

OPTIMA



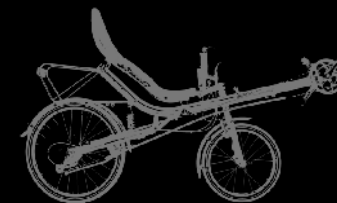
***Product portfolio
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Here is the touring bike for all the most daring projects. As most recumbent bikes the Dragon offers greater comfort and a higher cruising speed than a classic bike of the same category. The Dragon has more to offer though. The unequalled position of riding a recumbent bike with direct under steer handlebars gives you the advantage of a magnificent vision of the landscape ahead of you.

The straight line of the front tube makes that you can take any curve without ever touching the front wheel with your heel, a rarity in horizontal cycling, thus securing your drive keeping the pace while pedalling. Higher comfort, panoramic vision and capacity of luggage storage should persuade every bike traveler to put his classic bike definitively in the attic.

Few bikes can match the solidity of the Dragon. The simple frame line and the direct steering construction are close to indestructible. To the highest, most northern or southern point of the globe, any exploration is feasible. More accessible than the Condor with its 20 inch front wheel the Dragon is recommended for mileage freaks under 1.80m. Addicted riders use it on daily commuting. Direct low handlebars in the steering tube are the most reliable and simplest construction for travelers. After a short learning period, they soon show extreme stability and precise steering, in which they exceed all models with indirect steering-rods (USS) under the frame.

The Dragon is a classic Optima bike. Full alloy from boom till rear arm, it is one of the lightest travel recumbents, yet indestructible for its healthy geometry and the absence of superfluous features. You have your backs packed, we have your bike, handmade in Holland.

Dragon



Characteristics: Wheelbase: 105 cm BB-height: 72 cm Seat-height: 61 cm Seat-angle: 28-32 deg. **Weight:** 15 kg* **Frame/forks:** Alloy 6061/7005 T6

* = approximate weight in standard configuration, without mudguards, pedals, seatpad and carrier

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Master this beast of burden and you will own the best travel bike of the world. It is made for the outdoors and the great adventures. Once you handle the "take off" you will discover that this bike, in spite of its appearances, is handy and reassuring.

Riding a recumbent with under steer handlebars, comfortably and securely rolling on two 26 inch wheels, gives you a panoramic glide throughout your journey.

The Condor has been the reference for over almost 15 years for those who travel far and rough.

This bike is made for when the going gets tough.

The wheel size gives you a full choice of tires. The height of the bike makes you feel secure in any situation as for your seeing the road ahead or for being seen on it.

The direct under steering is phenomenal, especially on high speed curves. The Condor has great capacities for storing luggage aerodynamically behind you, balancing out the bike even better.

The Condor is an exceptional bike by the direct under steer handlebars in the steer column, its big wheels and its stainless steel frame.

This combination is the most reliable and simple construction for all conceivable routes on a recumbent.

This bike is not recommended for riders smaller than 1.75 m or with a short inseam.

In that case, go for the Dragon or the Orca USS.

With a standard weight without options under 16 kilos the bike's reputation of solidity is not tarnished by overweight for a travel bike. If you're bound to make a memorable journey of a lifetime, get yourself a legendary bike that will enhance your cycling sensations.

Experience the Optima Condor.

Condor



Characteristics: Wheelbase: 105 cm BB-height: 85 cm Seat-height: 73 cm Seat-angle: 26-35 deg. **Weight:** 15,7 kg* **Frame/forks:** Stainless steel / Alloy 7005 T6

* = approximate weight in standard configuration, without mudguards, pedals, seatpad and carrier

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We can resume this bike as our most accessible model in the Optima range. The Lynxx feels at ease while exploring mountain trails as well as on the less exciting commuting path.

The intermediate height is a good compromise between an aerodynamic position, an easy access for all and a reasonably good visibility in traffic. Handier than a classic bike for its short turning cycle, it also offers the safety to put your feet on the ground when needed. This makes it the ideal bike for beginners, short sized riders and city cyclists. Without being a real racing bike the Lynxx allows a comfortable cruising speed and higher daily mileages as a regular bike with the same equipment

In the standard version the Lynxx is equipped as an all-round leisurebike. One of the most affordable bikes in our line, nothing forbids you to add on light weight components to make it more sporty, or pimp it with suspensions and disc brakes to make it more sturdy. Because of its versatile character the Lynxx is probably the most sold horizontal bike in Europe.

It can be adapted to riders of any size, from 1.55 m. To those who are taller than 1.80 m. we recommend the Orca for pure optical harmony with the bike. Components are, as on all Optimas, high end and at regular bike price level of the same category.

This bike is also available in USS under steer version (see picture), for those who wish ultimate breathing and vision (which also can be provided for later on at a rather low expense).

If you want a recumbent but you don't know which one to start with: you need the safe choice of a Lynxx.



Lynxx

Characteristics: Wheelbase: 112 cm BB-height: 69 cm Seat-height: 54 cm Seat-angle: 27-36 deg. **Weight:** 14,7 kg* **Frame/forks:** Alloy 7005 T6

* = approximate weight in standard configuration, without mudguards, pedals, seatpad and carrier

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This big bicycle is made to meet all conditions, close to the domain of the mythical Condor. Ultra stable with its MTB wheels the Orca will dominate as well uptown traffic as unexpected obstacles on any ground.

Numerous world travelers in extreme conditions tested this bike for you since its introduction in 2001. The 26 inch wheels allow you to leave for all continents and find your tires easily in size and profile.

The Orca's high oscillating handlebars allow you easy access and to put a foot on the ground under any circumstance. As on the Lynxx these handlebars are telescopic with adjustable angle of both stem and bars for a free vision and a handling to your taste.

The Orca is a convertible model and can also be delivered in the under steer version USS (indirect low handlebars; see picture), it can also be modified afterwards if your riding appetite tends to evolve. For cyclists shorter than 1.70m we recommend the Lynxx for the same road menu.

The geometry of the Orca is not far from that of a suspended high racer, so you can expect a performance close to it, especially if you decide to add light weight components such as a carbon seat to it. Nevertheless we have also seen very mean Orcas with huge damping and big tires. If you want to ride it this way or the other, around your home or around the world, the Orca leaves all options open.



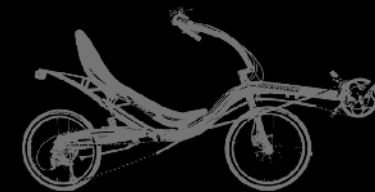
Orca

Characteristics: Wheelbase: 113 cm BB-height: 85 cm Seat-height: 65 cm Seat-angle: 27-36 deg. **Weight:** 15,4 kg* **Frame / forks:** Alloy 7005 T6

* = approximate weight in standard configuration, without mudguards, pedals, seatpad and carrier

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This little sports model with integrated suspension is an excellent compromise for a single compact bike, easy to range and multi-purpose : from racing to commuting.

The bike comes with many handy features for daily use : carrier, standard, disc brakes and adjustable stem.

The asymmetric rear arm does not only look cool but also frees the chain line from the frame. This bike addresses especially those who measure between 1.70m and 1.80m : taller riders will be more in harmony for the same program on a Cheetah.

The compact geometry of the stinger makes it very maneuverable and easy to store in, let's say your camping car.

The bike is standard equipped with disk brakes, vital and very reassuring equipment on high speed or unsuspected traffic stops.

If you are looking for a handy little racer, call for an Optima Stinger.



Stinger

Characteristics: Wheelbase: 115 cm BB-height: 67 cm Seat-height: 38 cm Seat-angle: 25-30 deg. **Weight:** 14,2 kg* **Frame/forks:** Alloy 7005 T6

* = approximate weight in standard configuration, without pedals and seatpad

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The Cheetah challenges its owners as a bike for the extreme long distances and audax brevets.

Close to the low racer position of a Baron in terms of aerodynamics and speed, the Cheetah adds more comfort due to its integrated suspension.

To those sensitive of their back this gives the possibility of remaining rested comfortably in the seat when roads become granular, racing the rough roads.

The lower bracket height puts mileage ahead of top speed on the menu of this Cheetah.

Standard the Cheetah is equipped with the handy Optima chain line which avoids chain and tire contact with hardly more friction than a direct drive.

The front disk brake gives you the braking power to express its potential and secures you in hot descents, avoiding overheating of the 20" wheel and the consequent risk of tube explosions.

The rear arm with the suspension integrated in a straight line allows smooth running of the shock absorber and stiff rear geometry for curves.

Overall this bike will defend itself well confronting pure low racers, while adding more comfort and security, and more height for visibility and better vision of the road ahead.

The Cheetah is a smart bike for smart cats who want one bike riding all asphalt surfaces fast, far and comfortably.

Cheetah



Characteristics: Wheelbase: 126 cm BB-height: 51 cm Seat-height: 38 cm Seat-angle: 26-35 deg. **Weight:** 13,8 kg* **Frame/forks:** Alloy 7005 T6

OPTIMA



This comfortable high racer has been designed for transferring human leg muscle power into great speed and is waiting for sporty sparring partners.

The Cougar with its 26" 559 wheels confers you good comfort and high visibility on the road, while keeping most characteristics of a racing cycle: light, stiff and reactive.

With its higher than average bracket height, ideal for climbing and accelerating, this mountain lion addresses the sports cyclist. It also makes the bike suitable for cyclists of medium height (from 1.70m) without any risk of pedal interference with the front wheel.

With its traditional Optima line of oversized alloy curves this bike is certainly one of the most beautiful High Racers of the moment.

The comfort of the standard 2010 air rear shock allows you to change road surface without vibrations in the back.

The revised integrated rear suspension between frame and rear arm gives the bike good looks and a reactive stiff rear end.

The Cougar is the recumbent bike made for the traditional upright cyclist wishing to change camps efficiently and who is looking for speed and comfort.

Besides, it also has the ideal height to ride in an upright pack without mixing pedals with rear wheels, discuss their sore backs, and then ride straight from it.

Leave the pack behind, go for the Cougar.



Cougar

Characteristics: Wheelbase: 120 cm BB-height: 82 cm Seat-height: 57 cm Seat-angle: 23-32 deg. **Weight:** 12,8 kg* **Frame/R-fork:** Alloy 7005 T6 **F-fork:** Carbon

* = approximate weight in standard configuration, without pedals and seatpad

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OPTIMA



The bike for those who want the ultimate experience in speed. On this bike we give you a 100% irretrievable warranty against any upright cyclist of the same level and above. One of the fastest recumbents out there and probably the Low racer most sold around the world.

The height of the bracket on all past 2007 models is pronounced for accelerations and increase in power uphill, with the cranks far enough from the wheel for your safety to allow sharp mountain curves. This bike is equally fit for race tracks as for asphalt for commuting time savers. Much at ease on long distances, because of the comfortable and aerodynamic seat post, it is the most seen recumbent bike on Paris Brest Paris.

The original Optima quadruple rear ends give the Baron sufficient stiffness of the frame whilst assuring comfort, transferring shocks into the frame and not into the seat. The chain guide diverting the chain from the front wheel allows easy turning among other features for daily use of this racing bike. We even have carriers and kickstand if needed. The Baron is standard equipped with a powerful disk brake to secure your vertiginous descents on this aerodynamic model.

With its long-lasting frame of 2mm alloy Barons over a decade old are being seen on many race events, proving the reliability and the performance of the Optima choice of alloy and geometry. Weight freaks can lower this bike under 10 kilos with light weight components. Full carbon bikes may be lighter but not faster than this reliable all-round adjustable low racer on which you will enjoy many years of aerodynamic speed.

If you wish to own a myth in cycling, get yourself a Baron.

Baron



Characteristics: Wheelbase: 130 cm BB-height: 56 cm Seat-height: 34 cm Seat-angle: 23-28 deg. **Weight: 12,2 kg*** **Frame/F-fork:** Alloy 7005 T6

* = approximate weight in standard configuration, without pedals and seatpad

OPTIMA



The Baron for connoisseurs and an Optima novelty for 2010. It has one of the most beautiful outlines of recumbent bikes and it is definitely our fastest bike in the 2010 range.

An aggressive high bracket and a curved oversized alloy frame with some chic carbon make every cyclist envy your engine.

The seat position on the Elite is one of the most aerodynamic of the circuit, with a pronounced angle between bracket and seat height that approaches the X Low geometry, the Optima team bike that set many records.

Thus making it particularly effective uphill riding stiff ascents or on the flats while accelerating from upright packs.

The main frame of alloy remains the most reliable option for a light recumbent, making this bike your long term partner for speed.

You can choose a configuration in direct drive (chain in a straight line) to reach the maximum of performance or use the detour chain idlers of the front wheel for zero chain interference and thus be maneuverable in tight turns or on uphill slow sections.

The Baron Elite remains an overall comfortable and easily adjustable bike. Standard and handy are also telescopic handlebars and the adjustable seat angle. The height of the bracket does not only favor amateurs of top speed: the smaller sized cyclist will also feel secure, the interference of the front wheel with the crank being near impossible.

Go for speed and beauty, join the Elite.

Elite Baron



Frame:
Characteristics: Wheelbase: 130 cm BB-height: 59 cm Seat-height: 34 cm Seat-angle: 20-28 deg. **Weight:** 12 kg* **Frame:** Alloy 7005 T6 / Carbon **F-fork:** Carbon

* = approximate weight in standard configuration, without pedals and seatpad

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Road holding of a kart with the comfort of a recumbent bike are the main qualities of this reliable old school trike.

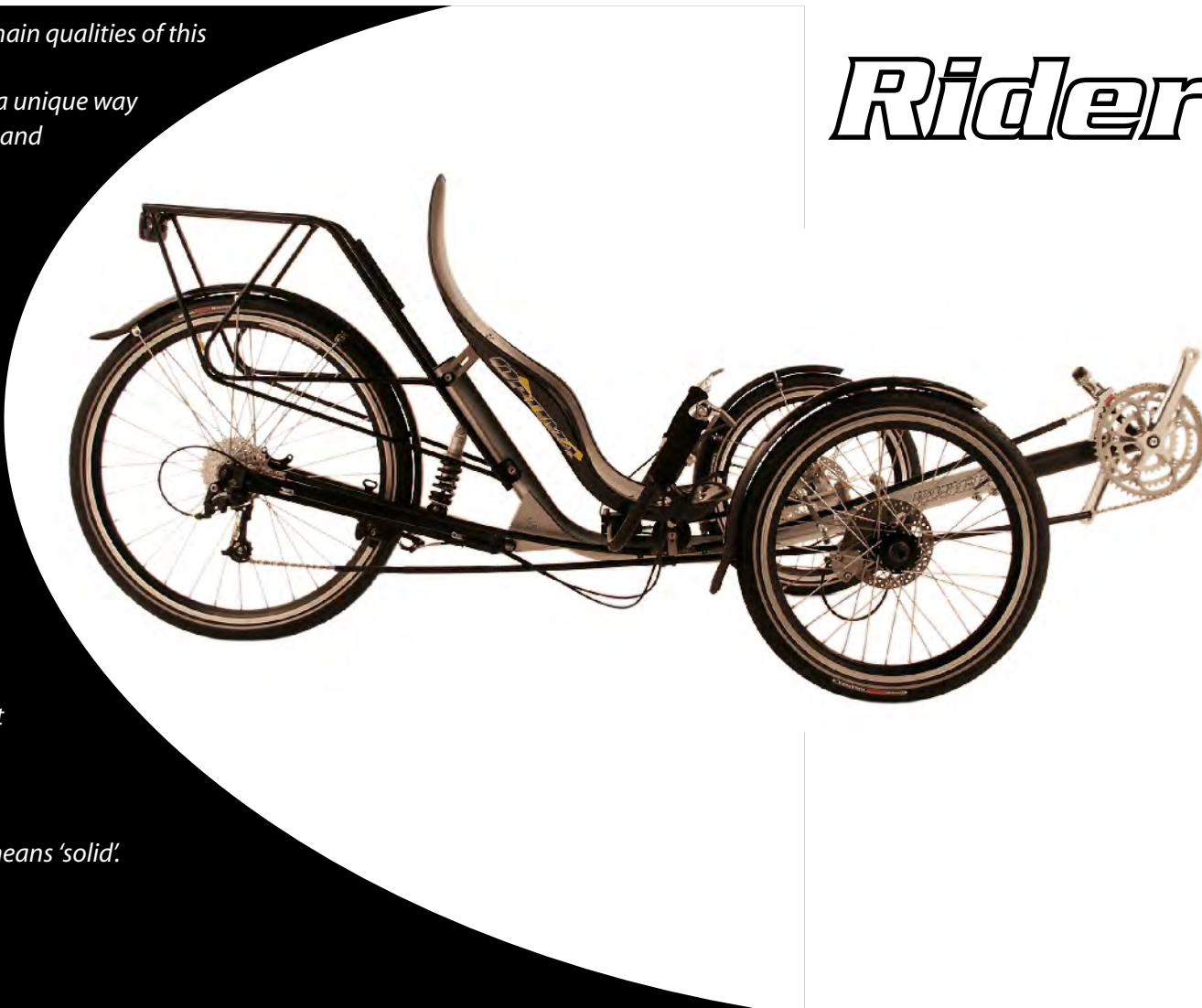
2 front wheels (tadpole) give this bike a surprising stability and allow a unique way of riding, or do we say driving, where curves become a keyword of fun and razor sharp steering allow new sensations.

Because of its comfort and stability the Rider is also the solution for persons in rehabilitation or suffering from a physical handicap to practice cycling again. It is easily adaptable to all electrical devices of transmission support.

The Rider can also be a perfect travel partner with its indestructible stainless steel frame, handmade in Holland. With its rear wheel of 26", it allows voluminous luggage. This base often suits home made constructions of velomobiles.

The Rider is equipped with an ergonomic wide comfort polyester seat with a hydraulic adjustable suspension, conferring even more comfort for long rides around the countryside.

The Rider is simple but 'degelijk' as we say in the Netherlands, which means 'solid'.



Rider

Characteristics: Wheelbase: 112 cm BB-height: 41 cm Seat-height: 26 cm Seat-angle: 28-33 deg. **Weight:** 20,5 kg* **Frame/fork:** Stainless steel

* = approximate weight in standard configuration, without mudguards, pedals, seatpad and carrier

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