



Biketest

ICE Adventure 20 Rigid

Sitting back and relaxing doesn't come easily to **Dan Joyce**, but the ICE Adventure is a recumbent touring trike designed for exactly that



DAN JOYCE

Dan has ridden quite a few recumbents but doesn't own one. His legs aren't used to the different demands of laid-back pedalling

Other options



HP VELOTECHNIK SCORPION FX £4,700+

German 20in-wheel folding recumbent trike with rear suspension and, like the ICE Adventure, a huge range of options. Brexit has bumped the price for shipping. hpvelotechnik.com/en



HASE KETTWIESEL ALLROUND LINEAR £3,939+

Delta-format trike with a higher seat, 1x11 drivetrain, Avid BB7 brakes, mudguards and lighting. Also German, also with a huge range of options. hasebikes.com/en

ICE has been building recumbent trikes for 26 years and now offers six models, ranging from the VTX fast road machine to the Full Fat off-roader. The Adventure is a tourer.

There's a huge menu of build options, which you can get a sense of by comparing this test trike with CeCe Balfour's ICE Adventure (p43). I specified an entry-level build with a rigid frame, 20-inch (ISO 406) wheels all round, big tyres and practical extras like mudguards and a rear rack.

Frame

Like all ICE trikes, the Adventure has a 'tadpole' format with two wheels at the front. An under-seat handlebar and track rods provide intuitive, indirect steering. This is unaffected by braking.

The cruciform main frame is chrome-moly steel, while the rear section is aluminium. The latter has an angled hinge so that, with the seat removed, the rear end can be lifted up and over, leaving the rear wheel lying flat(ish) between the front pair. ICE calls this its Compact Flat Twist fold. The folded trike is still too big for a train but will fit in a decent-sized car boot – with the boom between the car seats if space is tight.

There's just one size of frame, which should fit riders from around 5ft to 6ft 6in as the boom length is highly adjustable. Leg length rather than height is the ultimate arbiter; there's a

sizing guide on the ICE website. The test trike had ICE's Easy Adjust Kit for Leg Length (£167), which enables boom adjustment without chain length tinkering. Most owners won't need this.

The Adventure is 80cm wide. I didn't have any problems with that on cycle tracks such as the Scarborough-Whitby Cinder Track that CeCe also cycled. It was too wide for the passage at the side of my house, however, and for my workshop door. I had to remove the seat (takes seconds) and carry it sideways. Awkward.

Components

You can choose either a 20in (406) or 26in (559) rear wheel. A smaller wheel saves space and, other things being equal, reduces the gearing. This trike's range of 16-87in would have been 21-113in with the larger rear wheel, and in retrospect I would have struggled with that on North Yorkshire's hills. A bigger wheel will slightly improve the rolling performance and filter out bumps and road buzz a little better.

I didn't think I'd need to worry about this. I'd chosen 50mm Schwalbe Big Apple tyres, thinking the large air volume and lower pressure would offset the lack of suspension. But I was surprised how much vibration – mostly felt in the belly and eyeballs – got past the rear tyre at 35psi (the nominal minimum pressure). If I