



## Riding Tips

The Windcheetah is fast, responsive, machine which will reward the enthusiastic rider with a unique riding experience totally different to any other 'cycle'.

Like all performance machines the Windcheetah responds swiftly to rider input and this can sometimes be disconcerting to new riders. After a couple of hours familiarisation the joystick controls and the Windcheetah's almost telepathic steering response will become second nature and the fun can really begin!

### Getting started;

We assume that you have successfully assembled your new Windcheetah and are broadly familiar with the various control systems. The left joystick stalk carries the rear derailleur control, the right joystick stalk carries the main brake lever and the front derailleur control. Steering is achieved by holding the joystick in your right hand and the steering input is carried out by small precise movements of the rider's left hand.

### If you don't have a fairing fitted to your Windcheetah;

First of all place the joystick in the forward position resting gently on the front boom. Stand astride the front boom with your feet IN FRONT of the two cross arms. Don't stand with your feet behind the cross arms! otherwise you will end up squatting in an uncomfortable position with your feet stuck behind the front wheels....

Now lower your backside/butt/bottom into the seat, take hold of the joystick and clip your feet into the pedals

### If you have a front fairing fitted;

Grab the joystick with your right hand and hold the brake on firmly whilst standing on the left of the machine. Put your right foot just in front of the right cross arm and simultaneously drop your bottom into the seat in a side saddle fashion. Get

comfortable and then swing your left leg over the left wheel and then clip both feet into the pedals.

### Faired or unfaired you are now ready to go!

Before starting it is assumed that the machine is in a suitably low gear. Experience will teach you that you should always change down a few cogs before coming to a halt and dismounting. This ensures that you are always able to make a quick, smooth start. Recumbent bikes and trikes don't respond very well to riders grinding large gears to start off, they work better with a smooth spinning pedal action. It is advisable to adopt a higher cadence than you would on a conventional bike. You should certainly spin a lower gear whilst climbing hills until you have settled into recumbent riding. Eventually you will adopt a style which suits your own circumstances.

Grasp the joystick gently and start pedalling. Give the brake a quick squeeze to get a feel for them, chances are that the brakes will be more powerful than you are used to.

Try a few steering inputs, it will feel very sensitive at first, even twitchy. This is the point where some owners start to wonder what on earth they have bought! Don't worry, it will all start to make sense...

It is common for new owners to comment that the machine feels over responsive. Sometimes owners complain that the machine weaves when they pedal hard. This is invariably down to owners gripping the joystick too tightly. With a relaxed grip these undesirable handling characteristics instantly disappear. This usually occurs naturally over the first few rides, but owners who are aware of the problem can speed the process up by consciously adopting a relaxed grip.

*Off you go and enjoy your ride!*

