

Greenspeed

MAGNUM

at last – no compromises!



Many people have said that it is not possible to build a trike which is suitable for road as well as off road. Others have said, you must have suspension to give a smooth ride. However, this increases the weight, adds complication, and cost. Well, the Greenspeed Magnum breaks the mould in trike design! No longer is it necessary to agonize between the choice of a high seat trike for off road, or a low seat trike for on road, suspension or non-suspension, disc brakes or drum brakes, or a heavy, low performance trike to take your weight.

The Magnum is the 1st recumbent trike to have a seat which is adjustable for height. Plus it is adjustable for angle as well. The seat height is adjustable from 12" to 17" and both

adjustments are with Quick Release levers. Thus the rider can choose the seat height to suit ease of entry and exit, the riding conditions, and personal preference – low for speed and high for visibility in traffic. Some riders may find they need the seat high at first to help get them on and off the trike. Later as they become fitter and loose weight, they might find they can lower the seat and take advantage of the lower centre of gravity. This gives better cornering and road holding. Wind tunnel tests show that the lower seat is 2 mph faster at 25 mph.



While the seat may look simple, it is actually the most comfortable on the market. First of all, the seat cover is completely open weave. This allows cooling to the back, and does not hold water if it rains. Then the curves were designed by a chiropractor to give proper support to both the lumbar and the shoulders. Secondly the shock cord lacing provides a good fit to your back, plus it provides suspension for insulation from road shock. Suspension is also provided by the Schwalbe “Big Apple” balloon tyres which give both a low rolling resistance and a comfortable ride. The third secret in the Greenspeed ride is the frame. Normally aluminum frames give a hard ride. However, each tube on the Magnum was carefully selected to give the same good ride characteristics as the Cro Mo frames. Thus by just adjusting the tyre pressures, the trike is equally at home on rough roads and smooth roads.

Now for off road use, you need a high ground clearance, and low gears, yet for road use you need high gears, and good road holding. The Magnum has a massive 5” of ground

clearance, yet with the seat low, and the cambered wheels it has outstanding road holding. Plus the 11-32 cassette combined with the 52/42/30 triple crank-set gives a wide range of gears, from 19" in bottom to 91" in top gear – a range of 479%! So you can easily go fast or slow.



Disc brakes normally have superior stopping power to drums brakes, but disc brakes make it harder to take the wheels off and on. They are difficult to adjust, the pads wear faster, and they cause more drag. So the Magnum is the 1st trike to use the new, larger 90 mm Sturmey Archer (S.A.) drum brakes. Plus they are used with the matching S.A. brake levers, which are longer, and have more leverage. Thus the performance is as good as the disc brakes without all the disadvantages. Then as a bonus, they come with a press button quick release. So if you need to make the trike smaller, to place it in your car, taking the wheels off is effortless! So with the central frame hinge, and the quick release wheels, the Magnum will pack down in to a box (33 x 29 x 18") not much larger than its smaller brother, the Greenspeed GT1.

The smaller 16 inch wheeled GT trikes have been limited to a rider weight of 265 lbs. Whereas the Magnum, with its larger diameter frame tubes, has rider weight limit of a whopping 400 lbs! Yet thanks to the high strength 7005 aluminum tubing, the weight of the whole trike is only 2 lbs more than the GT1, at 42 lbs. So you can be sure that the trike will be strong enough to cope with all your adventures.

Most of the 2nd batch of Magnums which landed in the USA in July have now already been sold, and they will run out before the third batch of Magnums arrive in October 2012. Thus if you wish to become a Magnum owner we advise you to place your order now to avoid disappointment.

To find your nearest dealer, just log on to :- www.greenspeed.com.au

Greenspeed Magnum Specifications:-

Frame	7005 Aluminum with quick release seat and centre fold
Width	34"
Length	76" *
Height	30" to 35"
Seat Height	12" to 17"
Seat Angle	30 to 48 degrees
Seat Width	16"
X - Seam Range	40 - 48"
Ground Clearance	5"
Turning circle	14'
Track	31.5"
Wheelbase	41.3"
Front Wheels	Push button quick release
Rear Wheel	Standard bike quick release
Rims	20" alloy
Spokes	Stainless Steel
Tyres	20" x 2.0" Schwalbe Big Apple
Gears	27 speed Shimano
Cranks	Shimano Sora 170 mm, 50/42/30t
Cassette	SRAM 9sp. 11/34
Front derailleur	Shimano Sora Touring Triple
Rear derailleur	Shimano Deore super long cage
Chain	KMC nine speed
Shifters	Shimano Dura Ace Bar End
Gear Range	18" to 91"
Brakes	Twin Sturmey Archer 90 mm drums
Rider weight limit	400 lbs
Luggage weight limit	80 lbs
Trike weight	42 lbs
Boxed size	33 x 29 x 18" (830 x 725 x 465 mm)
Recommended Price	\$2,990

* with crank extension at max.

Specifications subject to change without notice.