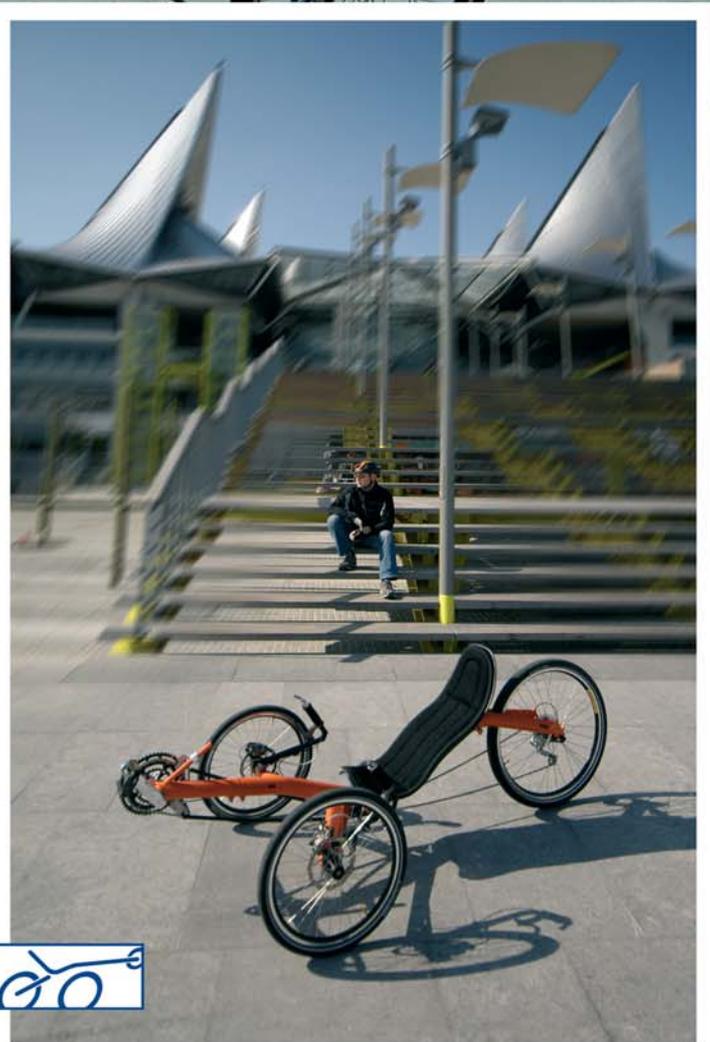


CHALLENGE

product guide



Twenty years ago recumbents looked like office chairs on wheels held together with garden fencing. Passers-by would stop and stare. Times have changed. People may still stop and stare but the modern recumbent is where the push for constant cycle innovation is taking place. These bikes are awesome pieces of engineering providing the ultimate in comfort and intelligence in design. Check out these bikes, all original Challenge designs, all geared towards someone in particular. You.

Whether you're touring the globe or country, blasting the daily commute or racetrack, we've got your bike. Whether you're a recumbent virgin or a doyen of the down and low. Challenge builds a bike for you and your ride.

Riding a recumbent is laid back, comfortable and fast. It's also a turn from the crowd. That's why Challenge put so much time and effort into good looks as well as technology, and the bikes radiate both. Special colours (or combinations) are available as are special builds. Many of the components we use are produced specifically for Challenge, ensuring not only top quality, but also that your bike is as unique as you are.

How to find out which will suit you? Read up on them and make note of your requirements. This brochure can help you with that. The final choice should be made after a visit to one of our dealers, where you can experience for yourself the difference of seat and pedal height; angle of seat; suspended or not. Our dealers have the skills and knowledge to help you choose.

Whatever you choose,
choose the Challenge of a lifetime.

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Marco Cerica, Allegre s WHPVC 2006

Design you can only expect from Challenge

When Challenge came out with our award winning SL range, we heralded a new era in modern design and manufacturing process and introduced revolutionary material techniques. The skills that have been mastered along the way have been applied across our entire range, bringing our current line-up of world beating Super-Light recumbents up to 4 – and 5 if we include the SL trike in development. With the combined use of aluminium alloy, carbon and titanium frame parts, and our much envied design excellence, we offer SL's that regularly weigh under 10 kg (22 lbs) and often around 8 kg (18 lbs).

It is relatively easy to build a light bike by using high-end components and a correspondingly high-end price tag, but we've managed it using enthusiast level components. When you want design that sets you streets ahead of the game, when you want to lead from the front, there is design and build excellence you can only expect from Challenge.



Challenge SL-tubes

Butted aluminium alloy tubes, unparalleled stiffness and rigidity at low weight, strength where it matters, air where it doesn't. Not as simple as it sounds, but you get the picture. It took a great deal of work to achieve such outstanding results.



Seiran-SL

Seat height	57 cm / 22.4"
Bottom bracket height	ca. 80 cm / 31.5"
Wheelbase	125 cm / 49.2"
Seat angle	28° - 30° - 32°
Wheel size	dual 559 or dual 571
Total weight limit	105 kg / 230 lbs
Frame	aluminium SL-tube
Rear stays	aluminium
Bracket boom	aluminium
Front fork	carbon
Seat	carbon
Average weight	9,6 kg / 21 lbs (excl. seat pad and pedals)





Chain idler

Super smooth, super stiff. Keeps your chain in perfect alignment and your power direct to the back wheel..

Challenge brakes

Our Powerbrake II offers real power to haul you down from the high speeds that you can attain on our bikes. They weigh next to nothing and are entirely our own design. Their unique, low profile means that they offer great aerodynamics and no leg snagging.



Fujin-SL II

Seat height	33 cm / 13.0"
Bottom bracket height	ca. 56 cm / 22.0"
Wheelbase	124 cm / 48.8"
Seat angle	23°- 30°
Wheel size	406/559 or 406/571
Total weight limit	105 kg / 230 lbs
Frame	aluminium SL-tube
Rear stays	aluminium
Bracket boom	carbon
Front fork	carbon
Seat	carbon
Average weight	8,6 kg / 19 lbs

(excl. seat pad and pedals)



The Hurricane with Above Seat Steering is really the original Hurricane, a design that has set the standard for the 'Quasi-Lowracer'. With its short wheelbase and compact construction, it is a highly manoeuvrable, dialled in bike that begs you to go faster. Over the past 12 years, the Hurricane has proved itself as a reliable allrounder and terrific travel companion. Its compactness and direct chainline allow for rapid acceleration and great climbing capabilities. Today it continues to outshine its rivals and although we have tweaked a few areas, the original design is a real success. We are keeping the Hurricane and its stable mates at the core of our production, and as the saying goes, "if it isn't broke don't try to fix it". We would however, like to turn up the heat a little, in the form of an SL-version. The Super-Light model is built with the pedigree of the original Hurricane, keeping the unparalleled handling characteristics, clean lines and outstanding build quality. Thanks to the use of an entirely new design and manufacturing technique, and the use of aluminium alloy and carbon frame parts, we can offer a hurricane that weighs on average 10.5 kg (23lbs).

Hurricane-SL

Seat height	40 cm / 15.7"
Bottom bracket height	ca. 58 cm / 22.8"
Wheelbase	107 cm / 42.1"
Seat angle	27° / 31°
Wheel size	dual 20"
Average weight	10.5 kg / 23 lbs
Total weight limit	105 kg / 230 lbs
Frame	aluminium SL-tube
Rear stays	carbon
Front fork	carbon (rimbrake), aluminium U6 (diskbrake)
Baggage capacity	max 18 kg / 40 lbs in recumbent side bags
Day rack	aluminium, for one small pannier
Steering	folding tiller or USS
Front suspension	optional



The carbon rear end is the *piece de resistance*: stiff, strong, and very light. Traditionally an expensive handcrafted process, we have designed our carbon rear fork to be injection moulded by machine. By using aerospace techniques, we keep material, production methods advanced while keeping the price low.

Hurricane-E



Specs as SL except:
 Wheelbase 106 cm / 41.7"
 Average weight 15 kg / 33 lbs
 Total weight limit 125 kg / 280 lbs
 Frame aluminium, 7005
 Rear stays steel
 Front fork steel
 Baggage capacity max 25 kg / 55 lbs
 Day rack aluminium, for two medium panniers



State-of-the-art front suspension

The heart of the Challenge front suspension lies in the gas/oil cartridge unit. Depending on your weight you can choose to have a hard or soft set up giving a progressively smooth travel. Because we have used the finest hard wearing materials and high tolerance engineering the Challenge suspension will give many years of reliable service in all climates.



We wanted to put our design and build excellence into a trike, to offer something to the 3-wheeled fraternity. It had to have outstanding riding performance and instant recognition. If we needed components that were not on the market, we'd simply design our own...

So here it is:
The first concept of a new line of Challenge trikes. Most 'concepts' are only for show, this one you can actually buy - and ride. Creature comforts like racks and mudguards? You can have them too.

Bottom bracket height ca. 40 cm / 15,7"
 Seat height 26 cm / 10,2"
 Wheelbase 117 cm / 46"
 Track width 76 cm / 30"
 Total width 83 cm / 32,6"
 Weight (concept-XT) 14,8 kg / 32,6 lbs
 Weight limit 130kg / 285 lbs
 Seat angle 30°-37° or 37°-43°
 Wheel size 20" front, 26" rear

Frame aluminium 7005 & 7020
 Seat hardshell GF , optional carbon
 Steering direct on kingpin or indirect USS
 Front hubs Challenge open design
 Brake levers Challenge trike, with parkbrake
 Sport carrier available
 Voyager carrier available
 Mudguards available
 SL-version visit: www.challengebikes.com



Photo: velovision.com



The Mistral - some have called it the 'high Hurricane' - is a compact bike that shares many characteristics with its stable-mate the Hurricane including its lightweight and manoeuvrability. The difference in the Mistral is its 'touring' character, the seat is higher and more upright, and the wheelbase is slightly longer. This lends itself to long extended tours and short fast day rides alike. For 2007 we have completely reworked the Mistral Deluxe, our aim being to reduce the weight while maintaining the great riding characteristics of the original Mistral. The main frame tube is now made of our custom extrusion SL tubing, the front boom now has a carbon option further reducing weight, and lastly the suspension has been simplified saving even more weight.

While we think that the Mistral Deluxe is and was a great bike, we are convinced that the Mistral Deluxe 2007 is even better. One of the benefits of the change in suspension design means that we can now offer the famous and big-load carrying Voyager back carrier, as featured on the Seiran. Rest assured that the much loved and well proven geometry remains unchanged.

Hey, some things you just can't improve

Mistral-Deluxe

Seat height	49 cm / 19.3"
Bottom bracket height	ca. 61 cm / 24.0"
Wheelbase	114 cm / 45.0"
Seat angle	30° / 34°
Wheel size	dual 20"
Average weight	14 kg / 31lbs
Total weight limit	max 125 kg / 280 lbs
Frame	aluminium SL-tube
Rear stays	aluminium 7005
Front fork	aluminium U6
Baggage capacity	max 25 kg / 55 lbs
Day rack	aluminium for two medium panniers
Voyager rack	aluminium, for four large panniers
Steering	open cockpit, USS or folding tiller
Front suspension	optional



Specs as Deluxe except:

Wheelbase	110 cm / 43.3"
Seat angle	31° / 35°
Average weight	10,5 kg / 23 lbs
Total weight limit	105 kg / 230lbs
Frame	aluminium SL-tube
Rear stays	carbon
Front fork	carbon (default)
Baggage capacity	max 18 kg / 40 lbs in recumbent side bags
Day rack	aluminium, for one small pannier
Voyager rack	not available

Mistral-SL



Specs as Deluxe except:

Wheelbase	108 cm / 42.5"
Seat angle	30° / 36° or 42°
Average weight	16 kg / 35 lbs
Total weight limit	125 kg / 280 lbs
Frame	aluminium 7005
Rear stays	steel
Front fork	suspension (default)
Baggage capacity	max 25 kg / 55 lbs
Day rack	aluminium, for two medium panniers
Voyager rack	additional sideracks for two large panniers

Mistral-E



When Challenge started out in the late eighties, we only made Hi-Racers, but only because small fast wheels were not available back then. Back In those days, recumbents were only used for racing. Ours were found to be up to more than that...

Over time our customers discovered that these bikes were also perfect for extreme travelling, and our Hi-racers gradually evolved into heavy-duty touring bikes.

Now we have come full circle to re-invigorate the Hi-racer scene with the Seiran. Combining the best of both worlds without compromise, the Seiran raises the standard for frame design and geometry to a new level. The frame is both light and fast, yet strong enough to carry all of your luggage over vast distances. We offer an optional extra-wide rear swing providing fat tyre clearance for those more extreme routes.

Its great to return to your roots!



Seat height	62 cm / 24.4"
Bottom bracket height	ca. 80 cm / 31.5"
Wheelbase	126 cm / 49.6"
Seat angle	27° / 31° or 36° with additional bracket
Wheel size	dual 26" / 26"
Average weight	15.5 kg / 34 lbs
Total weight limit	125 kg / 280 lbs
Frame	aluminium 7005
Rear stays	aluminium 7005
Front fork	aluminium
Baggage capacity	max 30 kg / 66 lbs
Day rack	aluminium for two medium panniers
Voyager rack	aluminium for four large panniers
Steering	open cockpit, USS or folding tiller
Front suspension	optional

We offer the Seiran also with dual 20" wheels





Matthieu Monceaux, August-2003
Bolivia, Salt Flat of Uyuni,
44,000 km around the world by
Challenge bike.



Fujin

The Fujin combines the comfort of the suspended Taifun with the racing pedigree of the Jester. With its 26" rear wheel, 35 cm seat height and 123 cm wheelbase, the Fujin is perfect for going, really far, really fast. The rear suspension provides far more comfort than is usually found in this category of bike. For the rider seeking the ultimate comfort racer, we offer the Fujin with the Challenge front suspension system.... perfect! For the greyhounds out there we also offer a hardtail racing version.



Seat height	35 cm / 13.8"
Bottom bracket height	ca. 58 cm / 22.8"
Wheelbase Taifun	111 cm / 43.7"
Wheelbase Fujin	123 cm / 48.4"
Seat angle	23°, 26° and 29°
Wheel size Taifun	20" / 20" (ETRTO 406 / 406)
Wheel size Fujin	20" / 26" (ETRTO 406 / 559)
Average weight Taifun	15 kg / 33 lbs
Average weight Fujin	15.5 kg / 34 lbs
Total weight limit	max 125 kg / 280 lbs
Frame	aluminium 7005
Rear stays	aluminium 7005
Front fork	aluminium U6
Baggage capacity	max 25 kg / 55 lbs
Day rack	for two medium panniers
Travel rack system	extra side racks for recumbent panniers
Above Seat Steering	folding tiller or open-cocpit
Rear suspension	yes
Front suspension	optional, Challenge system



Recumbent sidebags, ideal for touring. The weight of the bags is transferred through the seat, this keeps the unsuspended weight low (i.e. the wheels) and is essential for maintaining good handling characteristic when riding a heavily loaded bike.



Taifun

While the Taifun was originally developed as a Hardtail Semi-Lowracer with 20" wheels front and rear for quick handling and blistering acceleration, it has always had far more potential than just out and out speed. So we developed a complimentary suspension system that still retains the beautifully clean lines of the track version yet transforms the bike into a truly versatile all rounder.

Race the Taifun or take it touring for a few months... the choice is yours.



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