



PHOTOS: JUSTIN STEINER

## AHEARNE CYCLE TRUCK

**Tester:** Karen Brooks

**Age:** 37

**Height:** 5'8"

**Weight:** 125lbs.

**Inseam:** 33"

**Country of Origin:** U.S.A.

**Price:** \$1750 frame, \$3200 as built

**Weight:** 39.8lbs. (w/ pedals)

**Sizes Available:** S, M (tested), L

**Contact:** [www.ahearnecycles.com](http://www.ahearnecycles.com)

Have you ever seriously considered giving up your car and relying completely on a bike for your daily transportation? If you have, what type of two-wheeled vehicle would you look for? The Cycle Truck by Ahearne Cycles is a bike that is a serious contender for an everyday vehicle, a practical way to get around and get errands done—but a vehicle that has a soul. It's still a fun bike to ride.

Joseph Ahearne has a waiting list of over two years for his custom, hand-built frames, but he wanted to get Cycle Trucks out to riders for less money and in a more timely fashion, so he partnered with fellow Oregonians, Co-Motion, to produce the frames. The Cycle Truck is available as a frameset for \$1750, or as a complete bike starting at a base price of \$2750. My tester comes in at \$3200. The frame, of course, is good ol' steel, fillet-brazed rather than welded, which gives it a classic, clean look. Full rack and fender mounts are a natural, and fenders come stock on the complete bike.

We've tested some long-tail cargo bikes, such as the Yuba Mundo and Kona's Ute. (We have yet to test a front-loading cargo bike, but we will.) The Cycle Truck is meant to be more

of a commuter with benefits: able to carry a good bit of cargo but still handling like a "normal" bike. Joseph Ahearne subscribes to the philosophy that it's easier to carry a load on the front; thus the Cycle Truck has a cargo rack cantilevered over the front wheel, supported by twin tubes going back to the seat tube. Front loading allows the bike to keep a shorter, more typical wheelbase, and a smaller (20") wheel below the load maintains a low center of gravity. The twin tubes make the load wonderfully stable—especially since turning the wheel doesn't also turn that load. Since the rack is not connected to the fork, the front end doesn't flop over when weighted, a big advantage over bikes with a simple front basket. The front axle is placed just behind the center of the rack to further normalize the steering. Ahearne estimates the carrying capacity at 100lbs. The heavy-duty Work Truck version can carry 150lbs. A very tall head tube puts the handlebar nice and high above the rack, and with the adjustable stem included in this build, it can be raised even higher to clear tall stuff.

The bike's riding position is one of the most comfortable and natural I've experienced; beyond the simple "put the