

quattrovelo

or a Quest with four wheels what can it offer you?

Closed or open wheel boxes

Open wheel boxes are optimized for one tire size and if you don't want a large space above the wheels you should keep suspension travel small.

With the closed wheel boxes of the Quest the travel can be large and suspension smooth.

The body must be wider but this is compensated by a better streamline, the overall air resistance may be equal to that of a smaller model with open wheel boxes.

With closed wheel boxes you have a more spacious velomobile and you can choose whether you want high, long and smooth suspension or low, short and stiff suspension.

Also in tires you have all options, hard and narrow or wide and smooth.

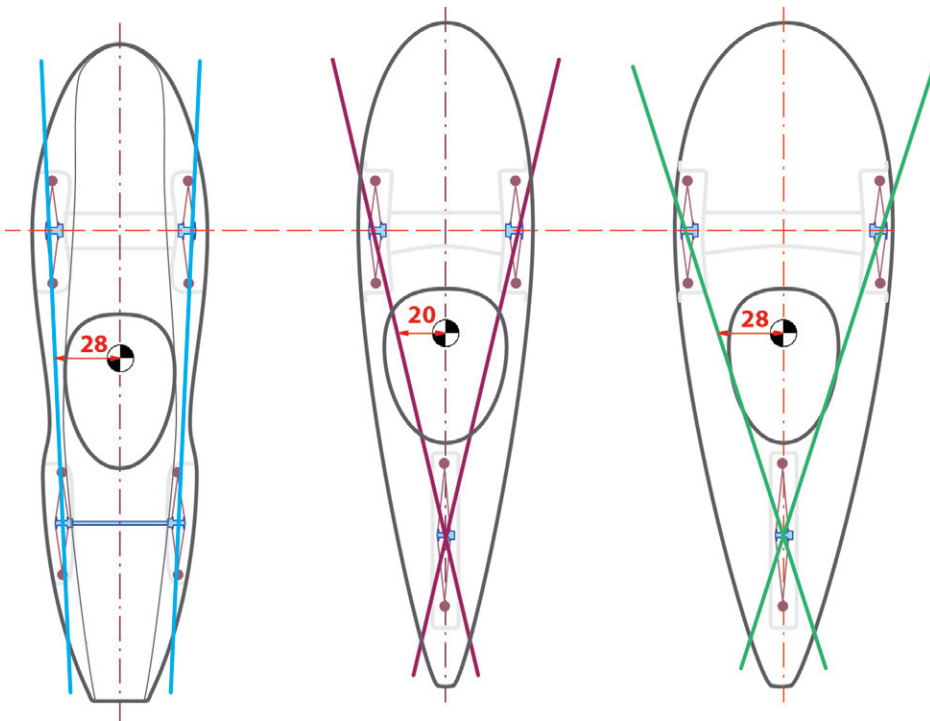
You'll get a width of (slightly) more than 75cm so you can opt to use the road instead of the mandatory cycle path (in The Netherlands).



VELOMOBIEL.NL

cycles made by cyclists

De Vliet 6
NL-8253 PB Dronten
Tel +31 321 332717



What can a fourth wheel to add to that?

Excellent cornering stability and sufficient ground clearance.

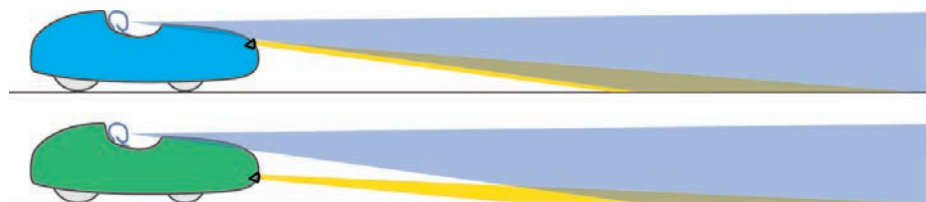
Much more stable in strong crosswinds, even if parked unoccupied in the wind. How wide would a tricycle be with the same ground clearance and cornering stability?

That tricycle should have a track width of 89 cm (the QuattroVelo has 62 cm front and 50 cm rear track width).

quattrovelo

Suspension

Not only the front suspension resists body roll in cornering also the rear suspension does. Therefore, a four-wheeler with comfortable suspension has the same 'sporty' cornering feel as a tricycle with firm suspension.

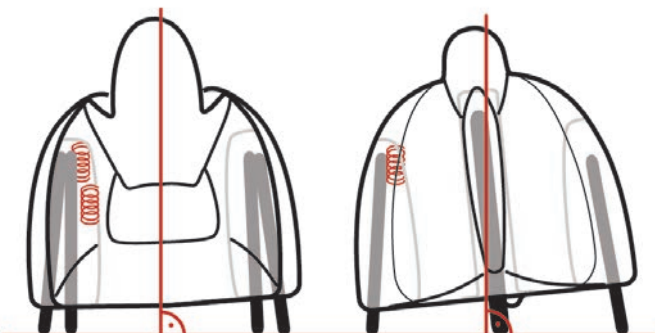


Headlights

Two headlights high up in the body make the velomobile recognizable as wide vehicle. Moreover, you are more visible, which also applies to the highly placed rear/brake light.

The indicators that are far apart make it safer in traffic.

With a low placed headlight a large part of the light beam on the road is not visible to the rider. Would you therefore adjust the headlight higher, you can easily blind oncoming traffic especially when driving over bumps.



quattrovelo

It is less susceptible to lengthwise edges, slip and puncture of the rear wheel that makes it safer at higher speed and certainly down hill.

Miles Kingsbury about his participation in the ROAM (USA coast to coast 2011)

Four wheels good

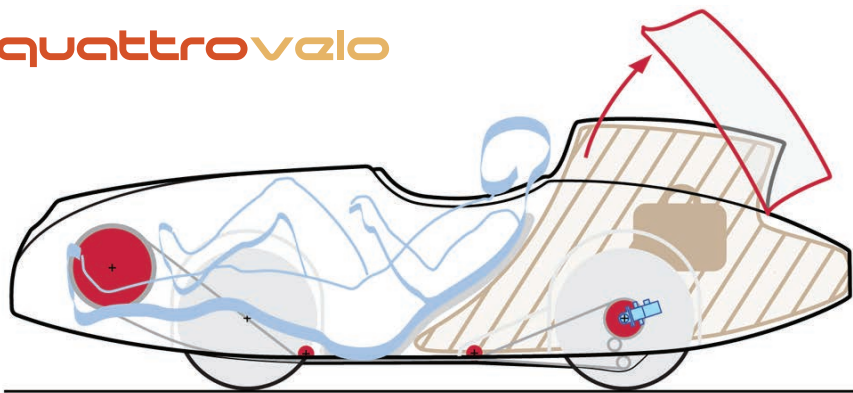
Being the only four wheeled velo, it was interesting to compare the advantages / disadvantages of my setup compared with the others. From a safety point of view, the extra wheel gave me much more stability when crossing rumble strips, which puts the fear of God into the trike riders. Some of them refused to cross a rumble strip at more than 15mph, whereas I could cross them at any speed. There were two trikes that did actually roll over crossing rumble strips during ROAM. None of my 20 punctures gave me any scary moments, in fact on a number of occasions, I didn't realise that I had punctured until the rim was banging on the ground.

Having four identical wheels and carrying a spare was a great advantage for quick changes and the big boot was great for the evening food shopping trips.

There is a question mark against my rolling resistance and having four wheels probably means more custom parts but all in all I am very happy with my decision to go with a quad. After all, how many Reliant Robbins do you see on the roads these days Rodney?

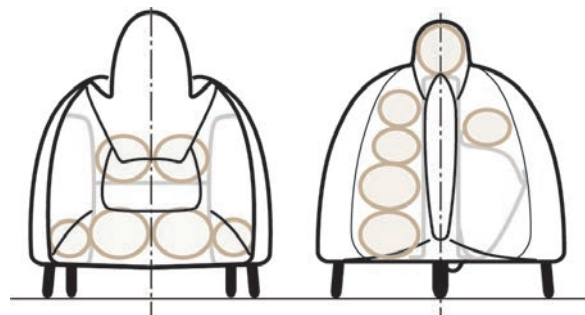
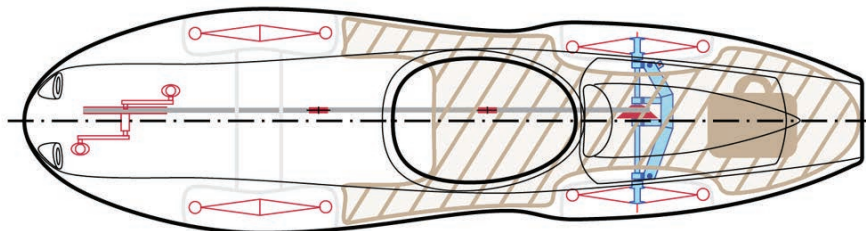


quattrovelo



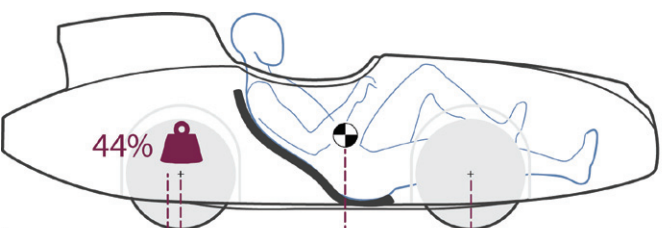
Luggage space

The large boot makes a low center of gravity possible for the luggage. Even big things like a crate, gym bag or child can be carried. The luggage space is dry and lockable.

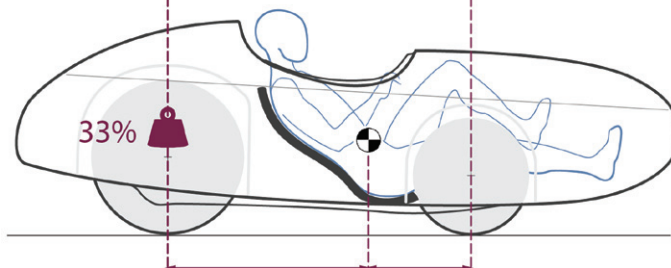


More weight is on the rear wheels and you have two wheel drive, therefore you have more grip on sand, mud, snow and steep slopes.

Rear brakes are possible for more braking power which is especially important on descents.



Two tracks (almost) makes it easier to take bumps, potholes and tram tracks between the wheels. With four times the same wheel/tire size carrying one spare tire is enough.



With 20" wheels a lower torque is on the chain and the whole body and a lower gearing is possible.

The costs that come with that fourth wheel?

It adds a little weight
More technique in the drive train is more expensive
Aerodynamically possibly less good

The QuattroVelo is possibly the best travel velomobile. But also in everyday use it offers great comfort, stability, ease of use, safety and luggage capacity.