

**HP Velotechnik: Scorpion 2017**  
**Eurobike trade show Friedrichshafen 08/31-09.04.2016**



The recumbent specialist HP Velotechnik completely updates its classic „Scorpion“ for 2017 with a larger rear wheel and a more aggressive seating position to reinstate their position as a performance oriented company.

Photos: HP Velotechnik

## A Race Machine for Comfort-Fans

**Radical evolution for the classic three wheel „Scorpion“: HP Velotechnik brings the attributes of a Speed-Trike in perfect balance with the comfort demands of the recumbent culture in 2017**

**(Summary)** FRIEDRICHSHAFEN. The new „Scorpion“ heralds the introduction of a completely revamped model who traces its roots back to 2005 when the Kriftelians began their trike odyssey. This new „Scorpion“ introduces a new recumbent category: Racetrike for Comfort-Fans. The metallic blue racer can be seen for the first time at the Eurobike Convention (31 August – 04 September, 2016) at the booth from HP VELOTECHNIK in the Foyer West.

When comparing the models from 2017 and 2005, it becomes obvious how much more dynamic the new Scorpion has become: the larger rear wheel, the taller bottom bracket, and rigid Space-Frame confirm the racing lines and high speed dreams. New, is that all of these features are combined with a suspended rear triangle. Up until now, all classic race trikes have been unsuspended to save weight, but have proven to be „back-killers“ on rough roads.

The drivetrain neutral rear suspension with its *No-Squat-Technology* gives the blue lightning new possibilities. The many configurations can be designed from the modular options system allowing for a trike for everyday and touring. The many variations available include carriers, fenders, air-cooled net seats, different lighting systems, and many different drivetrain options. Drive options include chain or internal gearing, or a combination of both for up to 81 gears! E-Drive possibilities include the rear hub motor from GO SWISSDRIVE as well as the new SHIMANO Steps-System with Di2 Automatic shifting.

The base model starts at 2.990 Euro. Deliveries begin in November, 2016. For further information, please visit [www.hpvelotechnik.com](http://www.hpvelotechnik.com) or telephone +49 61 92 - 97 99 20.

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**(Long version)** FRIEDRICHSHAFEN. The new „Scorpion“ heralds the introduction of a completely revamped model who traces its roots back to 2005 when HP VELOTECHNIK began their trike odyssey. This new Scorpion introduces a new recumbent category: Racetrike for Comfort-Fans. The basis for this model started back in 2005 when the trike-era started for the team from central Germany. A side-by-side comparison of the two models shows the dynamic evolution over the years. The metallic blue racer can be seen for the first time at the Eurobike Convention (31 August – 04 September, 2016) at the booth from HP VELOTECHNIK in the Foyer West.

The prominent looks have their roots in the special requirements of a high speed trike: the larger 26" wheel vs. 20" rear wheel allows for a smoother ride. The stiff supports of the main frame allow a straighter chain line through to the rear triangle. HP VELOTECHNIK's S-Pedelec were the first frame with this construction which provides a stiffer chassis, explains Daniel Pulvermüller, HP VELOTECHNIK's chief engineer and designer.

The front of the trike also underwent an update: the steep-rising front frame brings the bottom bracket up 24 cm above the seat level allowing the most efficient pedaling position possible, as well as an aerodynamic body position. „Experienced recumbent riders know that a high BB is like standing up while lying down,“ explains Pulvermüller.



New, is that all of these features are combined with a suspended rear triangle. Up until now, classic race trikes have been unsuspected to save weight, but have proven to be „back-killers“ on rough roads.

The drivetrain neutral rear suspension with its *No-Squat-Technology* gives the blue lightning new possibilities. The many different attachment points allow a multitude of different accessories from the modular options system to build the perfect trike for touring and everyday use. The many options available include carriers, fenders, air-cooled net seats, different lighting systems, and many different drivetrain options. Drivetrain options include chain or internal gearing, or a combination of both for up to 81 gears!

E-Motor systems let you ride easier with less effort and with two different systems for 2017, there are even more choices! E-Drive possibilities include the rear hub motor from GO SWISS-DRIVE as well as the new bottom bracket mounted SHIMANO Steps-System with Di2 Automatic shifting.

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**Hint for editors:**

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You will find the press release in a download version at [www.hpvelotechnik.com/presse/neuheit-liegerad-scorpion\\_e.html](http://www.hpvelotechnik.com/presse/neuheit-liegerad-scorpion_e.html)

**HP Velotechnik at the trade shows:**

**Eurobike:** August, 31st – September, 4th 2016: Friedrichshafen, Foyer West, booth FW-300

Test parcours Demo area: DA-205

**Interbike:** September, 21st – 23rd: Las Vegas; Mandalay Bay Convention Center, booth 31.15

**RCC:** October, 7th – 9th: Cincinnati, Ohio; Sharonville Convention Center, booth 15

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**Notice to Editors**

Many other pictures, scenes, and perspectives can be found here:  
[www.hpvelotechnik.com/SCO\\_Foto](http://www.hpvelotechnik.com/SCO_Foto)  
 The pictures can be downloaded in high-resolution graphics for use in print.



**Technical data Scorpion**

Basic model, other components on option

Frame:	Scorpion (Alu 7005 T6), 10Y warranty
Colors:	Plain Peekablu or Cosmic grey other colors on option
Tires (front):	Tryker by SCHWALBE (20")
Tires (rear):	Marathon Racer by SCHWALBE (26")
Seat height:	from 28 cm (BodyLink hard shell) up to 42 cm (ErgoMesh HS plus mesh seat)
Seat angle:	41 – 49°
Suspension:	DNM DV22 (rear 80 mm)
Brakes:	2 x AVID BB7 disc brakes (front, individual application to each wheel)
Gear system:	SRAM DualDrive 24 speed
Length:	194 – 227 cm (adjustable for riders with height from 162 – 200 cm)
Wheelbase:	128 cm
Width/Track width:	83 cm / 78 cm
Ground clearance:	11 cm
Turning circle:	5,4 m
Weight:	from 16,9 kg
Max. Payload:	up to 150 kg
Price:	starting from 2.990 Euro; with motor from 5.080 Euro
Available:	from November 2016



So tame was the classic Scorpion trike in 2005.

**Background information on HP Velotechnik**

HP Velotechnik was founded by Paul Hollants and Daniel Pulvermüller in 1993. Its production site in Kriftel near Frankfurt employs 35 people (including four trainees) and manufactures approximately 2,000 recumbents per year, making it the European market leader. The bikes are individually built to order by hand and sold via specialist bike dealers. Signs of growth are evident: The recumbents are sold in Germany and Europe; increasing numbers are also being exported to more distant regions such as U.S.A., Australia, and Japan.

HP Velotechnik has developed 15 recumbent models across the entire class spectrum from everyday bikes to racers. All models are available with powerful electric motors on request. Recently, the fullsuspension trikes of the Scorpion class won three times in a row the renowned Eurobike Design Award: In 2012 the speed pedelec Scorpion fs 26 S-Pedelec, in 2013 the mountain trike Scorpion fs 26 Enduro. and in 2014 the SUV trike Scorpion plus 20.

Even as students, the company founders Hollants and Pulvermüller were national champions with their cabin trike in the Association of German Engineers' 1992 JUTEC youth and technology competition. This provided the foundation stone for their development from a garage laboratory to one of Germany's most innovative bike companies. During the last ten years, HP Velotechnik was repeatedly named as one of Germany's three best bike manufacturers by the bike industry association VSF. For further information, please visit [www.hpvelotechnik.com](http://www.hpvelotechnik.com)