



First look
A game changer for some, a head turner for others, it's literally a laid-back tourer. Needs rear suspension



Tech Spec
ICE ADVENTURE 20 RIGID

Price: £3,503 as tested (from £2,918).
Sizes: one size (fits riders from just under 5ft to 6ft 6in).
Weight: 20.3kg (44.7lb) as shown.
Frame & fork: cruciform, chrome-moly steel front frame; 7005 T6 aluminium front boom and CFT-hinged rear frame. Features include 68mm threaded bottom bracket, 135mm QR rear dropouts, front stub axles, and fittings for mudguards, rear rack and one bottle.

Wheels: 50-406 Schwalbe Big Apple tyres, 406x19 aluminium rims, 36x3 spokes, 135mm QR disc brake rear hub, stub axle disc brake front hubs.
Transmission: Shimano XT flat/SPD pedals, 170mm Shimano Altus FC-M371 triple chainset with 48-36-26 riveted chainrings, square taper bottom bracket, YBN Narrow chain, Shimano Claris CS-HG31 11-32 8-speed cassette. Microshift BS-T08 bar-end shifters, Shimano Deore FD-T6000 front derailleur, Shimano Claris rear derailleur. 24 ratios, 16-87in.
Braking: Dia-Compe DP7 Plus levers, Avid BB7 MTN mechanical disc

brakes, 160mm 6-bolt rotors. Rear parking brake (V-brake with ICE lever). Compressionless cable outers.
Steering & seating: silicone grips, ICE aluminium handlebar with indirect steering and adjustable width and angle, ICE stem with adjustable steering damper, FSA threadless 'headsets'. Adjustable-angle ICE Adventure Ergo-Flow mesh seat with QR clamps and zip pocket.
Equipment: Easy Adjust Kit for Leg Length (£167), rear mudguard (free), Mirrycle mirror (free), flag (free), front mudguards (£209), 20in rigid rack (£60), Ergo mesh seat neck rest (£149). Single Sidepod bag (£197/pair but not included in the 'as tested' price).
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Measurements
Wheel diameter: 506mm
Ground clearance: 180mm
Wheel track: 745mm
Width: 800mm
Wheelbase: 975mm
Length: 1,800mm
Folded size (inc rack): 1,200 x 800 x 700mm approx

were buying an Adventure, I'd add ICE's elastomer rear suspension – an extra £926.

Gearing is a 3x8 setup mixing Microshift bar-end levers with Shimano Claris, Deore and Altus. It's inexpensive but functional. What matters is the range: there's no such thing as a bottom gear that's too low on a recumbent trike. You don't have to balance so can climb as slow as you like, and with no option to stand on the pedals, spinning beats slow-cadence grinding.

Whatever additional equipment you choose, the rear view mirror is essential.

The neck rest is also very useful, as are ICE's Sidepod bags that hang on the seat. Said seat is as comfortable as it looks. It's like pedalling a mobile sun lounger. In fact, you'll want to incorporate that relaxed attitude into your riding...

Ride

Because the Adventure is a very sedate ride indeed. Recumbents have a reputation for being fast, which they are when they're faired. Some, like low racers, are fast unfaired. The Adventure is not a racer. It's a tourer – a 20kg tourer.

My average speed, depending on the load and terrain, was 10-12mph. That's 2-3mph slower than I'd cruise at on a conventional tourer, and I don't think that was solely due to my upright-adapted legs.



Top: A parking brake simplifies mounting and dismounting
Bottom: A steering damper in the stem enables you to adjust the steering sensitivity

Hills were the killer. I found myself crawling up them and absolutely needed that 16in bottom gear. Going slower doesn't matter in itself on tour but will affect daily distances and may impact group rides. Descents, as you'd expect, were exhilarating.

The views you get on a recumbent trike are different from an upright's. You can't always see over hedges yet you do get a lovely 'widescreen' view of what you can see.

Being seen by other road users wasn't a problem. Drivers behaved much better, waiting patiently

behind and overtaking with lots of room. Maybe it's the novelty factor? Maybe it's the extra width? It was like being on a horse!

Loading up the trike with panniers made minimal difference to the handling. For kitchen-sink tourers, it's a useful plus. ●

Verdict

The ICE Adventure is a good-value trike with lots of customisability and a host of clever details (that fold! that hidden seat pocket!). I'd recommend very low gears, rear suspension, maybe electric assistance and definitely a test ride. For some cyclists, it could be the solution that gets or keeps them riding. For others, it's an eye-catching alternative to an upright for comfortable, unhurried touring and everyday riding.



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