

VELOMOBILES

Velokit

A rather different approach to the velomobile concept comes from Velokit in the USA, whose fabric-bodied kit can be attached to most recumbent trikes – here it's fitted to a Greenspeed. It's nicely made and light weight – and can be removed quickly from the bike



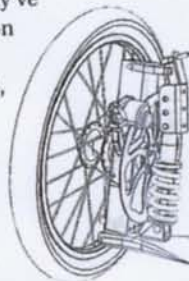
and folded up for transport. Ventilation should also be good with the open underside. On the downside, it's not as aerodynamic as some, and some onlookers were concerned that it prevents the use of mudguards on some models, which might cause 'splatter' up the sides. But at under US\$1000 it's definitely a lot more affordable than a full velomobile!

See: www.velokit.com



Fietser.be

Belgian velomobile manufacturers Fietser.be had plenty of news for the show. They've developed an ultra-light version of their main model, the WAW velomobile, and they've also been working on a new generation machine, the BRIES, to be unveiled in September. This will employ a new double-wishbone suspension system which can use any MTB shock unit. They're trying to interest other velomobile makers in adopting the system as a new standard.



See: www.fietser.be



Ped-3

New to the SPEZI and to me was the Ped-3, a velomobile from Slovenia. It's built around the chassis of a Berkut trike from Russia, and costs from €4300 plus shipping.

See: www.ped-3.com



Cabriovelo

4 Seasons Velos from Germany build their 'Cabriovelo' around the Sinner Comfort recumbent trike from Denmark, often with electric-assist. The resulting machine is quite imposing, and as the name suggests has a clever 'cabrio' feature. The windscreen and roof fold away into a recess in the 'bonnet' when the weather's fine – and it can be quickly changed between the two configurations without the rider even needing to get up.



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