



# RTR Product Review #241

## TerraTrike Gran Turismo

By Charles Coyne

TerraTrike's all-new Gran Turismo is a typical TerraTrike offering: typically well-designed, typically well made, typically attractive, and typically desirable. We had only a short window of opportunity with an early production rig before this issue went to the printer, but the window was large enough for us to be well impressed with what we saw and how it rode.

The Gran Turismo features a 4130 chromoly steel frame of a new design. Designated the Y-Frame by TerraTrike's designers, it features an angled front crossmember, which allows easier mounting/dismounting and better heel clearance when pedaling (the Traveller, Rambler and Sportster models also share that kernel of the Y-frame concept. The main tube is a 'typical' TerraTrike main



tube, until just under the seat. There, the tube curves upward. From that main tube is attached a rear triangle supporting the wheel and seat stays. This is definitely not a 'typical' TerraTrike design cue; all their other models feature single-fork rear end components. One could expect that this rear triangle would provide a more rigid mount for the rear wheel. And, with its standard 24" rear wheel, the Gran Turismo does benefit from the additional rigidity – easily discerned under hard cornering forces. Interestingly, it does appear that perhaps a 26" wheel, as found on their Sportster, would also fit into the rear triangle, and perhaps even a 700c wheel could be installed in place of the standard spec 24x1.75 Schwalbe Marathon. The front wheels are shod with Schwalbe 20x1.50 Schwalbe Marathons.

The Gran Turismo title certainly conjures up visions of touring with this trike, and to that end all the Storage Solution bags and Panniers from TerraTrike will fit right

on. Touring can also imply carrying your trike somewhere distant in order to begin a ride, which brings up thoughts of a folding frame. The Gran Turismo does not have that handy feature, but perhaps a follow-on upgrade will.

As it came to us, our sample Gran Turismo was equipped with the 20-speed drive train (FSA Gossamer 65mm cranks, 50/34 chainrings, 11-36 rear cassette), a 16-speed configuration is also available. The SRAM XLE thumbshifters worked in perfect harmony with the Microshift derailleurs (f/ Canto-r/XCD), providing snappy, positive shifts every time.

Riding the Gran Turismo was a pleasure in every respect. Acceleration equaled ability and effort, and the newly designed seat was comfortable and secure. The new seat has side bolsters, or padding, which adds to the comfort and secure feeling. Smooth predictable steering is a critical design element in any trike and the Gran Turismo

delivered in that respect; the direct steering is also tunable via TerraTrike's tunable steering stack, although we did not take the opportunity to try any adjustments. Brake-steering was surprisingly minimal; a hard squeeze one or the other ProMax brake levers would cause very little pull to the side, and either Avid BB7 disc brake could easily lock up the wheel before there was enough side pull to cause difficulty. Smooth, evenly balanced braking was easy to accomplish with minimal, fingertip pressure on the levers.

A seat height of 15" and crank height of 14.5" combine to provide a decently low center of gravity, while allowing the less sprightly of us to easily board the trike as well as disembark after a ride. At 42 pounds ready to roll, the Gran Turismo is about average for an unsuspended, non-folding trike, and it feels plenty nimble at its fighting weight.

It's risky to predict the future, but the Gran Turismo has all the marking of an instant classic in the making. 

