

INTO THE RIDE #82

What's New for 2010

by Randy Schlitter

XStream Line Up

Winning RAAM 2009 spotlighted this speedster, so for 2010 we have expanded the line up of this very exciting bike to include both a very reasonably priced dual 26" wheel version and the Team version, besides the original Xstream. All the Xstream frames feature disc brake mounts in the rear drop out, but only the 26 will have a disc compatible fork.

XStream 26

XStream 26 is a bike that will run the commute or tour and still be fast for group rides. The wheel set is MTB 26" with 1.5 Primo Comets. The intent is to provide a bike practical for everyday riding at a very reasonable price. The frame and fork are set up to take up to 1.75" tires, allowing for a wide range of tire and wheel options. In the touring or commuting role a wide range of tires is needed, and the frame and fork can be fitted with disc brakes. The Xstream 26 should be a popular choice among those wanting a fast smooth riding LWB. It comes in bright yellow and with the sling mesh seat standard. In essence, the Xstream has displaced the V3*, because in this set up the two bikes are very similar. The Xstream still has the advantage of a lower seat height, even with the Sling Mesh, which is about 1.5" higher than the Hoagie. The extra height helps to reduce tiller in this case; since the rider is closer to the bars, they can slide the stem in further. Couple that with the extra mass of the 1.5" Primo's and low speed handling should not be an issue for a fully loaded tourist or a commuter winding their way through traffic

XStream

The 2010 Xstream is identical to the 2009 with the exception of the disc compatible rear drop out. We even retained that smart dark and sinister color. The Hoagie seat standard along with the spec that made this bike a popular choice for 2009.

XStream sizing: We may offer other sizes, if demand warrants. Currently the standard size has been able to accommodate the greater percentage of riders; the smaller rider is rarely ruled out, but occasionally the taller rider has issues with being too far aft. We plan to test some larger bikes, around another 3" in total length. Stay tuned as to what we conclude.

* We have a good supply of V3 frames in steel; also check our 2009 inventory page for other models of interest.

Formula LE



Formula LE is back in burnished aluminum!

Enduro Sport

The Enduro Sport is not intended to upstage the V-Rex, but rather to offer a cost-effective alternative, at the same time fitting a greater size range of riders. The bike is simpler and less costly to produce. Comes in a dazzling red with a metallic amber clear coat. Two sizes available.

After many requests to lower the seat height on the V-Rex we answered with the Enduro Sport. To simply lower the V-Rex disrupted the frame layout to the point a monotube frame made more sense. With a 2" lower seat height, longer wheelbase, and slightly higher crank height, the Enduro Sport still has a ride as familiar as the V-Rex. The seat choices for the bike include Hoagie, Sling Mesh, and our famous Mesh seat. With either the Hoagie or Sling Mesh the bike weighs in 3 pounds less than the Mesh seat equipped V-Rex. The V-Rex will remain in production. Like the Stratus it is perhaps one of the most iconic recumbents on the market. We hope the new Enduro Sport will be well received and take its place alongside this iconic design.

Stratus XP AL K Frame

We bring this bike back to create a true entry-level price, but with a bike that has an excellent reputation for performance, handling and comfort, far from any stodgy entry-level machine. The fun part is that this bike is super-rideable for the first-timer due to the new Sling Mesh seat. It has more user-friendly handling than a Wave or Tailwind, with a frame that is considered an excellent core to build around, although the spec will serve most for many years. The bike also features a one-piece T-bar, with low tiller creating a bike with little to no rider learning curve. Available in burnished aluminum.



The new K Frame Stratus XP AL comes in Pale Ale.

We are proud to introduce a lighter frame for the 2010 Stratus XP AL. Dubbed the K frame due to its shape, the frame is trussed in a way to retain the same load capacity and not become overly stiff. At about 7/8 of a pound lighter the K frame also has superior power transfer in the climb. Part of the weight savings comes from the joint design, bringing most intersecting tubes closer to 90 degrees. This increases joint strength, reduces weld weight, and eliminates long scarf welds. Long scarf welds pose a challenge to welders, with longer heat times and larger heat-affected zones. Eliminating these welds has also improved weld appearance. The K Frame geometry retains the hallmark feature of keeping the seat in alignment with the cranks throughout the adjustment range. We feel the K frame is the logical design conclusion one comes to when considering Stratus-style frames and wanting to do more with less.

Alterra and Alterra Road

Dynamik Trail and Pro are being replaced with a new frame geometry that is much more aggressive. The new Alterra series features a more upright seat tube, and a new seat shape. The wheelbase has been shortened, toe and crank clearance increased. All this results in a very nimble bike for trail riding, and a good low-drag position for road riding. The Alterra series is for the rider wanting more comfort from a bike seat, and a frame geometry both longer in wheelbase and lower in center of gravity. All combine to make a ride that provides excellent comfort and handling. Both come in a sharp two-tone powder coat. Red/silver for the Alterra and red/pale ale for the Alterra Road.

Trizard and Trizard XP

2009 saw the introduction of a delta trike, our first since the 70's. For 2010 we have expanded the line by creating a lower spec base model with a nice affordable price, and added a hot-rodded model. The standard Trizard remains largely unchanged for 2010, except for dropping from Sram X7 to X5 shifters, and Tektro brakes. The core of the trike is the same rugged modular construction and color introduced in 2009.



On the Trizard XP we use a common uni-mount for the seat, handlebar, and idler. The entire unit slides for adjustment on a longer set of seat rails. Upgrades on components and this single feature distinguish the model from the original Trizard. The XP features a tighter turning radius achieved by a new handlebar pivot. The trizard XP comes in rush red and silver.

The uni-mount and other up-grades will be available for those wanting to hot-rod the original Trizards. The uni-mount conversion will require replacement of the main boom tube.

2010 is going to be a year of guesses. The big news all year long has been the economy. For many it was a time to pull back and wait-- that will get you exactly what you invest: less and less. Many small companies like ours have been careful about investing in new models, inventory, and any form of expansion. This is not moving anything forward. We are happy to have had a good year, and to be offering something new for 2010--bad economy or not, this would happen. We justify changes when something has proven better and we feel the overwhelming need to share it with our client base. Our additions and deletions to the line reflect this. The return of the Formula and trimming of MSRP on other bikes reflects our dedication to bringing affordable performance cycling to the public. We hope you will take advantage of our 2010 line up. Ride safe and until next time stay into the ride.

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