



EN



20 YEARS
ON THE ROAD
2000-2020





LET'S HIT THE ROAD TOGETHER

AZUB was born 23 years ago thanks to a fleeting glimpse of a recumbent bike far away in Norway. It was the first time I ever saw one. What followed were many years of getting to grips with the secrets of recumbents, endless test rides, first attempts at building, hundreds of hours spent in the workshop and moments of exhilarating experience on the road. In 2000, after three years of euphoric discoveries, it was time to bring AZUB into being officially, to try and earn a living through one's hobby and enthusiasm.

The initial plans were very simple, one could even say naïve and everything that followed was one huge adventure. There was all this energy, constantly generated with each newly built bike, first positive feedback from customers, first trade fairs, first sleepless nights when problems arose. Those were and still are unforgettable memories for us in AZUB. These beginnings have given AZUB its strong foundations on which the company continues to stand. AZUB is not just about business, it is also about passion, determination and faith.

After three years, we broke through. My brother Ladá joined us and the company began slowly growing. I must say though that I have always considered our customers to be our co-workers as well. With their experiences and needs, they are the ones who help to determine the direction the company should go, whose constructive criticism brings improvements and whose adventures spread the good name of AZUB. And we listen to them, we make their observations and ideas reality. It is a never ending as well as a very fulfilling cycle.

But life is not just about business, life is also about family. Can having a large family and running a business ever work? Finding the right work-life balance is not easy but it is certainly possible. I started a family when AZUB was already a big boy, it was

more than 10 years old then. It no longer required the unlimited attention to get things going. Having a family and running a business need not be in contradiction. Rather, I now feel they are in synergy. The family provides energy to the company and vice versa. Everybody can only benefit from a situation in which values, needs and possibilities are well balanced. The aim is to have a sustainable life, not just a sustainable business.

So AZUB continues its journey, a beautiful journey which is at times met with difficult moments but above all with success and fulfilment. In 2015, 2016 and 2018, we won the "Trike of the Year" award. In 2018, we also moved to our lovely new premises. All these are measurable and visible things. But the greatest gift for us is the fact that we can actually write this book. A book about 20 years of AZUB, a book containing many incredible stories, a book about how humility and patience can create sustainable values, so important for this world.

I would like to say a big thank you to my colleagues Ladá Z., Honza, Libor, Mira, Ladá K., Ondra, Milan, Karel, Andrea, Pavel Š., Filip, Jan, Franta, Jim, Jonáš, Jiří, Ladá B., Pavel H., Petr H., Veronika, Tomáš G., Tomáš T., Roman, Marek, Zdeněk, Broňa and all those that have ever helped us at trade shows and other events. A big thank you also goes to all our customers cum co-workers for choosing our products, spreading the good name of AZUB and for contributing their insights to improve our products.

Let us ride on! With humbleness, dedication and responsibility!

Aleš Zemánek, Founder and CEO





- 03

1997

TROFORS, NORWAY

The history of AZUB began on 15th of July 1997 in a small village called Trofors, in the north of Norway, close to the Arctic Circle. That was where Aleš saw a recumbent bike for the very first time. It was just a glimpse, a second gone in a flash. Yet, this single second marked the moment the story of AZUB began. It happened during one of Aleš's many expeditions, when the bus he was taking broke down in the middle of Scandinavia and he and his fellow travellers had to wait for several days until the bus was repaired. After coming back home, things started moving rapidly. In the Peleton magazine at the time, there was a pretty rare occurrence of an article reviewing a Radius recumbent bike, through which Aleš found out that a certain Mr Nakládal from Brno also built recumbent bikes. So, he didn't hesitate and phoned up all men with the same surname in Brno that he found in the phone directory. And one of them was the right Mr Nakládal. Aleš ordered a frame from him. By winter, he had it at home, decided to cut it all up, change the geometry to his liking and weld it all together again to make it roadworthy ready for spring.



-02 | 1998

THE NEAR EAST

During the spring and summer, Aleš was gaining experience with his first creation. He put in thousands of kilometres, thoroughly enjoying each and every turn of the pedals. However, much more important was his autumn trip to the Near East. Although he didn't take his bike with him, the trip was a profound experience for a 21-year-old young man. It bolstered his confidence enormously and taught him that people's actions and customs around the world can be vastly different to our own. This expedition changed Aleš as a person.

Incidentally, that very first bike Aleš created is still in use today, its current owner lives near Uherský Brod.



-01 | 1999

THE FIRST AZUB IS BORN

After returning from the Near East, Aleš began designing his first recumbent bike, even creating a reverse shock absorber which was to be fitted below the frame and thanks to which the seat could be placed right in front of the rear wheel for the best possible weight distribution. Nevertheless, this direction of development proved to be ineffective. Only several months later came the first frame, its basic component being a 37×1.4 mm Chromoly tube. After weeks spent shut away in his workshop, an absolutely ecstatic Aleš emerged with his very first own product and he was dying to go and make another frame. However, his wanderlust was also as strong as ever and, in the autumn, Aleš set off on an expedition to table-top mountains in Venezuela.

AZUB 0, as we call the first purely AZUB-designed bike, covered thousands of kilometres not only with Aleš but also with our friend and recumbent traveller, Karel Tříška. Today, it is proudly displayed in our company.

I was about 12 when I began going on overnight trips all by myself. At the time, I was riding an old Czech Velamos bike that used to be my dad's and on longer trips, my wrists as well as my backside were pretty sore. One day, I read an article about recumbents in the Cyklo-turistika magazine and immediately fell in love with the idea. So began my search for a model I could buy or build myself. Naturally, I had no experience whatsoever with building a bike but I bought some components anyway. Soon after that, I discovered AZUB and their first model AZUB 0. My recumbent beginnings were a bit wobbly but I quickly got to grips with it and got used to a different view of the world. I no longer had the front tyre in my line of vision as with an ordinary bike and thanks to that, I wanted to keep travelling and discovering new places. And I still do, although for several years, my companion has been the new AZUB Apus.

Karel Tříška, cyclist and explorer, Czech Republic





2000

4. 12. 2000

Another return from travels and another frame. While building this one, Aleš had an idea that perhaps he could earn a living from making recumbent bikes. Gradually, there came the first price list, first promotional photos and first website. We also had the name AZUB, an abbreviation of Aleš's name and hometown – Aleš Zemánek Uherský Brod. Since the internet was still in its infancy then and each new Czech website was very welcome by the IT community, Seznam.cz published a link to azub.cz on its main page one day. At the time, this web portal was as revered in Czech as Google.com was elsewhere. It was the first occasion AZUB was introduced to the wider public. Soon after, Aleš received first three orders, all in one day. So, in the following few weeks, he got on with building and personally delivered the bikes to his customers. Two of those bikes are still in use today.

On 4th December 2000, Aleš registered his business and the company AZUB BIKE officially came into being.



01

2001

LOST ILLUSIONS AND FULFILMENT

Aleš established AZUB BIKE at the age of 23 and he was pretty naïve where running a business was concerned, it could hardly be called a business plan. There were no taxes or health and social contributions but there was great focus on factors such as “more money” and “more time to travel”. These plans crumbled in the course of the first year and Aleš had to find another source of motivation. It was based on two visions. The first one was to show all those who didn't trust the concept of recumbents and had no faith in them at all that it was possible to sell them, to make a living from them. The second was the joy that each new model brought. Aleš even slept with them to start with. He used to store the models in his room and would lovingly gaze at them every night.

Both visions were fulfilled over the years and as the driving force, they were slowing down. Today, Aleš believes that one should actively seek out motivation, as circumstances inside as well as outside of a company change constantly. Saying that, one strong motivation prevails – to bring joy to all our customers, whether they enjoy weekend outings or long-distance expeditions. Not to mention people with disabilities whom our trikes enable to get back on the road and discover places far and wide with wind running through their hair while using their own power.

What was 2018 like for me? I can say that it was a turning point because after eight years, I can at long last enjoy the outdoors with fresh wind ruffling my hair. Thanks to a recumbent bike, I became an ardent cyclist. Apart from outings with my parents, I took part in a paracycling race on the Brno Circuit where in the 16 km route, I came second in my category. It was hard work but I was really proud of my achievement. I am really looking forward to the next season and many more km to come!

Terezka, a paracyclist, Czech Republic



02

2002

THE FIRST SPEZI

Possibly the most important milestone in the early history of AZUB was stepping across the borders to offer our recumbents on foreign markets. It was two years before the Czech Republic became a member of the European Union, which meant that each exported bike had to be subjected to a lengthy customs process with tax and customs payments. In 2002, we took part in the first Spezialradmesse, the most renowned recumbent bike trade show held annually in Germany. And because we had forgotten parts of our presentation at home, we had to improvise. Above our stand, we put up a massive www.AZUB.cz sign, sprayed in red on a large white sheet. Despite that, we still attracted attention. At that time, it was mainly the price of our models, as AZUB was the cheapest recumbent brand in the world, but also with the workmanship and our great enthusiasm.



03

2003

A GREAT TEAM = ESSENTIAL FOUNDATIONS

After three years, there came another milestone. A new experience – working in a team. Aleš employed his oldest brother Lad'a and two years later, in 2005, Honza Galla joined them. Both still are in AZUB today and both are fundamental to it. Without them and others who arrived later, AZUB wouldn't be what it is today. With every new team member came new energy, innovations and passion. The selection of new colleagues is and always will be a crucial job, since not anyone can be involved in the future of AZUB. It must be a person who fits the internal order of AZUB, a person whose priorities in life are well sorted, a person who is passionate in their work and who has the gift to enrich others. Because a great team of people is absolutely essential for our company to be successful.



04 | 2004

CZECH DESIGN

In the early years, the company developed pretty rapidly. New designs would appear several times in one year and Aleš numbered the individual design stages in accordance with the years, there was therefore a 2000, 2001 and 2002. In 2003, only the number 3 was left in the name of the model, with number 4 appearing in 2004. This model was nominated for the Czech International Design Award and despite not winning, it was a clear indication that we were going in the right direction. Incidentally, the first prize was awarded to Czech design students for a Siemens mobile phone that could be attached to a keyring or worn around the neck. Regarding the size of today's phones, we can safely say that our concept has survived much longer.

Even back then, the main frame tube on AZUB 4 was made of 60 mm aluminium, the same as our current models. It was a great shift compared to the previous steel frames made with 37 mm tube which flexed much more during riding. Nevertheless, the rear fork was then still made of chrome-molybdenum steel.



05

2005

THE SECOND MODEL

The adventurous souls of AZUB people longed to create a bike that would be similar to the mountain bikes of the time. It was to be built from readily available components, have better passability and more of a "grown-up" look. Basically, it was to have two 26" wheels. In addition, there was quite a demand for such a bike from many customers. It therefore came as no surprise that in 2005 we introduced a model aptly named MAX which has been a staple in our portfolio ever since. At one point its truly off-road version bore the name HardCore which we eventually dropped. Today, the MAX is one of our most popular models and Aleš's personal bike of choice. It is a superb companion for long tours and riding it is pretty addictive. The fact that over time we realized that 20" wheels with a good suspension are better for more challenging terrain is another story.



06

2006

ASYMMETRY

The year 2006 proved to us that the old saying “Every cloud has a silver lining” is certainly true. For a long time, we had struggled with the design of a new rear fork which was to meet all the popular marketing demands from the world of cycling. It was meant to be stiffer, significantly lighter and much more stylish. Yet we just could not come up with a suitable design. In the end, we had teamed up with a top Czech mountain bike manufacturer and together developed a rear fork that was much stiffer, lighter and more stylish than we could ever have imagined. On top of that, its asymmetric design provided enough space for a pulley which significantly decreases stress on the chain. Thus, the whole drama resulted not only in a beautiful design but also brought superb properties.



07

2007

NORDKAPP – GIBRALTAR

It has been great to watch AZUB's fan base grow over the years, especially knowing that many of our customers actually become our friends. One perfect example was a ride which linked Nordkapp, considered by many the most northerly point of Europe, and Gibraltar, the most southerly. The event was organized by our marketer Honza. He got together one of our employees, one dealer, two customers and four fans who formed not only an international Czech-German-Dutch-Slovenian team but above all a team of eight friends. They cycled the 6153 km / 3846 miles long route non-stop, taking turns on a single bike. It was a high-racer prototype that actually never made it to distribution. The journey from the north of Europe to its southernmost tip took 11 days, 20 hours and 10 minutes. On average, the team covered over 500 km / 313 miles in one day.



08

2008

MARIJA KOZIN

Marija is Slovenian and her solo trip was our first big sponsoring event. In her case, we really didn't have to worry at all that our investments wouldn't be returned. When we first heard about Marija, she had already cycled on a upright bike from Slovenia to Beijing, a journey of 17.000 km / 10,563 miles. At the time, she was trying to decide whether to come back home by train or try an alternative type of transport. Our friend, Peter Osterveršnik, offered her a recumbent bike. All it took were several e-mails and our workshop began building an expedition special, AZUB 5, on which Marija later rode further 17.000 km / 10,563 miles from the Chinese capital back to Škofja Loka in Slovenia. It was for this bike we first built our Expedition Rack and the first version of chromoly underseat steering. What is more, Marija managed the whole journey with just one chain, one cassette, one set of cranks, one pulley and one set of chain guard tubes. What an incredible achievement!

When I set off on my journey, I didn't have the faintest idea that I would be coming back on a bike as well, not to mention changing the type of my bike. My original plan was to cycle from home to Beijing and take the train back. But things do change. An idea came and with enormous help from AZUB, it turned into reality. After a few weeks of e-mailing, an incredibly long box arrived at the customs office for me to pick up and even the customs officers didn't believe that there was an actual bike inside. The next day, I saddled up for the first time. In the middle of overcrowded Beijing, I felt like a kid in a toyshop. The delight that the bike seemed to bring to all those strangers around was indescribable. There were smiles, laughter, requests to have a go too and immediate offers of help throughout my entire journey. It was an endless stream of positive energy that would stay with me in the most difficult moments of my life, even until today. I will be forever grateful to AZUB for placing their trust in me and for offering me the opportunity to give it the best I could. Honza, Aleš and the whole AZUB team will always mean a lot to me.

Marija Kozin, adventurer, Slovenia



09

2009

AN AFFORDABLE RECUMBENT

At a certain point, we realized that it would be great to offer our bikes in countries where the purchasing power is significantly lower than in western countries like Germany, Netherlands or France. Acquiring a recumbent bike was a huge expenditure for customers in Czech, Poland or Hungary. We therefore longed to create an affordable model that would help spread the recumbent vibe in countries where wages are lower. It was to be a kind of Volkswagen Beetle recumbent. After several stages of developing a steel recumbent bike with a mesh seat, we went back to our favoured aluminium and created the AZUB ECO 20. Its main distinguishing feature was the elegant adjustable aluminium seat. It was a simple machine without suspension, very stable thanks to its large wheelbase. To start with, we sold this model for EUR 849 but it was still a lot of money and recumbents remained a fairly rare sight.

The year before, in 2008, we also added three models in a simpler design which had a rear suspension to our portfolio. We called these the Mainstream Line but its sales kept falling too and we were forced to discontinue this line in 2019. Since then, we have focused solely on the construction of premium bikes, sought after by customers from around the world.



10

2010

THE FIRST TRIKE

As late as 2007, Aleš kept saying that he would never get into trikes. He was basically a “single-track” kind of guy. However, man proposes, demand disposes. In 2010, two prototypes of a trike without suspension came on the scene. They had 20” wheels all around and didn’t even have a folding mechanism. We were absolutely thrilled and couldn’t get enough of them. As with all our other bikes, the first trikes had adjustable seats, both in angle and with regard to the distance from the pedals, and they also had adjustable handlebars. The second yellow prototype found a home with our company mascot and friend, Broňa Nágl, who not only took it on an expedition around Iceland but on many more long-distance trips, clocking up 69.600 km / 42,874 miles in the process. He finally parted with it in 2019 when he swapped it for an electric AZUB T-Tris 20. In total, since starting his retirement, Broňa has ridden more than 100.000 km / 62,137 miles on trikes. That’s what we call an active pensioner!



11 | 2011

TRIcon + T-Tris

At the time of launching our first trike, we were already hard at work on two other models. They were the AZUB T-Tris and AZUB TRIcon. Both had a folding mechanism and 20" wheels and the TRIcon also sported a rear suspension. The TRIcon especially was a pet project. We designed it to fold not only in the middle but also to have a folding rear fork which has resulted in a trike that can be folded into a very small package which means that transporting it by plane is a piece of cake. It was the perfect choice for Honza's wife Eliška for their trip to the Himalayas and two years later, Honza also used this model in a solar bike race. Today, we use 26" wheels for most of our models as people simply like large wheels, but we are still fans of the "twenties".



12

2012

TWO EXTREMES

The following year, we brought out another new model. It was the AZUB Origami, a folding recumbent bike that we based on our previous affordable model, ECO 20. This model had excellent riding properties, so we just added a folding mechanism and several other folding features and our smallest model was born. It joined the AZUB TWIN in a product line we called Extreme Line, though AZUB TWIN, brought out the year before, is extreme for completely opposite reasons. It is by far the largest model we have on offer, as well as being a model that took the longest to get into regular production. Honza and Eliška were testing it on their expeditions as early as 2004 and 2005 but they weren't 100% happy with it. So, the TWIN had to be put on the back burner for several years until its turn came to undergo some changes and finally be introduced to the public. Today, the TWIN is a tandem bike that can take its two riders comfortably and safely halfway across the world or even around the whole globe.



13

2013

SUN TRIP

It is great to have such devoted fans of recumbents in the company, be it Aleš who rides a MAX on short as well as long trips with his family, our mechanic Miro who has built countless bikes and trikes of his own design, or Honza who has been on several long and challenging recumbent expeditions. The latest one so far was the first solar bike race called the Sun Trip, which started in France and finished in Kazakhstan. Honza teamed up with another one of our colleagues, Karel and in 2013, they rode almost 8000 km through 10 countries. Regarding difficulty, this race could be compared to the popular Dakar Rally, as participants must not only overcome extreme tiredness and find the will to go on, but they must also cope with technical problems, local issues and weather. In the end, Honza and Karel arrived in Astana after 46 days in fourth place but they were the first two-man team to cross the finishing line. And all that was achieved without plugging in at all. Apart from their human power, they relied only on solar energy and their good spirits.

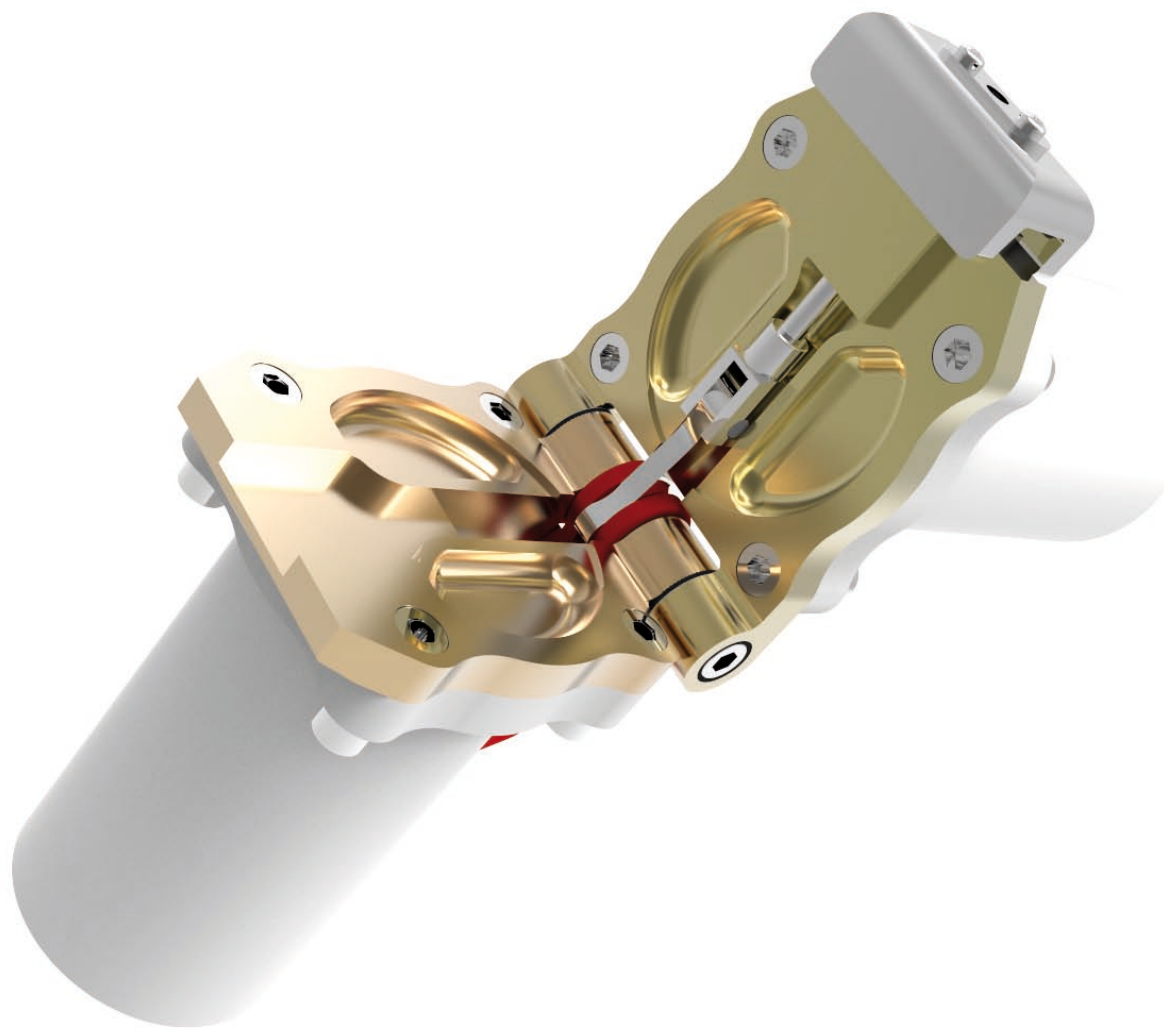


14

2014

INNOVATIONS

Three years after launching the TRIcon and the T-Tris, we felt the urge to make some crucial innovations and began working on two major improvements. They were 26" rear wheels and a new folding mechanism that was to be our answer to a sturdy feature which would be easy to operate, function smoothly, be simple to service and would look great too. And we did give it our best. Not only did we extend the rear suspension fork for the 26" wheel but also enlarged it to accommodate a 157 mm hub we borrowed from downhill bikes and added a through axle. In the recumbent world, it was our TRIcon that presented this type of axle for the first time. Together with a wide hub, it creates a stiff unit that significantly improves the riding properties especially in fast bends, and on the whole also puts less stress on the frame. Moreover, we added interchangeable dropouts to the fork to offer the option of fitting a standard 135 mm hub, for example when installing a hub gear or an electric motor. The new 26" wheels and the improved folding mechanism were introduced to the wider public at the 2015 SPEZI show and several months later, the AZUB TRIcon 26 won the "Trike of the year 2015" award.



15

2015

ANNIVERSARY MEETINGS

Every five years, we organize a big gathering of recumbents in Uherský Brod that welcome all riders, not just owners of AZUB models. Meeting people who live and breathe for recumbents as passionately as we do is a great pleasure for us. It is also a perfect opportunity to get feedback from our customers and chat about their adventures and experience over a glass of wine or a pint of beer. But most importantly, our gatherings are about trips we take through the beautiful countryside around Uherský Brod. In our region, Moravian Slovakia, there are countless cycle paths and quiet roads. One can see signs of local folklore pretty much on every corner so it goes without saying that we have a cimbalom band perform at every gathering. The next opportunity to meet up with fellow recumbenters will be in September this year. We are really looking forward to seeing you all and to enjoy the wonderful "recumbent" atmosphere. We can promise that we will once again do our best to make sure that you have the best time ever!

In the photo that was taken in 2010, you can see 128 people within the letters AZUB, 98 recumbent bikes, 13 trikes, 1 back-to-back tandem, 3 kids trailers and a handful of traditional upright bikes.

In 2015, Honza invited us to come to a recumbent gathering organized by AZUB every five years. The four days in Uherský Brod, AZUB's hometown, are spent together with 200 friends you have only just met, doing lots of fun activities, going on at least one outing a day (and one even at night!), enjoying talks given by experienced adventurers, listening to music, visiting many interesting places and much more. There are literally hundreds of various recumbents, including lots of homebuilds, so one has plenty to learn. You visit many small villages and towns in the area, each with a central square and lovely friendly people who have a great sense of humour. One can even experience a wonderful pub lunch, sitting across from Karel and watching him eat a roast pork knuckle!

Just put your life in Honza's hands and miracles will happen. Really, you will have a great time and feel very welcome. Marsha and I will definitely return in 2020.

Kelvin Clark, owner of Angletech, USA



16

2016

Ti-FLY

In 2016 at the SPEZI show, we took a deep breath, summoned all our strength and with eager anticipation unveiled our new AZUB Ti-FLY trike with a full suspension. Its exceptional comfort and superb riding properties are provided by a pair of transverse titanium leaf springs at the front. In fact, we first introduced this model the day before, on our website. Taking our cue from Tesla, we placed a reservation form on the web and during the 9-hour journey to Gernersheim, we excitedly watched the number of people reserving our new top model steadily growing, long before it was actually presented for real. Both professionals and amateurs alike were thrilled with it as were we. All the compliments we got were a huge reward for the years of development during which we experienced many setbacks but which also gave us lots of invaluable experience not only with testing but also with the beautiful yet challenging material that titanium is.

Although the first Ti-FLY 26 wasn't available until July, we enjoyed the best year ever. And as icing on the cake, the Ti-FLY 26 also won AZUB the second "Trike of the Year" award.



17

2017

BAJOVEC

Between 2006 and 2018, we were based on beautiful premises of a former mill. We were leasing it from our friend and year after year, room after room, building after building, he kept tirelessly converting them exactly in accordance to our requirements and needs. We started in one large room, which served as a parts store, office, assembly workshop and a showroom in one. As our team kept growing and more and more bikes were being built, we gradually spread into further rooms across other floors. Over time, it was pretty clear that we needed to look for a new place, so we set off on a great adventure called "Our own house". It took three years from the moment we started looking for the right place, bought a desolate brownfield, knocked down some dilapidated buildings and built a beautiful new hall. Construction began in 2017 and we moved in a year later. Our new premises have given us twice as much space, both floors are accessible from ground level and there are enough solar panels on the roof to provide power for air conditioning in summer. Plus, there are no longer eight of us sharing one office, we now have one each. However, in order not to feel too lonely, we all regularly meet for lunch and sometimes we get together on the ramp outside for a barbecue and a few pints just to enjoy being together.



18

2018

AN AWARD IS AN AWARD

Since the beginning, we have said that our dream was to make the best recumbents in the world. We longed to be amongst the best. But how does one know? A clear proof of our dream coming true was the "Trike of the Year 2015" award for our TRIcon 26 by Bentrideronline.com. A year later, we were awarded another one for the Ti-FLY 26 and in 2018 yet another one for the Ti-FLY X. And that was definitely something to celebrate. But we would hate to rest on our laurels or become complacent. Our critical thinking is too strong for that and the desire to improve too burning. So, we carry on developing and improving whatever we can. Currently, we are concentrating more on some details of our existing models but in the future, you can look forward to more significant releases as well. In any case, those three awards are amongst the most important recognitions of our long-term work.

To watch AZUB grow from two young men who first came to me with several bikes stuffed in the boot of an old car to the enterprise they are today has been absolutely amazing. They started off as a company focused on people with a small budget and have grown into a brand offering one of the highest-quality recumbents on the market. This is well evidenced by the fact that they have won the Trike of the Year award three times over four years! We use a sophisticated voting system and AZUB would usually win by a very large margin, so those titles are more than deserved.

Riding any one of AZUB models will give you the feel of a superbly designed, extremely well-built robust bike. Basically, that is everything one can expect their bike or trike to be.

Bryan Ball, Bentrideronline.com, USA



19

2019

FRIENDS

One of the biggest challenges we have faced over the 20 years was to convince recumbent dealers that it was worth getting to know a new brand from Central Europe, from a country that only recently had been oppressed by a powerful enemy state. We tried to win them over not only by our workmanship but also by our friendly attitude. Right from the start, we would get in on old car and drive around the whole of Europe, presenting our bikes at various stores. Later, we swapped our trusty old motor for a better model and extended our portfolio. In 2011, we decided to fly to the USA for the first time, visiting 15 dealers over 26 days. To some of them, we still return every year. Apart from Europe and USA, we sometimes travel to more far-flung destinations, such as Japan or South Korea. Meeting with our dealers is very important for us, as thanks to comprehensive feedback we receive, we can keep moving forward. And because we have visited some places quite a few times, it is no wonder that many of our business partners have become friends. It is this human touch, the great relations we have with the people in the field and friendships with colleagues and customers alike that are one of the reasons we enjoy our work so much!

Over the last (almost) 20 years, we have visited more than 150 recumbent stores, 14 of them during our second longest trip to the USA in 2019.

Fairfield

BICYCLE SHOP

SHOP



398

OPEN
Fairfield
BICYCLE SHOP

OPEN

BUSINESS HOURS
MON 10:00 - 18:00
TUE 10:00 - 18:00
WED 10:00 - 18:00
THU 10:00 - 18:00
FRI 10:00 - 18:00
SAT 10:00 - 18:00
SUN 10:00 - 18:00

20

2020

WRITE THIS CHAPTER WITH US

At the time of preparing this catalogue, we can only guess what 2020 will bring. Be that as it may, we would love you to write this chapter with us. Send us an email, a photo from your travels or even a whole article, give us a ring, order a spare part or an entire new bike. We would love to hear from you or see you at trade fairs anywhere in the world. But most of all, we would love to see you at our recumbent gathering which will take place in September 2020 in our hometown of Uherský Brod. We will be celebrating the 20th anniversary of our company and we would be honoured if you shared it with us. Whatever the year may bring, we can promise you that we will do our best to make sure you enjoy riding with us, feeling as if the wind is always behind you.

Your AZUB team!



SETKÁNÍ LEHOKOL
RECUMBENT MEETING

 2020 

UHERSKÝ BROD



BIKES



MAX

MAX 700

SIX

MINI



Twin

Origami

TRIKES

No suspension



FAT

T-Tris 26

T-Tris 20

Rear suspension



TRIcon GR

TRIcon 26

TRIcon 20

Full suspension



Ti-FLY X

Ti-FLY 26

Ti-FLY 20

AZUB Ti-FLY X

Folding or separable full suspension trike with all 26" wheels

Ti-FLY X



Enjoy extremes with maximum comfort

Full suspension combined with 26" wheels. That's what makes our Ti-FLY X a unique machine calling for long rides that will soon become extreme. And it doesn't really matter what you call extreme – it may be the distance cycled on a paved road, the roughness of terrain or the amount of endorphin that you produce during the ride. You can say from the first look that Ti FLY X is a special vehicle. It unites in itself all our innovative designs, our passion for traveling and love for off-road fun. Basically, it's a synonym for extreme cycling in all its forms.

Overall width	91 cm / 35,8"
Overall height	min. 80 cm / 31,5"
Overall length	200 - 223 cm / 78,7 - 87,8"
Track	81,5 cm / 32,1"
Wheelbase	133 cm / 52,4"
Ground clearance	18,5 cm / 7,3" (2,35" tyres)
Bottom seat height	39 – 43 cm / 15,4 - 16,9"
Seat adjustment range	length 11 cm / 4,3", 40 – 55°

Bottom bracket height	48,5 – 55,5 cm / 19,1 - 21,9"
Max tyre width	76 mm / 3"
Max load	110 kg / 242 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	91 x 127 x 70 cm / 35,8 x 50 x 27,6"
Extreme folding	71 x 79 x 39 cm / 28 x 31,1 x 15,4"

AZUB Ti-FLY 26

Folding or separable full suspension trike with 20" front and 26" rear wheels



World's most advanced recumbent trike

AZUB Ti-FLY is the epitome of an intensive five-year development of our trikes. In 2015, our previous top model, the TRIcon 26, was presented with the prestigious award "Trike of the Year 2015", thanks to its superior workmanship, stable steering and the revolutionary design of the rear fork with a 157mm wide hub and a solid-through Syntace axle. In the Ti-FLY model, all these technical details are complemented by a unique technology of titanium front suspension, which makes it the most advanced trike in the world. Experience the comfort and amazing stability this trike offers.

Overall width	83,5 cm / 32,9"
Overall height	min. 73 cm / 28,7"
Overall length	198 – 223 cm / 78 - 87,8"
Track	77 cm / 30,3"
Wheelbase	124 cm / 48,8"
Ground clearance	9,5 cm / 3,7" (1,5" tyres)
Bottom seat height	26 – 29 cm / 10,2 - 11,4"
Seat adjustment range	length 11 cm / 4,3"; 40 – 55°

Bottom bracket height	44 – 49 cm / 17,3 - 19,3"
Max tyre width	60 mm / 2,35"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	83,5 x 126,5 x 56 cm / 32,8 x 49,8 x 22"
Extreme folding	65 x 79 x 39 cm / 25,6 x 31,1 x 15,4"

AZUB Ti-FLY 20

Folding or separable full suspension trike with all 20" wheels



A comfortable midget

Many people could feel that trikes with large 26" rear wheels are rather big and ungainly. That is why we offer you the Ti-FLY 20 with all the comforts of its big sister but in a more compact form. The front titanium suspension and a rear shock absorber (a choice between spring or air) make for a very comfortable machine, while its compact dimensions and superb AZUB steering make it the perfect choice for fun rides. And transporting the Ti-FLY 20 on by car or train is a breeze. Our ultra-flat folding mechanism will ensure your bike folds into a super small package. In short, the Ti-FLY 20 is a very pleasant, useful and fun little trike.

Overall width	83,5 cm / 32,9"
Overall height	min. 73 cm / 28,7"
Overall length	185 – 210 cm / 72,8 - 82,8"
Track	77 cm / 30,3"
Wheelbase	117 cm / 46,1"
Ground clearance	11 cm / 4,3" (1,5" tyres)
Bottom seat height	26 – 29 cm / 10,2 - 11,4"
Seat adjustment range	length 11 cm / 4,3"; 40 – 55°

Bottom bracket height	43 – 48 cm / 16,9 - 18,9"
Max tyre width	60 mm / 2,35"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	83,5 x 126,5 x 49 cm / 32,8 x 44,1 x 19,3"
Extreme folding	65 x 79 x 36 cm / 25,6 x 31,1 x 14,2"

AZUB TRIcon GR

Folding or separable rear suspension trike with all 26" wheels



Gravel & Road

Do you enjoy discovering new spots of nature away from main routes? Do you often find yourself on potholed tarmac? Would you like to take your trike on a long gravel path leading to new horizons? Then the GR is the great choice for you. The letters GR stand for Gravel and Road, indicating that during its development, we thought of both tarmac roads and gravel paths meandering through the countryside. The three 26" wheels give the TRIcon higher seating, better passability through terrain and splendid view. The rear suspension provides the required comfort, while the absent front suspension makes for lighter weight and better conservation of power.

Overall width	91 cm / 35,8"
Overall height	min. 80 cm / 31,5"
Overall length	200 - 223 cm / 78,7 - 87,8"
Track	81,5 cm / 32,1"
Wheelbase	133 cm / 52,4"
Ground clearance	18,5 cm / 7,3" (2,35" tyres)
Bottom seat height	40 - 44 cm / 15,7 - 17,3"
Seat adjustment range	length 11 cm / 4,3", 40 - 55°

Bottom bracket height	45 - 53 cm / 17,7 - 20,9"
Max tyre width	76 mm / 3"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	91 x 127 x 70 cm / 35,8 x 50 x 27,6"
Extreme folding	71 x 79 x 37 cm / 28 x 31,1 x 14,6"

AZUB TRIcon 26

Folding or separable rear suspension trike with 20" front and 26" rear wheels



Trike of the year 2015

When you sit in the TRIcon 26 for the very first time, it immediately becomes clear why this trike has won the title Trike of the year 2015. Just settle comfortably in the ergonomic seat, sit back and start pedalling. The first two or three corners will give you a taste of the best advantages of our revolutionary 26" rear wheel solution. The shortest possible stiff fork with the 157mm wide Syntace solid through-axle design that we "borrowed" from mountain bikes, work an absolute miracle. What previously was unthinkable in the world of tricycles with a 26" rear wheel suspension has now become a reality. Yes, we are talking about fast cornering with minimal rear wheel flex while making you feel that the trike is absolutely stable and reacts accurately and instantly to any correction of the direction coming from the handlebars. And this feeling sure is absolutely exhilarating.

Overall width	83,5 cm / 32,9"
Overall height	min. 73 cm / 28,7"
Overall length	198 – 223 cm / 78 - 87,8"
Track	77 cm / 30,3"
Wheelbase	124 cm / 48,8"
Ground clearance	12 cm / 4,7" (1,5" tyres)
Bottom seat height	27 – 30 cm / 10,6 - 11,8"
Seat adjustment range	length 11 cm / 4,3", 40 – 55°

Bottom bracket height	40 – 45 cm / 15,7 - 17,7"
Max tyre width	60 mm / 2,35"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	83,5 x 126,5 x 56 cm / 32,8 x 49,8 x 22"
Extreme folding	65 x 79 x 37 cm / 25,6 x 31,1 x 14,6"

AZUB TRIcon 20

Folding or separable rear suspension trike with all 26" wheels



Perfect for the road

When you ride this trike for the first time, it will pleasantly surprise you straightaway in how easy it is to handle and how stable the cornering is. And it does not matter whether you are going slowly or quickly. Steering is spot on and gives you a feeling of security. The F2F-U folding system, that is Fold to Flat Ultra, will completely blow you away. Even back in 2010 when we introduced AZUB ECO, our first three-wheeler, we were already working on a second one which was meant to become the top of the tricycle scene – the TRIcon 20. We knew that we wanted to have a trike that would offer excellent riding properties, a stiff frame with a comfortable seat, which would not only be foldable in half but a trike which when folded, would fit in a small bag so that it would be easy to fly with even across the continents. Basically, we wanted to develop a tricycle that we ourselves would enjoy travelling with. And we wanted to be absolutely happy with it.

Overall width	83,5 cm / 32,9"
Overall height	min. 73 cm / 28,7"
Overall length	198 – 223 cm / 78 - 87,8"
Track	77 cm / 30,3"
Wheelbase	117 cm / 46,1"
Ground clearance	11 cm / 4,3" (1,5" tyres)
Bottom seat height	27 – 30 cm / 10,6 - 11,8"
Seat adjustment range	length 11 cm / 4,3"; 40 – 55°

Bottom bracket height	39 – 44 cm / 15,4 - 17,3"
Max tyre width	60 mm / 2,35"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)
Half folded	83,5 x 126,5 x 49 cm / 32,8 x 44,1 x 19,3"
Extreme folding	65 x 79 x 34 cm / 25,6 x 31,1 x 13,4"

AZUB T-Tris 26

Folding or separable trike with 20" front and 26" rear wheels and no suspension



Our fastest trike

The T-Tris 26 is the fastest and the most affordable trike we have on offer. It, too, has a stiff frame with minimum flex while riding, and accurate steering. The T-Tris 26 shares the same geometry and other important technical solutions with its siblings, like the AZUB Ti-FLY or TRIcon. Even the rear part of the frame is designed and made so as to make the rider feel confident in steering through even the sharpest bends. The 26" rear wheel gives a slightly better feeling of comfort. For the more sport-minded cyclists, the fact that the trike is faster on flats may also play a role.

Overall width	83,5 cm / 32,9"	Seat adjustment range	length 18 cm / 7,1", 34 – 52°
Overall height	min. 71 cm / 28"	Bottom bracket height	37 – 41 cm / 14,6 - 16,1"
Overall length	185 – 210 cm / 72,8 - 82,8"	Max tyre width	60 mm / 2,35"
Track	77 cm / 30,3"	Max load	125 kg / 275 lbs (Rider + cargo)
Wheelbase	120 cm / 47,2"	Rider height	150 - 205 cm / 4' 11"
Ground clearance	13 cm / 5,1" (1,5" tyres)		(optionally shorter or taller)
Bottom seat height	31,5 – 34,5 cm / 12,4 - 13,6"	Folded size	83,5 x 108 x 49 cm / 32,9 x 42,5 x 19,3"

AZUB T-Tris 20

Folding or separable trike with all 20" wheels and no suspension



Fast and nimble

The T-Tris 20 is based on our first and very successful tricycle, the AZUB ECO trike, to which we have added a folding system and kept all its exceptional qualities, such as the top quality riding feel, stability, adjustability and compact size. And it is the small dimensions that make the T-Tris a nifty little vehicle with a small turning circle, which when folded can be easily transported in a car or stashed away in your garage. The T-Tris 20 is also popular with customers thanks to its ergonomic comfortable mesh seat that greatly contributes to a comfortable ride, even though the tricycle has no active suspension. If you would like to increase your comfort further, you can opt for the Schwalbe Big Ben Plus balloon tyres that perfectly absorb the minor vibrations coming from the road. The stiff frame without suspension enables the rider to have excellent power transmission and the 20" wheels provide superb acceleration and easier ascent.

Overall width	83,5 cm / 32,9"	Seat adjustment range	length 18 cm / 7,1", 34 – 52°
Overall height	min. 71 cm / 28"	Bottom bracket height	37 – 41 cm / 14,6 - 16,1"
Overall length	169 – 194 cm / 66,5 - 76,4"	Max tyre width	60 mm / 2,35"
Track	77 cm / 30,3"	Max load	125 kg / 275 lbs (Rider + cargo)
Wheelbase	105 cm / 41,3"	Rider height	150 - 205 cm / 4' 11"
Ground clearance	13 cm / 5,1" (1,5" tyres)		(optionally shorter or taller)
Bottom seat height	31,5 – 34,5 cm / 12,4 - 13,6"	Folded size	83,5 x 92 x 49 cm / 32,9 x 36,2 x 19,3"

AZUB FAT

Folding or separable trike with all 26" fat tyres and no suspension



Places others cannot reach

Our fatty is a bike that is simply irresistible at first sight. It looks so huge, as if it did not even belong to the cycling world and yet it makes you feel that riding it will be a fast and smooth experience. And when you actually sit on it, your feelings grow into complete euphoria. The fully adjustable ergonomic seat feels like a throne fit for a king. The view is absolutely thrilling – two massive wheels on the sides and the road in front of you. "I wonder how many potholes there might be, or what terrain will this beauty cope with" you will immediately start thinking. Well, think definitely big – it will cope with much more challenging terrain than any other tricycle could.

Overall width	91 cm / 35,8"	Seat adjustment range	length 18 cm / 7,1", 34 – 52°
Overall height	min. 81 cm / 31,9"	Bottom bracket height	50 – 53 cm / 19,7 – 20,9"
Overall length	200 – 225 cm / 78,7 – 88,6"	Max tyre width	122 mm / 4,8"
Track	81,5 cm / 32,1"	Max load	125 kg / 275 lbs (Rider + cargo)
Wheelbase	122 cm / 48"	Rider height	150 – 205 cm / 4' 11"
Ground clearance	21 cm / 8,3" (4" tyres)		(optionally shorter or taller)
Bottom seat height	43 – 45 cm / 16,9 – 17,7"	Folded size	91 x 125 x 76 cm / 35,8 x 49,2 x 29,9"

AZUB MAX

Recumbent bike with 26" wheels, rear suspension and optional front suspension



Think big

AZUB MAX is a chariot you will fall in love with. When you sit on it, you cannot but beam with delight. Or even squeal with joy. This bike runs like clockwork, it devours all straight roads like nothing before and going downhill is a never ending joy. With its two large 26" wheels it is a recumbent like none other. The rear suspension is supplied as standard, and together with the optional front suspension, the AZUB MAX is a comfortable and fast bike which turns a road full of potholes into a smooth asphalt thoroughfare.

Overall height	min. 115 cm / 45,3"
Overall length	min. 172 cm / 67,8"
Handlebar width	USS 65 cm / 25,6" , OSS 52 cm / 20,5"
Wheelbase	111 cm / 43,7"
Bottom seat height	min. 65 cm / 25,6"
Seat adjustment range	length 13 cm / 5,1" , 27 - 50°

Bottom bracket height	min. 79 cm / 31,1"
Max tyre width	57 mm / 2,25"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	165 - 205 cm / 5' 5" (optionally shorter or taller)

AZUB MAX 700

Recumbent bike with 700c/28" wheels and rear suspension



Go fast, taste comfort, enjoy 28

A pleasant flight - two words that could be used to aptly express your future ride on MAX 700. It is a model based on our extremely popular MAX to which we have added 28" wheels and components designed for speedy road trips. MAX 700 boasts a front carbon fork, powerful Avid BB7 disc brakes and an SR Suntour UnAir shock, even in its standard version. In addition, you have the option to choose between the convenient aerodynamic above seat steering or the very comfy underseat steering. In short, MAX 700 will suit taller riders who want to have a fast and comfortable bike which will turn each ride into a fun-filled flight.

Overall height	min. 120 cm / 47,2"
Overall length	min. 176 cm / 69,3"
Handlebar width	USS 65 cm / 25,6" , OSS 42 cm / 16,5"
Wheelbase	113 cm / 44,5"
Bottom seat height	min. 68 cm / 26,8"
Seat adjustment range	length 13 cm / 5,1" , 27 - 50°

Bottom bracket height	min. 80 cm / 31,5"
Max tyre width	32 mm / 1,25"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	165 - 205 cm / 5' 5" (optionally shorter or taller)

AZUB SIX

Recumbent bike with 20" front and 26" rear wheels, rear suspension and optional front suspension



For the city as well as faraway places

AZUB SIX is the ultimate universal bike we have on offer. It is comfortable, ergonomic, efficient and beautiful, nimble enough for the city and stable enough for long straight roads. Its robust frame, semi-integrated headset, stiff rear fork and a fixed rear rack make it a durable bike suitable for everyday commuting as well as for expeditions tens of thousands of kilometres long. However, each bike we have on offer is built according to the customer's wishes, so we can also configure the SIX in such a way so that it offers plenty of comfort and speed for some pleasant afternoon or weekend outings. Which means you will be able to experience all the amazing features that AZUB SIX offers to extreme riders too.

Overall height	min. 108 cm / 42,5"
Overall length	min. 175 cm / 68,9"
Handlebar width	USS 65 cm / 25,6" , OSS 52 cm / 20,5"
Wheelbase	114 cm / 44,9"
Bottom seat height	min. 62 cm / 24,4"
Seat adjustment range	length 13 cm / 5,1" , 30 - 50°

Bottom bracket height	min. 68 cm / 26,8"
Max tyre width	57 mm / 2,25"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)

AZUB MINI

Compact recumbent with both 20" wheels, rear suspension and optional front suspension



A nimble midget for confident riders

Balance – there is no better word that would sum up all the properties of the AZUB MINI. Even the first glance confirms it. The two 20" wheels give the bike a symmetrical appearance, offset by a functional solution in the form of the asymmetric rear fork and the location of its shock. The seating position is a perfect combination of comfort and sportiness. The total height of the bike offers both the low seating of a sporty recumbent and the ample view of what is happening around you. The overall dimensions of the AZUB MINI then make it an ideal bike for playful and nimble weaving through the city streets, but the long wheelbase gives it a surprising stability.

Overall height	min. 104 cm / 40,9"
Overall length	min. 165 cm / 65"
Handlebar width	USS 65 cm / 25,6" , OSS 52 cm / 20,5"
Wheelbase	109 cm / 42,9"
Bottom seat height	min. 55 cm / 21,7"
Seat adjustment range	length 13 cm / 5,1" , 27 - 50°

Bottom bracket height	min. 65 cm / 25,6"
Max tyre width	58 mm / 2,3"
Max load	125 kg / 275 lbs (Rider + cargo)
Rider height	150 - 205 cm / 4' 11" (optionally shorter or taller)

AZUB TWIN

Folding or separable full suspension recumbent tandem



Many hands (in the wild) make light work

All it takes is one look at our Twin and it is perfectly clear that this bike will withstand even the harshest conditions. However, you will appreciate its main characteristics even on short trips. They include the low seating position of the front rider, two truly recumbent positions of both riders, as stiff frame contributing to the stability and safety of riding, and the sturdy folding mechanism. In our opinion, AZUB Twin is the best recumbent tandem in the world. In 2016, we have brought some improvements and the bike's users are thrilled. Those who use it to race around on Florida's cycle paths as well as those who have chosen it to travel around the world with. After all, riding in twos is fantastic. You experience every single detail together, share every experience, enjoy each descent and labour on each ascent, together experiencing the same feelings. Riding a tandem is about cooperation, harmony, sharing and about of two people living one dream.

Overall height	min. 111 cm / 43,7"	Max tyre width	57 mm / 2,25"
Overall length	min. 290 cm / 114,2" (average 310 cm / 122")	Max load	215 kg / 474 lbs (Riders + cargo)
Front part length	150 cm / 59" (average 160 cm / 63")	Captain height	165 - 205 cm (optionally shorter / taller)
Rear part length	105 cm / 41,3" (average 115 cm / 45,3")	Stoker height	125 - 195 cm / 49,2 - 76,8" (optionally shorter / taller)
Front handlebar width	USS 65 cm / 25,6" , OSS 52 cm / 20,5"	Smallest folded frame size	130 x 56 x 38 cm / 51,2 x 22 x 15" (no wheels, seats, accessories)
Wheelbase	221 cm / 87" (adjustable)		
Bottom seat heights	f: 62 cm / 24,4" r: 49 cm / 19,3"		
Bottom bracket heights	min. f: 66cm / 26" r: 39 cm / 15,4"		

AZUB Origami

Folding recumbent bike with 20" wheels and great stability



Inspired by Japan

A recumbent like AZUB Origami will be very hard to find anywhere in the world. The long wheelbase and tuned geometry of the frame give it excellent riding properties both in slow pedalling through a city and in fast descents. You will also be pleased with the array of smart solutions there are, such as the possibility to secure the bike after folding, the integrated rack or the space under the seat to fit a specially designed triangular bag. Not to mention the folding system that turns the Origami into a small bag easily transported by car, train or even plane. In short, the Origami is just right for small spaces and it does not really matter whether you come across them while weaving through a city or looking into the boot of your car.

Overall height	min. 100 cm / 39,4"
Overall length	min. 167 cm / 65,7"
Handlebar width	42cm / 16,5"
Wheelbase	122 cm / 48"
Bottom seat height	min. 54 cm / 21,3"
Seat adjustment range	length 18 cm / 7,1" , 24 - 40°

Bottom bracket height	min. 67 cm / 26,4"
Max tyre width	55 mm / 2,15"
Max load	110 kg / 242 lbs (Rider + cargo)
Rider height	160 - 205 cm / 5' 3" (optionally shorter or taller)
Folded size	84 x 105 x 47 cm / 33,1 x 41,3 x 18,5"




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