

**2-MINUTE TIPS**

RIDE FARTHER CORNER BETTER GO FASTER NEVER BONK RECOVER QUICKER  
AVOID GETTING DROPPED LOSE FOUR POUNDS (WITHOUT DIETING)

World's Leading Bike Magazine

MAY 2011  
BICYCLING.COM

# Bicycling®

**LANCE RETIRES**

**HE'S  
DONE**

*{But is he finished?}*



**TESTED  
ITALIAN  
ROAD  
BIKES**

**EAT  
MORE  
PIZZA!**  
(WE'LL SORT  
OF SHOW  
YOU HOW,  
PAGE 30)



0 74470 02567 2  
DISPLAY UNTIL 05/03/11

**CLIMB STRONGER...GUARANTEED!**

PAGE 71

## Winther Kangaroo

### EUROPEAN STYLE, PICKUP TRUCK PRACTICALITY

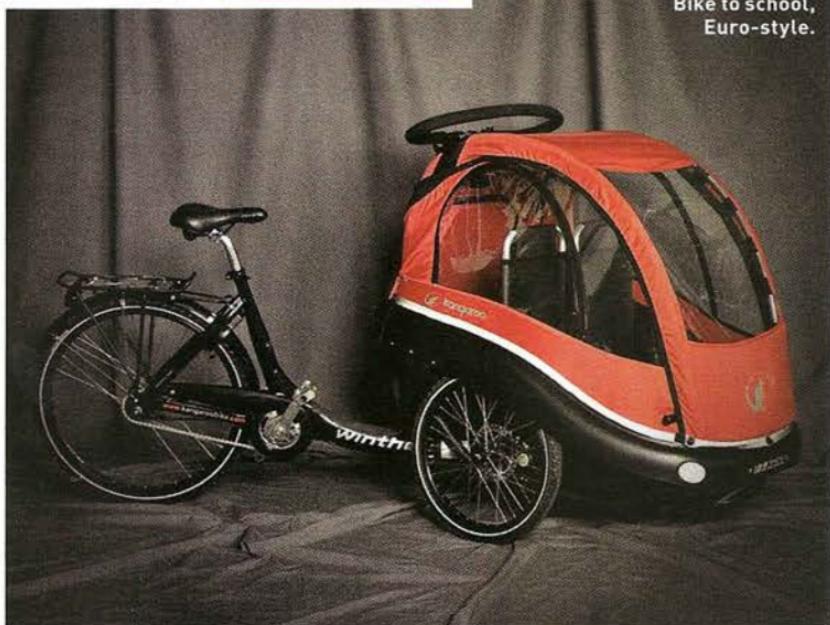
It's not often that a bike with three wheels appears in the pages of BICYCLING, but a combination of clever design, durable construction, top-drawer components and an unusual arrangement for carrying tykes made the Kangaroo an irresistible addition to this test. Plus, Winther asserts that the bike can be a replacement for a family car, a claim we wanted to test.

I parked my pickup, a vestige of my 20 years in trades, for several weeks, using the Kangaroo for nearly everything, even loading up my tolerant wife and our son to ride to a get-together with friends. The large front cab easily accommodates

WEIGHT	94.5 lb.
SIZES	One size
FRAME	Aluminum
CAPACITY	220 lb.
FORK	Proprietary three-point steering system
COMPONENT HIGHLIGHTS	Internally geared hub; patented three-point steering system; hydraulic front disc brakes, rear coaster brake; impact-resistant molded base; torsion bar suspension; rainproof PVC-free nylon hood
INFO	kangarobike.com
BUY IT IF	You learn to leave your car parked
FORGET IT IF	You live miles from town

**\$3,999**

Moving cargo  
or moving kids,  
the Kangaroo  
does it all.

Bike to school,  
Euro-style.

moderate freight and can be arranged to accept surprisingly large loads with a little interior Tetris. Remarkably, the Kangaroo rode similarly whether carrying 180 pounds or just its rider, cornering more steadily than some of the two-wheeled cargo bikes in this test.

Primarily designed as a child mover, the bike's defining feature is its enclosed cabin. An aluminum frame supports a nylon shell that houses the passengers. Two child seats are mounted inside, each with a three-point harness.

The rider sits astride the 26-inch rear wheel, steering the bike with a handlebar attached to the cabin, pivoting the front and rear halves in opposite directions like a tractor trailer. The rear frame leans into corners just like a two-wheeled bike would, letting you take turns almost as quickly as you would on a cruiser.

The step-through frame is easy to mount, and the upright riding position helps you watch traffic. With three wheels there's no need to dab a foot at stoplights—

**I APPRECIATED  
THE ELEMENT OF  
FUN THE BIKE ADDED  
TO TRIPS AROUND  
TOWN AND MY  
DAILY COMMUTE.**

just backpedal to engage the coaster brake. Under full loads, the coaster brake scrubs speed, but you need the powerful disc brakes to stop. The low-range gears of the Shimano Nexus hub help you over small and medium-size rises. Though you could manage to get up steeper slopes, it would take a lot of work, especially because the design doesn't lend itself to pedaling out of the saddle.

The Kangaroo is too wide (35.5 inches) to fit through most doors, so storage in a garage is a must. You could lock the bike up outside but, after spending \$4,000, invest in some extra chains—and find a way to protect it from the weather. An integrated rear-wheel lock seems hardy enough to secure the bike for short trips into stores in most towns.

As a Danish import, the Kangaroo commands a premium price (Chicago's J.C. Lind Bike Company, which provided our test model, is the only U.S. distributor), yet stands to save you more than it costs—riding the bike saved me about \$130 at the pump over two weeks, so the expense would have been recouped in a little more than a year. Even more than the savings, I appreciated the element of fun the bike added to trips around town and my daily commute, often at my son's request to "ride the Kangaroo." Certainly, this type of bike isn't for everyone, but for multicar households in small towns or cities with friendly roads, replacing one car with a Kangaroo would mean a healthier lifestyle, as well as ever-accumulating savings on car insurance, maintenance and fuel.—Mike Yozell