedom, in that you can adjust the bar 'bend'. There are also plenty of comfortable hand positions on the sculpted grips.

Available via many German dealers, or see: [www.humpert.com](http://www.humpert.com)

### Speedlifter Twist ▷

The Speedlifter has been around a few years now – it allows instant stem height adjustment without tools. The latest version adds a 'Twist': as well as retaining the up and down movement it can also rotate 90 degrees, leaving the bars in line with the bike for easy parking or storage. A solid plunger system locks it into either position.

See: [www.speedlifter.de](http://www.speedlifter.de)

### Trickstuff headset bits ▷

More nice bits from Trickstuff: first a headset with steering limiter, stopping your bars swinging round and scratching your frame. They also do a 'gyro' which lets you rotate the bars 360 degrees, while 'feeding through' the hydraulic hoses for a Magura brake. Great for trials riders, maybe for others too.

See: [www.trickstuff.de](http://www.trickstuff.de)



## Lights

### ▽ KMC i-lights



Better known for their chains, KMC Industrial had these nifty LED lights, modelled perhaps after a well-known portable music player. They also had a



somewhat ungainly LED headlight built into the front of a stem, and with rechargeable batteries powered by solar cells on the stem's top surface.

See: [www.kmchain.com](http://www.kmchain.com)

### ▽ Unico USB lights

This little LED headlight from Unico was the only light I saw at the show which charges via USB. It could be handy to be able to



plug a light in to any computer to charge up, rather than carrying a separate charger around, so I hope the idea catches on.

See [www.unico.com.tw](http://www.unico.com.tw)

## The rest

### ADD Anti-lock pads ▷

These anti-lock brake pads from Ke Chuan Technology are interesting: they're a simple retro-fit to any canti or V-brakes and promise an end to locking up the front wheel by over-zealous braking. Not a problem I have – I prefer my brakes powerful enough to lock up, and rely on skill to modulate the stopping. But it could be useful for some riders.

It's hard to see how they could possibly work, but they most definitely do – I had a good test-ride and try as I might I couldn't lock the front wheel. I assume they have some sort of spring-loaded ramp system so that if braking force gets excessive the pads 'contract' and reduce pad pressure against the rim. Anyway, neatly done!

See: [www.addkc.com](http://www.addkc.com)



### ▽ Herkelmann Wingees



Why do most bikes have two separate structures over the back wheel: a carrier rack, and then mudguards held up by a completely separate system of stays? Designer Bernd Herkelmann decided to do something about it, and the result is his integrated 'Wingees' mudguard and pannier rack system.

The panniers are carried nice and low, and the wide guards should

give good spray protection. There's a similar design for the front wheel. And as Bernd says, they give the bike a very distinctive look.

See: [www.herkelmann-fahrraeder.de](http://www.herkelmann-fahrraeder.de)

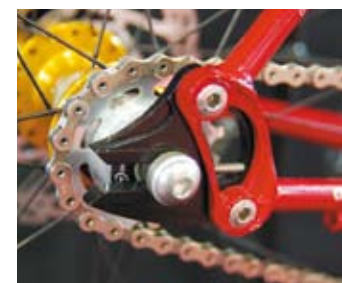


### ▽ Fixie Inc dropouts

I spotted a neat dropout system on a 'Pure Blood' bike from Fixie Inc. The frame is fitted with a sort of double socket, to which can be bolted the dropout of your choice: rear-ended as seen here for fixed-gear use, or vertical with a derailleur hanger for 'normal' gears. The dropouts can also have disk brake mounts on if required.

Moving into speculation (the Fixie system doesn't do this), if the dropouts could be attached either side, too, it could be possible for one frame to accommodate hubs of varying axle length (or more strictly speaking, over-locknut dimension). So you could perhaps run both track hubs (usually 120 mm) and MTB hubs (135 mm) on the same bike. Useful? Not sure...

Fixie Inc: [www.cycles-for-heroes.com](http://www.cycles-for-heroes.com)



### △ Rainlegs Jeans

The not-too-sweaty Rainlegs, which we reviewed in Issue 20 (and which I still carry around with me every day) will soon be available in a stylish new 'Jeans' version.

See: [www.rainlegs.com](http://www.rainlegs.com)

### ▽ Carbon rear end?



For the cyclist who has everything... See [www.german-carbon-group.de](http://www.german-carbon-group.de)

### ▽ Marresi Shoes

Looking for some traditional leather cycling shoes? This lovely example is from Marresi of Italy, on the stand of their German importer, Bela Ciclismo ([www.bela-radsport.de](http://www.bela-radsport.de)).



See: [www.calzaturemarresi.com](http://www.calzaturemarresi.com)

## Also noted:

KMX are revamping their recumbent trikes, with the direct steer and new seat which we saw in prototype form at the SPEZI (see VV 26). Details next issue.

See: [www.kmxkarts.com](http://www.kmxkarts.com)

Altena-Bike from the Netherlands have developed a child's recumbent, the Estrellita. It should fit riders from around 8 and 13 years old, and costs from 595 Euros.

See: [www.altena-bike.nl](http://www.altena-bike.nl)

Congratulations to Flevobike, whose Greenmachine recumbent won a Gold Eurobike Award. See: [www.flevobike.nl](http://www.flevobike.nl)

The double disk brakes (i.e. a disk on each side of a front hub) which we showed in last year's Eurobike report (Issue 23), but couldn't identify, are made by German brake specialists Gatorbrake. They're looking for a UK distributor. See: [www.gatorbrake.eu](http://www.gatorbrake.eu)

Schmidt Maschinenbau, makers of the definitive SON hub dynamo, had a new '20R' model out: smaller and lighter than their previous model at just 390 g. A disk brake version will follow soon. Their one-sided hub dynamos for recumbent trikes now fit Anthrotech and HP Velotechnik machines: they're still working with ICE and others to expand the list.

See: [www.nabendynamo.de](http://www.nabendynamo.de)

SRAM have also introduced a hub dynamo for smaller wheels, the I-Light D3, with an over-locknut dimension of just 74 mm.

See: [www.sram.com](http://www.sram.com)