



SHOW DAILY



4 **Another fine Messe**
Demo Day shines despite rain

6 **Electricity in the air**
E-bikes, good weather boost industry

14 **Fashion fever**
Making the Eurobike Fashion Show great

16 **In mesh**
Arc'teryx vets create 7mesh apparel brand

24 **Noodle power**
Instant noodle giant stirs up bike manufacturing



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NEW



NEW

What's on today Wednesday, Aug. 27

All Day Events

Additive Bikes (FG-WAK11)

Spacer One tryouts

Additive Bikes, manufacturer of e-bikes and bike accessories, offers a free test of its Spacer One water bottle adapter unit for retailers — 100 tryouts per day.

Schwalbe (A5-300)

Rudi Altig

The German road cycling legend is at the Schwalbe stand all day.

Open Air Grounds West

Nutcase Unframed for World Bicycle Relief

Nutcase Unframed brings artistic helmet design alive to benefit World Bicycle Relief.

Scheduled Events

07:00-08:30

Rapha Racing (A2-503)

Rapha Eurobike Invitational Rides

Ride to Eurobike. Start in either in Langenargen or Meersburg, with Rapha carrying your essentials to the show. Registration required, at the Rapha stand or <http://pages.rapha.cc/stories/eurobike-2014>

09:00-09:45

Eurobike Academy (Room Helsinki)

It's Not the Bike. It's the City.

75 percent of the world's population will live in cities by 2050; how can the industry take advantage of these developments? Burkhard Stork, ADfC e.V.

10:00-11:00

Eurobike Academy (Room Helsinki)

Improve Battery Testability and Safety by Better BMS

Presentation by Prof. Michael Pecht and James Post.

10:00-11:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)

LEV Components Special Exhibition: Energy Storage Systems

Lecture featuring speakers from Forsee Power, TD HiTech Energy, Ropa Engineering, Accurate Smart Battery Systems, BMZ and Greenway Battery.

11:00

Foyer East Stage

Eurobike Fashion Show

See the latest collections at Eurobike's famous high-energy Fashion Show. Featuring Inverse/Ciro Sport, Cube, Dare 2b, Funkier Bike Wear, Giant, Gonso, Gore Bike Wear, Pearl Izumi, Scott, Shimano Cycling Wear, Sugoi, Vaude Sport, and X-Bionic/Trere Innovation.

11:00-11:45

Eurobike Academy (Room Helsinki)

Forsee Power: Integrating different battery technologies

Talk on pedelecs/LEVs by Andreas Gronarz, Forsee Power.

11:00-13:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)

LEV Components Special Exhibition: Established Pedelec Drive Systems

Market overview, featuring speakers from Alba, BionX, GO SwissDrive, GreenTrans, Sunstar iBike, TranzX and Yamaha.

13:00-13:30

Eurobike Academy (Room Helsinki)

The VSF g.e.V. — A Book of Seven Seals?

Albert Herrestal of VSF g.e.V. presents the group (in German).

13:00-13:45

ExtraEnergy (Entrance East, ExtraEnergy Stage)

LEV Components Special Exhibition: Standardisierung

German-language talk on standardization and regulations for Light Electric Vehicles.

14:00

Foyer East Stage

Eurobike Fashion Show

14:00-14:40

Eurobike Academy (Room Helsinki)

Next Generation of Head and Brain Protection

Johan Thiel, MIPS AB, presents the MIPS Brain Protection System.

14:00-15:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)

LEV Components Special Exhibition:

Gesetzgebung und Sicherheit im Straßenverkehr

German-language talk regarding e-bike legislation and road safety.

14:00

AFDC (FW-205)

Application by the city of Mannheim for the 2017 Velo-City Conference

Organizer: Initiative RadKULTUR des Ministeriums für Verkehr und Infrastruktur/ Stadt Mannheim. In German

14:00-18:00

Biomega (A6-303)

Jens Martin Skibsted

Meet Biomega's designer and entrepreneur.

14:15-15:00

Born (B1-407)

Simon Geshcke and Claudia Lichtenberg

The Giant-Shimano road racing stars sign autographs.

14:30-16:30

Liv and Giant (B3-300)

Liv Happy Hour

Celebrate the launch of the new women's cycling brand with women of Liv. Complimentary beverages.

15:00-15:45

Eurobike Academy (Room Helsinki)

EnergyBus — Advantages and Implementing Options

Presented by Torsten Gedenk, eMTAs GMBH (in German).

15:15-16:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)

LEV Components Special Exhibition: LEV-Infrastruktur

German-language talk on Light Electric Vehicle infrastructure.

16:00

Foyer East Stage

Eurobike Fashion Show

16:00-17:00

Eurobike Academy (Room Helsinki)

E-bikes 2015 — From the Point of View of Retailers and Customers

German-language talk by Wolfram Hartmann.

16:15-17:00

SRM (A2-112)

Simon Geshcke and Claudia Lichtenberg

The pair signs autographs at the SRM stand.

16:30

Conference Center East (Room Helsinki)

Identification of Safe Batteries for Light Electrical Vehicles (LEVs)

English presentation by Stephan Scheuer

17:00-17:45

Eurobike Academy (Room Helsinki)

Qualified Mechanical Labor as Competitive Advantage

Talk and discussion with Uwe Wöll of VSF g.e.V. I German.

18:00

Foyer East Stage

10th Eurobike Award Prize Presentation.

Join Eurobike officials for the presentation of the prestigious Eurobike Award, which draws the attention of the industry and the media on the most innovative products and companies of the year.

18:00-22:00

Rapha Racing (Entrance West)

Rapha Eurobike Invitational Rides and BBQ

Ride after the show through the scenic countryside and return for a BBQ. Today: mixed and women's rides. Registration required at Rapha (A2-503) or <http://rapha.cc/eurobike-2014>.

18:45

Magura (A2-204)

Stand Party

Come for drinks and finger food with Magura and friends.

Hosting an athlete appearance, party or other event at the show? Send it to us no later than **3 p.m.** for the next day's issue at EurobikeShowDaily@gmail.com. Please include your stand number and a contact name, phone number and email address.

Table of Contents

Drizzling but dynamic

Demo Day attendance swells in new venue..... 4

VoxPop

What do you think of the Demo Day venue change? 5

Sunshine on their shoulders

Nice 2014 weather boosted the mood of German industry 6

Tweed and the queen

British firm receives award from Queen Elizabeth II..... 10

Shoes shine

Even casual cyclists are getting sophisticated 12

No cakewalk

The exhausting road to the Fashion Show catwalk 14

They mesh well together

Veterans of Arc'teryx create 7mesh cycling apparel..... 16

A new wrinkle

Fabric founder Nick Larsen thinks outside the industry 18

Kissed by the Sky

Frog Bikes transforms kids' line with Team Sky 20

Too late?

Q&A with Minoru Morimoto on Yamaha's return to European e-bikes... 21

Using their noodles

World's biggest instant noodle maker puts bike makers in the soup..... 25

Bont's bent for success

Australian shoe maker does it his way 35

From here to eternity

Bigger brands get into long-distance travel bikes..... 38

Don't miss them

See our guide to the best of what's new at Eurobike 42

Dryve, he said

Windsurfing inspired the Dryve protective bike canopy..... 60

Swede ride

Höganäs team rides e-bikes from Sweden to Friedrichshafen 61

TODAY

August 27

Friedrichshafen

19°C (66°F)

50% chance of rain



TONIGHT

13°C (55°F)

Chance of rain



TOMORROW

20°C (68°F)

Sun and clouds



A quick guide to stand numbers at Eurobike

It's easy to find an exhibitor located in one of the main **A** or **B** halls. But where are **E1**, **FG**, **FW** and **ZH**? **E1** is a temporary hall in the outdoor grounds between halls **A5** and **B3**. The open air grounds are divided into **FG (Freigelände = open ground area west)** and **FGO (Freigelände Ost = open ground area east)**.

For example, if you are looking for Karbon Kinetics, you'll find the stand number **FG-O121** — which means they are located at **Freigelände East**, stand number **121**. **FW** and **FO** stand for "Foyer West" and "Foyer Ost" (= Foyer East). **ZH** stands for "Zeppelin Hall" which houses mainly e-bike suppliers as well as an e-bike test track.

NOTE: Stand numbers in this Demo Day issue refer to the main Eurobike show.

A drizzly Demo Day doesn't dampen enthusiasm for new Eurobike venue

An overcast, drizzly and damp day greeted visitors at yesterday's Demo Day, but the wet weather didn't deter people from testing bikes and strolling the aisles to ogle 2015 bikes and gear.



Demo Day attendance grew for its first staging at Eurobike.

Despite the dreariness, attendance by visitors, press and exhibitors was higher for the demo. This was the first time the demo was staged right outside the Eurobike halls. Eurobike organizers moved the demo from its former location

in Argenbühl, a pastoral setting about an hour's drive away, that had been its home for six years.

"It's awesome. It's muddy, there are roots and rocks. They don't have a lot of parts going uphill, but that's good

for me because I'm not that fit," said Nuno Pereira, as he dropped off a test bike at the BMC tent. Pereira is from the Adventure HQ shop in Dubai.

Eurobike reported attendance from 42 countries, including first-time media representatives from Korea, Indonesia, Singapore, South Africa and Portugal. In total there were 784 press members, up from 732 last year; 2,642 trade visitors, an increase from 2,318; and 147 booths, up from 105 exhibitors in 2013.

Eurobike show director Dirk Heidrich said the attendance and overall positive vibes from Demo Day reaffirmed the show's decision to move it. He said it would remain at the Messe for the foreseeable future.

"I think the basic setup is absolutely right," Heidrich said. "Perhaps we could work on the mountain bike trail if we are allowed to do this."

He was referring to feedback that the trails lacked the vertical necessary to adequately test the limits of full-suspension bikes. But Heidrich said he was pleased with the number of people who tested mountain bikes.

For much of the day, a steady stream of mud-splattered riders pedaled off the ramp that led from the 2.5 miles of mountain bike test trails back to the expo area.

The mountain bike trails were designed and built specifically for Demo Day by trailbuilder extraordinaire Diddie Schneider. It featured a pumptrack and jumps, as well as some technical sections.

Unfortunately, it's impossible to achieve much elevation change among the flat apple orchards and forests that surround the Messe. (The off-road trails in Argenbühl weren't known for their technicality or steepness, either.)

However, visitors said the quality of the 20km (12 miles) of road riding test routes was on par with what was available in years past.

"The countryside is beautiful. It's the same farms, the same farm roads, but closer," said Chris Zigmont, road brand director for SRAM, as he prepared to pedal off first thing Tuesday morning with a group of colleagues.

Overall, many exhibitors and guests

said they were pleased with Eurobike's decision to move Demo Day on-site. Although traffic into the venue was backed up, as Demo Day visitors mingled with big trucks arriving for booth setup for the floor show, the delay beat traveling some 60 miles (96km) to and from Argenbühl.

"The logistics of having the show and the outdoor demo in one place are a winner for us," said Josh Hon, founder and vice president of Tern Bicycles. "We can order pizza, we can pull things off the indoor booth if we need to. Everybody's in roughly one place. But the real winner for us is the number of people — it looks busier down here. There's a significant increase in booth traffic."

Scott Sports sent out about 250 riders throughout the day on its test fleet of 50 bikes, about the same number as it did at last year's demo, said Julian Oswald, Scott's marketing manager in Germany.

Even though the location is better from a logistics standpoint, Oswald said Scott had to dedicate 10 people for booth setup on Monday and 20 to staff the booth yesterday during the event.

"It's always a huge effort for just one day. I wonder if it was extended to two days in the same timeframe of the tradeshow," Oswald said. "If it was held Friday and Saturday so the end customers could also participate, it would boost it for all of us."

That's unlikely to happen, at least not right away. The East parking lot where the demo occurs is needed to park about 1,000 cars during the indoor trade show.

"We can think about it. At the moment there is no decision. This parking lot is very important for us for the next show days," Heidrich said.

Minutes after Demo Day closed at 5 p.m., in fact, exhibitors hurriedly began disassembling their booths so the valuable parking lot would be cleared in time for the start of today's show.

The total exhibition space in the east parking lot area measured about 14,000 square meters compared with the 9,000 square meters available in Argenbühl. There is room for about 6,000 square meters more to accommodate more exhibitors in the future, Heidrich said.

■ NF

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Vox Pop

What do you think about Demo Day moving from Argenbühl this year?



Oleg Ivanchuk
Veloman Extreme
Ukraine

This is just perfect. We are staying at the campsite and this location suits us very well. It is very convenient and has been very easy for us. The trails are fine for testing the bikes we tried. This place is super.



Martina Mayr
Allgau Aktiv und Fit
Pfronten, Germany

I definitely prefer the old location at Argenbühl. The atmosphere of being out in the mountains has been lost here.



Tom Crombez
Fonce
Brussels

The location is very good, but the track is not so good. You cannot really test the bikes. We test enduro bikes mostly and like to test them on a technical track. Here the track is flat trail in the woods without technical parts. You can check the handling but you can't see what the bike can do here.

However, the location is good because you don't have to spend time on a bus getting there. Given the choice I would go back to Argenbühl.



Nobu Fujii
Japan

I am not here long. My first impression is that the test circuit here is too easy for testing mountain bikes. I have only tested one bike on one circuit so far though. I have a lot

more testing to do today, so I may change my mind.



Lois Leonard
ICE
United Kingdom

We don't have a comparison as it's actually our first time at Demo Day. From our point of view as an exhibitor it is logistically easier than in previous years, that's for sure. We are a relatively small company with a niche product. We decided that we really should be at Demo Day and it has worked out very well for us today. We are very pleased to be here.



Christian Dapp
Maurer's Baikschopp
Kassel, Germany

It's my first time attending Demo Day. I think the tracks are quite okay, but I have only tested one bike so far. I am waiting to test a fat bike that seems to be very popular.



Heiko Bohle
Felt, Germany

From talking to people I think the surrounding area at Argenbühl is nicer. It's okay here, though, good for P.R and for taking pictures. The off-road test track would have been better in Argenbühl. That said, to really test a bike properly you would need to have it for a least a couple of days take it on varied terrain.

In general I think it is better to have it close by the Messe because it will eventually bring in more people. Many dealers were not happy with having to drive an hour out to Demo Day. Logistically, of course, it is far better here for us as in previous years we were actually running two events on the same day, with two lots of equipment and staff. Now we can set up here easily and move things around as we require them.

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HALL A4 - BOOTH 100

There's electricity in the air as e-bikes, good weather boost 2014 Eurobike

What a difference a little sunshine can make. At last year's Eurobike, the German bicycle industry sang a mournful tune because of awful weather that whacked sales in the first half of 2013.



Claus Fleischer (center) of Bosch and Siegfried Neuberger (left) of ZIV at yesterday's industry panel discussion.

This year is a different story, officials said at yesterday's Industry Discussion Panel, which traditionally kicks off Eurobike.

For the first half of 2014, bike sales rose by about 4 percent in units and between 6 to 8 percent in sales, said Siegfried Neuberger, general manager of ZIV, the German bicycle industry association.

He credited a mild winter and warmer weather generally for contributing to the uptick.

"The first half of 2014 was indeed a

very, very positive and successful year for bikes," Neuberger said. The ZIV expects the good news to continue for the full year.

Kevin Mayne, development director of the European Cyclists' Federation, said that cyclists who rely on bikes for transportation instead of recreation tend to ride in any weather.

"When are we going to stop talking about the weather at the Eurobike press conference?" he asked.

Not very soon, according to René Takens. The CEO of the Accell Group — a

public company that is required to report its results twice a year — said weather has an undeniable impact on Accell's sales.

"When the weather is bad, we immediately have bad results. When the weather is good, the results are only a little bit better," Takens said. "That is a problem that we always will have."

Eurobike itself is also celebrating another record year. It is home to 1,320 exhibitors, a 3 percent increase from last year.

Eurobike head Stefan Reisinger said Eurobike benefited from the attrition of competing trade shows that failed to knock Eurobike off its perch as the No. 1 show. The huge growth in electric bicycles has been another contributor to the show's success.

However, Reisinger noted that the show is not an unalloyed success.

Trek and Specialized, two of the world's largest bike brands, left the show along with Kona, a smaller U.S. brand. It's a trend that has affected many trade shows.

The good news, he said, is that their departure opened up floor space for other new brands.

"Walk around the halls and you'll see the show is full," he said. "Full up to the last tiniest bit of space we can squeeze into."

But the pressure from exhibitors isn't going away. Takens, whose Accell Group is one of the show's largest exhibitors, said his company always has to weigh its participation at Eurobike against other marketing avenues.

"We are not on the line of Trek or Specialized at this moment, but for the future it is a point of discussion of how the exhibition will fit into all of the marketing problems we have," he said.

Much of yesterday's panel discussion revolved around e-bikes, which has been the growth driver for the industry.

"For the entire bicycle industry, the e-bike has been a gift," said Georg Honkomp, chairman of the big buying group ZEG.

The panelists forecast continued strong growth for the category, particularly in Europe.

"Looking at the total European market, we think we will see growth of around 10 percent per year over the next five years," Takens said. "That's a lot given the economic situation."



René Takens

Claus Fleischer, head of Bosch eBike Systems, said the e-bike trend is moving from older to younger consumers.

Bosch, the No. 1 e-bike system supplier in Europe, said the category still has huge potential for growth.

Currently, e-bikes account for 19-20 percent of all bikes sold in the Netherlands, about 11 percent in Germany, 6 percent across Europe and only 2 percent worldwide.

"Forecasts show the market will grow towards 20 to 30 percent overall," Fleischer said. "E-bikes are not a trend. It is a boom with an open end." ■ DM

Welcome to Eurobike

Welcome to Eurobike, the world's No. 1 bicycle trade show. The 2014 show is another record-setting event, featuring 1,320 exhibitors from 54 countries representing every segment of the bicycle industry.

An estimated 45,000 trade visitors from more than 100 countries are expected to attend over the show's three trade days. The fourth day, Saturday, is open to the public.

Eurobike is open from 8:30 a.m. to 6:30 p.m. today through Friday, and 9 a.m. to 6 p.m. on Saturday.

For detailed information, pick up a copy of the Eurobike Show Daily every morning, or visit www.eurobike-show.com



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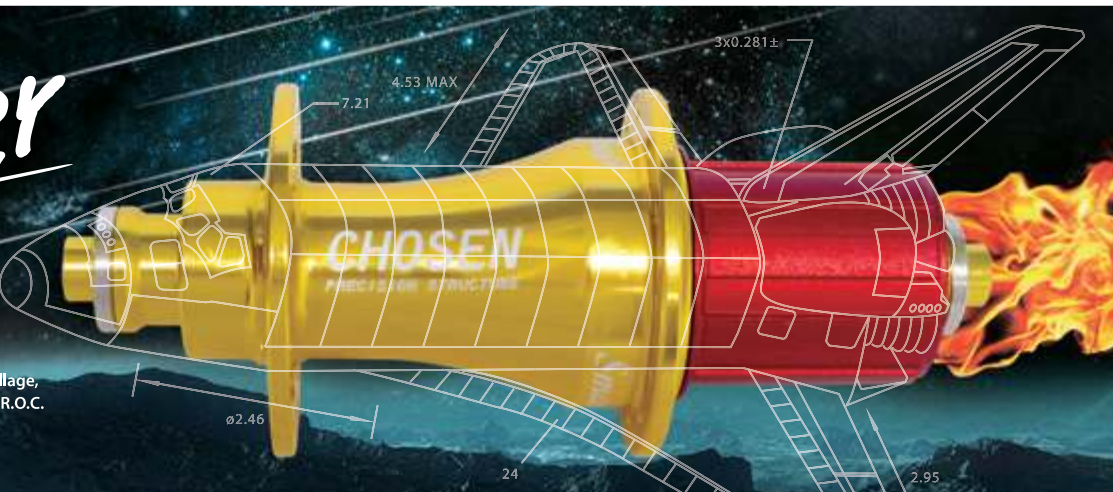
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Transforming bike is 'not for shy people'

"Only crazy people will buy this bike," admitted Che Jing, CEO of IDSG Engineering of Singapore, and co-designer of the MC2 "Multi-Configuration Cycle." "If you are shy you will not buy it. But if you like all eyes to be on you, you will buy it," he added.

The MC2 certainly attracted a lot of eyes at yesterday's Demo Day. The price will also turn heads: it costs \$10,000 (€7,530), with no plans to release a cheaper model this year. "Maybe next year," said Jing.

Billed as "the world's first transforming bike," the MC2 comes with "Transform and lock" quick-release levers on the frame which allow the bicycle to be reconfigured as a recumbent, and even as a penny-farthing style machine, albeit with carbon fiber handlebars and saddle.

The wheels – one large, one small – can

be switched within the frame. (For history geeks, that means the MC2 can be made to look like both a penny-farthing and an American Star circa 1881, i.e., a high-wheeler with the small wheel at the front.) There's no chain – the MC2's wheels are direct drive, yet with a freewheeling action.

The MC2 was one of the winners of the 2014 International Bicycle Design Competition of Taiwan. ■ CR

STAND
A3-500



The MC2 transforming bike ridden by IDSG Engineering's Che Jing. Co-designer Sario Dang looks on.

Show Briefs

Koga celebrates 40th with limited-edition Kimera



To celebrate its 40th anniversary, Koga, part of the Accell Group, is introducing a limited-edition birthday bike, the Kimera Road Pro. It uses a new, lightweight Kimera Pro frame made from 40T high modulus carbon fiber with a UD carbon finish. All anniversary models are assembled by a dedicated mechanic using only premium components and handmade wheels.

STAND
A6-100



Accell shoots for the moon with Comet buy

Accell Group announced it has bought the Spanish company Comet S.L. outright. Comet is based in Urnieta near San Sebastian and sells bicycle parts and accessories – but no complete bikes – to the specialist retail trade in Spain, France and Portugal.

It has exclusive distribution agreements with various major brands and employs around sixty people, generating an annual turnover of €27 million (\$36 million).

"Comet is our first acquisition in Spain, a market where we have been looking for some time for a good partner to extend Accell Group's European distribution network for parts and accessories," René Takens, CEO of Accell Group, said.

The acquisition can be seen as part of a trend towards consolidation in the bicycle industry, one that Accell claims makes life for bike shops easier.

The company said it would invest in sales systems and internal logistics, and combine Comet's Spanish operations with existing Spanish sales operations of Lapierre, Ghost and Haibike bicycles, as well as Wiener Bike Parts.

Giro trophy attracts paparazzi on the Selle Italia stand

For the duration of Eurobike, visitors will be able to see the Giro d'Italia trophy, won this year by the 27-year-old Italian Vincenzo Nibali, at the Selle Italia stand.

The trophy's proper name is the Trofeo Senza Fine ("the endless trophy"), and its spiralling curved copper form symbolises the endless quest for greatness and celebrates the height of human achievement.

It was first awarded in 1999 and since then every winner's name has been engraved upon the spiral band.

Selle Italia are running a competition for visitors: take a photo and post it on social media with the hashtag #giro. The best photos will be selected by Giro d'Italia officials.



E-bike task force and training at Eurobike

AVERE, the European Association for Battery, Hybrid and Fuel Cell Electric

Vehicles, launched a Light Electric Vehicle Task Force in July. This new department within the organization will promote the interests of all companies and organizations that are working in the field of electric L-category vehicles. It will work in conjunction with LEVA, the Light Electric Vehicle Association, to protect the interests of the LEV business in Europe. The AVERE network extends over 18 European countries and has over 1,000 individual members.

The Twin project, meanwhile, is based in Gent, Belgium, and aims to develop e-bike training for dealers and mechanics across Europe. By the second half of 2015 it will have courses and a certification scheme in place.

Annick Roetyncck, one of the TWIN partners, will explain the project and is looking to meet with training institutes, organizations and industry stakeholders.

STAND
FWO-G103

What's on today Wednesday, Aug. 27

Press Events

Haibike (A4-200) Press Survival Kit giveaway

Members of the media are invited to pick-up a free care package from Haibike, featuring products from across the Winora Group. First come, first served!

10:00 IXOW (A1-316)

This French brand launches a new bicycle accessory product and presents its range at Eurobike for the first time.

10:00-11:00

Conference Center East (Room Berlin)
S+ARCKBIKES WITH MOUSTACHE
International designer Philippe Starck joins Moustache to launch the e-bike models "M.A.S.S." — Mud Asphalt Sand Snow

11:00-12:00

Conference Center East (Room Paris)
Press Conference, SRAM Deutschland GmbH
Zipp Road Press Conference
Language: English

12:00

Room Berlin
Northwave and Michelin
Presentation of a new all-mountain shoe.

14:00

ADFC (FW-205)
Application by the city of Mannheim for the 2017 Velo-City Conference

Organizer: Initiative RadKULTUR des Ministeriums für Verkehr und Infrastruktur/ Stadt Mannheim. In German

14:00-14:30

Giant and Liv (B3-300)
Liv Press Conference and Athlete Autograph Signing

Learn about the new women's cycling brand, Liv. Meet athletes Marianne Vos, Jolanda Neff and Pauline Ferrand Prevot.

14:00-15:00

Conference Center East (Room London)
Gazelle Press Conference
Preview the Gazelle Concept e-bike by Giugiaro Design in collaboration with Gazelle. In English.

15:00

M1-Sporttechnik (A6-207)
Press Conference
Presentation of the M1 Spitzing "race pedelec"

Hosting a media event at the show? Send it to us no later than **3 p.m.** for the next day's issue at EurobikeShowDaily@gmail.com. Please include your booth number and a contact name, phone number and email address.



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X-Bionic revs up new apparel line with Lamborghini Huracán tie-in

"This is a bike show, not a car show!" That was a typical response to the gleaming white Lamborghini Huracán parked at one of the entrances to Demo Day yesterday.

Lamborghini's new supercar — which goes from zero to 100kph (62mph) in 3.2 seconds and starts at a price of about \$235,000 (€177,000) — was there to promote a collaboration between Swiss technical clothing manufacturer X-Bionic and the Italian car firm. Also present was a yellow swarm of Demo Day riders in the exclusive X-Bionic Huracán clothing.

This is the fourth year that X-Bionic has reached out to its fan base in its newsletter, online and via magazine. It invited a "Test Team" to Demo Day, where these members of the public tested prototypes and got a sneak peek at upcoming products.

The limited-edition Huracán apparel, which comprises a cycling jersey, bib short, socks and also running clothing, is the advance guard of the "X-Bionic for Automobili Lamborghini" range.

Hannes Asam, a company spokesman, said that the line came out of a call from Lamborghini, which was seeking a premium sportswear maker that could produce apparel fitting its brand values.

The line showcases new



A model wears the X-Bionic for Automobili Lamborghini line with the Lamborghini Huracán.

technology, including a 3D-knit that

helps it cool the skin with sweat when hot and insulate in the cold. Complex wicking patterns in the bib shorts take excess moisture away from sweaty areas. The jacket has a venting system that draws fresh air through the front and expels moist air out the back.

"Cooling is something that both engines and athletes need," Asam said. "These are the kinds of technologies where we were asking what could we take from Lamborghini and put into



bikewear."

X-Bionic clothing is mainly fabricated in a round knit, with the 3D-structures, already defined, to reduce the number of seams and provide an even, compressive fit. In the Lamborghini bib short, the chamois pad is not sewn in but is directly integrated into the main body of the short.

Asam added that the company owns more than 40 patents on its inventions. The X-Bionic for Automobili Lamborghini line will be available at Lamborghini dealers and selected X-Bionic retailers. ■ ML

A very British article about Harris tweed and the queen

Not long before coming to Demo Day and mingling with the wet and muddy hoi polloi, David Chadwick, managing director of Carradice of England, was shaking hands with the queen.

Queen Elizabeth II, that is. Chadwick met the monarch last month when he was presented with the Queen's Award for Enterprise, the UK's highest accolade for business success. The 85-year old company received the award for International Trade in recognition of its success in boosting exports by 67 percent a year over the last three years.

Carradice of England produces traditional cycle luggage and exports it to 30 countries around the world.

The company's latest products, launched yesterday at Demo Day, include canvas-and-leather bags finished off with genuine Harris tweed. The traditional Scottish country fabric is known to be a favorite of the queen, who has a palace in Scotland.

"It was a surprise and an honor to meet the queen," Chadwick said yesterday.

"We didn't talk tweed," he added.



The tweedy products on display on the Carradice booth include the Barley saddlebag and the Chester frame bag, designed for carrying an iPad. The tweed coverings were originally produced as one-offs, but were so popular the company decided to make them as a permanent line.

Carradice produces a co-branded collection of its shoulder bags for the Fred Perry "Laurel" shops in cities such as London and New York. "They will definitely love the tweed bags," Chadwick said.

The Barley is available in stores, while the Chester will be available this fall. (The products are named after towns in northern England.) In



Carradice's David Chadwick received an award last month from Queen Elizabeth II (Photo courtesy of David Chadwick.)

October, Carradice will exhibit at the first Best of Britannia exhibition in London. Folding bicycle maker Brompton is also an exhibitor at the event, which celebrates British design and manufacturing.

Carradice is a family-owned business that has been designing and manufacturing bicycle bags since 1929. The Lancashire company grew from a back bedroom, where Wilf Carradice made his first bags in the late 1920s. ■ CR

No slipped discs as slick roads prove ideal for disc road tests

Damp conditions yesterday were ideal for riders trying out the plethora of disc brake-equipped road bikes at Demo Day.

"I'm excited to try it in the wet," one tester said as he took a Pinarello Dogma K Hydro out of the gates, the first road disc-bike he tried.

He then held his bike up for a photo, pointing the non-drive-side to the camera to show off the discs. Yep, the times they are a changing.

Proponents of disc brakes on the road cite their performance, consistency and modulation under all conditions that rim brakes — especially when carbon is involved — simply do not provide.

Detractors say the frames are heavy and don't feel right, they're not UCI-race legal, and that the confusing array of options — rotor sizes, axles, hydraulic vs. cable — make it difficult for consumers to know whether a system they buy today will be future-proof.

There have also been reliability and recall scares in some first-gen componentry, which has damaged confidence in the road disc category as a whole.

The general feeling, however, is that the time has come.

"When componentry started to hit the market and not have problems, that was the tipping point for our customers," said Jared Porter, production manager at Parlee Cycles.

The carbon producer, based in Massachusetts, has for a year offered a custom frame that can be built with discs. At Eurobike, it is releasing its new Altum Disc, a production frame in stock sizes that takes either thru- or quick-release axles and can accept 135mm or 142mm widths thanks to an interchangeable plate system.

Many Demo Day exhibitors seemed to believe thru-axles would prevail. Friedrichshafen-based wheel manufacturer Lightweight was letting riders try its prototype thru-axle disc-brake wheel.

"We call this a prototype, but we are almost ready. We've found a solution for the hub — we're using DT Swiss hardware for the axle, for compatibility from 130-142mm," company spokesman Frank Jeniche said.

"What we haven't yet decided is the rim shape and what we want to do with the rim," Jeniche added. "Obviously, we can take all the braking capabilities out of the rim and reduce the rotating weight on the outside. On the other hand, should we stay the same depth, should we be a little bit more shallow, or should we be a little bit wider? What do we want to do?"

Citec, another hi-tech German wheelbuilding firm, also offered a disc-brake road wheelset for testing. Several frame manufacturers also had disc versions out in force. They included Focus's new disc-equipped Cayo, the new disc-only carbon Giant Defy, the Scott Solace and Bianchi's Infinito Disc

This year, Stevens has added the Arcalis, an entry-level disc-equipped road bike with an

aerodynamic frame. The company is bullish about the sector's prospects, notwithstanding the lack of race readiness of road disc technology.

"We will see what UCI's doing with approval, but for a normal rider... I will definitely change my bike to a disc-brake frame this year," said Georg Wenediach, of the Stevens technical department.

ML



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Frank Jeniche



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2015 Apparel: Shoes

Even casual cyclists are getting more sophisticated about their footwear

Never has the click-clack click-clack of cleats been more common in our towns, cities and countryside. Neither has the sight of cyclists doing the duckwalk, heads bobbing to and fro, as they make their way from their bicycles into cafes and shops.



Northwave Extreme Aero

As cycling continues to grow in popularity, particularly in urban areas, cyclists of all stripes are becoming increasingly sophisticated in their apparel choices. It's especially noticeable in footwear.

Whether clipless pedals are your thing or not, everyone from commuters to roadies to enduro riders is discovering the utility of custom-designed, stiffer-soled shoes made specifically for cycling. That could be why so many Eurobike exhibitors this year are casting their eyes toward the top end of the market, where this kind of footwear by necessity resides.

Italian footwear specialists **Northwave** are in Germany with new shoes for all disciplines: road, mountain bike and track. Er, track?

It's the first time Northwave has produced a track-specific shoe. The Extreme Aero is designed for what the company calls "a discipline characterized by short and extremely intense efforts, and in which marginal gains make a

huge difference."

These marginal gains include a 15 percent more rigid mounting board, and a microfiber upper with "golf ball"-like dimpling for better aerodynamics. Northwave developed the shoe with Points Race World Champion, Edwin Avila of Colombia.

Northwave's Extreme Tech MTB and Road shoes, meanwhile, are available this season in incredibly bright fluorescent colors – orange or green for the road and "camo-orange-fluoro" for MTB.

Road closures. Riders want comfort, but they also seek a firm connection with the pedals and don't want to lose power because their feet are slipping about. So many companies are highlighting their shoe closure systems. **Mavic's** Cosmic Ultimate road shoes, which come in their signature bright yellow, boast a new "Ergo dial" system that offers highly accurate adjustment and combines with the 3D tongue and orthotics to cradle the foot.



Mavic

FLR's F-XX is also a top-end road shoe, with new materials, design and a new carbon outsole for 2014. One Atop A-A14 dial locks down the ankle and heel, while a second locks in the arch and forefoot, for good closure across the whole foot.



FLR F-XX

Canada's **Louis Garneau** uses a trusty Boa IP1 double-rail quick-attach system, pairing it with a reinforced heel cup that optimizes fit.

We're old-fashioned. It seems like a lot of technology, not to mention time and money, to use a fancy closure just to keep your foot in your shoe. What's wrong with good old-fashioned shoelaces, you might ask?

Nothing, replies **Giro**, the Santa Cruz, California brand. Its Empire road shoe surprised many in 2013 when it brought

the humble shoelace back.

"We realized that many of the drawbacks people associated with laces were not due to the laces but due to the shoe uppers. With the latest microfiber materials we can fine-tune the structure and pattern of the upper to make the most of a laced closure," the company says. "From different lacing patterns to more incremental adjustment points, laces simply provide more range when it comes to fit."

For 2014, the laces goes off-road: the VR90 is a new MTB shoe that replicates the look and feel of the Empire road shoe, with the addition of a molded-rubber, high-traction outsole and scuff pads. The Sica VR70 is the new top-of-the-line women's dirt model, while the new men's Empire SLX road shoe weighs 175g in a size 42.5 (UK: 9.5; US: 10).

Sole mates. Once you've got the upper laced in, it's time to pay attention to the sole. On the road, many companies aim for the thinnest sole they can manage to save weight and place the foot as close to the pedal as is possible.

Exustar, however, has augmented its carbon sole in the new E-SR226 with "Sidewall Sole Technology." As the company explains, "The sidewall not only supports the sole: the monocoque carbon-fiber shell partially encases and supports the side of the foot. This significant additional support translates into increased power transfer, greater comfort and foot protection."

NORTHWAVE STAND
B5-304

MAVIC STAND
B3-203

FLR STAND
B2-413

LOUIS GARNEAU STAND
B5-507

GIRO STAND
B2-400F

EXUSTAR STAND
A5-409

STAND
HALL B5 603

sponsored by



GAERNE: G-KOBRA

Designed to fulfill the expectations of even the most demanding cyclist: the G-Kobra has no pressure points thanks to its innovative Boa closure system which guarantees accuracy, durability and comfort.

The patented closure system BOA L5 consists of two micro adjustable reels and cable made of stainless steel. This combination allows uniform fastening and due to the absence of Velcro straps, greater circulation of air on the front of the foot.

The upper is made of microfiber with laser-drilling and mesh inserts positioned laterally. All-new injection-molded carbon anatomic heel-cup and "U CONTROL HEEL SYSTEM" to ensure the correct position during use. "HIGH COMFORT INSOLE" offers light weight, comfort, and breathability.



Available with **MTB CARBON SOLE TECHNOLOGY** to offer stiffness and lightweight with a tread that is highly resistant to abrasion and wear and **MTB 3DENSITY SOLE:** The structure of the sole combines nylon and fiberglass materials, making it durable, lightweight and thin. The tread has been designed to ensure maximum grip/stability and has an excellent resistance to varying types of terrain.

STAND
HALL B5 603

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G.WINTER MTB GORE-TEX

FIT: Designed for extreme cold and wet weather conditions, these shoes combine quality with comfortable fit and thermal protection for the ankle.

UPPER: Microfiber with reflective inserts, the Gore-Tex® membrane makes the shoe waterproof and breathable, offering excellent climate comfort in cold weather.

CLOSURE SYSTEM: Laces with internal cable locking feature and external triple velcro straps providing a rapid and functional closure.

HEEL CUP: Special heel cup provides greater stability and avoids any deformity in extreme conditions or prolonged pressure.

INNER SOLE: Removable, anatomic and lined. The Inner sole is coupled with aluminum in order to protect from cold and damp climates.

GAERNE MTB 3DENSITY SOLE: The structure of the sole combines nylon and fiberglass materials, making it durable, lightweight and thin. Studs on the side and heel of the shoe have been made from THSR-ICEGRIP, for greater grip and abrasion resistance in dry, wet and icy soil conditions. Two removable front studs and a rubber sleeve has also been added for extra protection at the tip of the shoe.





Exustar



Shimano SH-M200

Gaerne is a name that many have relied on for toe-toastiness in the form of their Gore-Tex-clad winter boots for mountain bike and road riders.

This year they've improved both — most notably the mountain-bike version — with a new 3Density sole. The product of Gaerne's in-house R&D department, it combines nylon and fiberglass materials for lightness, thinness and durability over diverse types of terrain. Studs on the side and heel are made from a special material that provides greater grip and abrasion resistance in dry, wet and icy soil conditions. Two removable front studs give this shoe improved traction in mud.



Gaerne

Finding flow. Japanese components giant **Shimano**, in its new SH-M200 premium trail and enduro shoe, bucks the trend toward stiffness at all costs.

The company says the SH-M200 combines the light weight and pedaling

GAERNE STAND
B5-603

effectiveness of an XC shoe with the durability, grip and armor required by aggressive trail riding. The shoe's torsional sole also allows for natural motion as a rider "flows."

"If the sole of a cycling shoe is totally rigid, the shoe won't accommodate heel flex when the bike is slanted in relation to the rider," Shimano says. Its solution, which it calls Torbal, is to provide some sideways flex in the back section of the sole while maintaining stiffness in front.

Shimano says this improves balance and bike control by letting the heel section accommodate some lateral movement, while optimizing pedaling efficiency at the sole-and-heel interface.

Shimano's sister brand, **Pearl Izumi**, offers something similar in its X-Project MTB collection, which has been refined for Spring 2015 to produce what it called "the ultimate performance and comfort shoe."

The sole is flexible when needed for



Pearl Izumi

hiking and running off the bike, while the patent-pending carbon plate provides optimal power transfer on the bike. It's no surprise that Pearl will market it to the cyclocross crowd.

Pearl is also showcasing its Fuel Project III lighter weight shoe for urban and light trail uses. Whereas the X-Project has Boa dial closures, the Fuel Project III is lace-up and features almost sneaker-like styling.

For freethinkers who prefer not to clip in, **Five Ten** offers an updated version of its Freerider VXi. Called the Freerider Contact, the new shoe has a stiff midsole and added toe protection. Its innovative Contact outsole has been designed for all-mountain flat-pedal riders, although Five

Ten says it also performs well under the rigors of laps in the downhill park. The sole's MI6 Stealth rubber is, Five Ten claims, the stickiest and most shock-absorbing rubber on the planet. ■ ML



Five Ten Freerider VXi

PEARL IZUMI STAND
A1-401

FIVE TEN STAND
FG-WA119

STAND
FG-WA119

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bumper where needed to protect the foot from rock strikes while on the bike.

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The dual compound outsole uses a firm Stealth C4 rubber where the pedal and shoe connect to create a catch free entry into the pedal, and a soft Stealth Mi6 rubber in the heel and toe for traction and comfort while off the bike. The low profile upper has been designed with a weather resistant toe box and a perforated mesh upper for breathability while infusing a rubber

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STAND
HALL B5 603

GAERNE: G-STILO

G.STILO is the perfect balance of comfort and lightness, with the new DIAGONAL CLOSURE SYSTEM that allows custom closure with no pressure points.

The upper is made of microfiber with laser-drilling to provide excellent breathability and a perfect climate. The innovative "Diagonal Closure System" consists of two BOA IP-1 micro adjustable reels and a Velcro strap. These three elements, independent of one another, are positioned laterally to avoid pressure points on the instep and, their combination means fast, custom closure.

The new BOA IP-1 reel has a triple functionality: to close the right shoe, turn the reel clockwise and to open it turn counterclockwise, the exact opposite is for the left shoe. Lift the reel to fully open the shoe. The new BOA IP-1 reel

has a hexagonal shape that, combined with the rubberized finish, gives more effective grip.

Available with EPS LIGHT WEIGHT FULL CARBON SOLE and GAERNE EPS CARBON SPEEDPLAY. All-new injection-molded carbon anatomic heel-cup and exclusive heel control system, ensuring the correct position during use. The insole is extremely comfortable but also ultra lightweight.



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Vaude Exire Pro RC MTB Shoe

Fine-tuned for maximum power transfer to the pedal: VAUDE presents its Exire Pro RC – a bike shoe created for Cross Country and Marathon racing and all those aiming for the top of the podium.

with a powerful performance, it's got great looks. In brightly effervescent green or a shiny black/red combination, you're sure to get everyone's attention.

www.vaude.com

The athletically designed Exire Pro RC MTB shoe is built for cross country and marathon races. It comes with a three-strap closure system; the upper closure can be perfectly tailored to the shape of the upper foot with two-sided adjustability. The lining in the heel area is made of special non-slip fibers to ensure excellent grip. Combined with the heel collar it guarantees a perfect fit without slipping. Due to the revised stiffer Race NT-sole construction, the cyclist's pedal power is transferred more efficiently to the pedal. And to go along



STAND
B5-400

The Eurobike catwalk is no cakewalk for Fashion Show dancers and creator

Even if you haven't seen the Fashion Show at Eurobike, you've certainly heard it. Three times a day at the east end of the Messe, the show blasts off in a cloud of ear-shattering, heart-pounding music.



Felix Felixine

This high-energy spectacle has been integral to Eurobike since its beginnings. And for all 22 years, the same man has been the creative force behind the Fashion Show: French choreographer Felix Felixine.

Beloved by his troupe of dancers, Felixine insists he's in it for more than just the money. That's a good thing because, as Felixine and one of his dancers explained, putting on the Fashion Show every year is grueling — and gratifying.

Break-dancer's big break. After a childhood growing up in one of the poorest and roughest *banlieues* of Paris, Felixine studied physics and chemistry

at college but was soon making a living as one of the first generation of urban dancers in Europe.

A pioneering break-dancer, he appeared on the covers of dance magazines.

"I was something of a star on the European hip-hop scene," he said. Eventually his manager asked him to train dancers for fashion shows, introducing him to the "commercial dancing" business.

After choreographing shows for events such as ISPO, organizers of a little show in Friedrichshafen approached him to work on their inaugural event.

"At the time I thought, maybe I'll do it for one year. That was 22 years ago," he said with a laugh. He attitude of the Messe Friedrichshafen staff encouraged him to stick around.

"The Messe people were really sympathetic and full of energy," Felixine said. "From day one they had a different attitude, always smiling and having fun. They made us feel good."

Felixine danced with the troupe for the first eight years, when Eurobike was staged at the "old" wooden Messe, now a Friedrichshafen shopping center. He stopped in 2000 when he turned 40.

"In the beginning we had only ten dancers on a simple stage, but we got a great reaction from visitors," he said. "People really liked what we were doing."

Today, it takes a 42-member crew to stage the show.

'Athletic and fast.' Preparations for the fashion show begin months in advance, as Felixine brainstorms new ways of presenting the brands.

"I go out with my dogs to the forest and meditate on ideas, so when I contact the companies I already have some ideas



Sophie Hasters

on paper," he said.

He takes a hands-on approach with everything connected with the production, from concept to sound to lighting — and, of course, the dancing.

After getting familiar with the new collections in July, he begins to develop the choreography.

"I try to find the different identities of the companies. We have to have a different approach for each one. That's where the creativity comes in," he said.

Grueling rehearsals start just three days before the show opens.

"It's hard work for the dancers," Felixine said. "Most of them hit the gym for three weeks before Eurobike because they have to be fit."

Dancer Sophie Hasters, who is in her third year with the troupe, said the dancers look forward to Eurobike because the audience always expects a "full-on" show.

"The choreography is very athletic and fast at Eurobike. After each show we are exhausted," Hasters said. "We have to rest before we can even change into our normal clothes."

Apart from making sure the dancers know their steps, for two nights Felix works until dawn programming the lighting with the lighting designer.

"The day before the show opens, we stay until 6 a.m. to get the lighting exactly right," he said. "After that it's just a matter of pressing a button."

He's constantly seeking ways to push the show in new directions.

"I always want to stay creative. I always try to find new ideas to make the people say 'it's different this year.'"

One goal is to make the participating companies feel that the show represents their brands.

"I try to be the intersection between the public and the company. I think that's why we're successful. Basically I try to translate the feeling of a biker on the road into dance," Felixine said.

We are Family. The choreographer tries to bring the same team of dancers to Eurobike every year. They come from around Germany. Some are well known in dance circles for their other work.

"I want to keep a winning team. Some of them are on TV a lot, but these dancers come back because they feel like it's a family. I want them to feel like they have a team behind them," he said.

Hasters, who is studying business psychology in college, said working with Felixine is comfortable.

"We all appreciate Felix because he always looks out for us. It's not only about the dancing. He's focused on pulling the team together," Hasters said. "He knows our personal stories and backgrounds. He is very special to us."

But woe be to a newcomer who makes the mistake of arriving late to rehearsal.

"With 42 people, we can't keep everyone waiting," Felixine said. "If a dancer is late, I make them stay late with me when I am programming the lights."

Felixine said the Messe team is a big reason for the show's success.

"I go to fairs all around the world — Paris, Frankfurt, Hamburg, Italy — but you don't get that nice feeling you get here. For those others, it's a job," he said.

"When I am dancing it's not just for the money. I want to do the best I can with my life, so I want nice people and nice dancers around me," Felixine added. "Even if the budget went down I would still be coming here!" ■ TK

Clothes Call

The Fashion Show runs daily in Foyer East at 11 a.m., 2 p.m. and 4 p.m. This year's show features collections by Inverse/Ciro Sport, Cube, Dare 2b, Funkier Bike Wear, Giant, Gonso, Gore Bike Wear, Pearl Izumi, Scott, Shimano Cycling Wear, Sugoi, Vaude Sport, and X-Bionic/Trere Innovation.



The Eurobike Fashion Show



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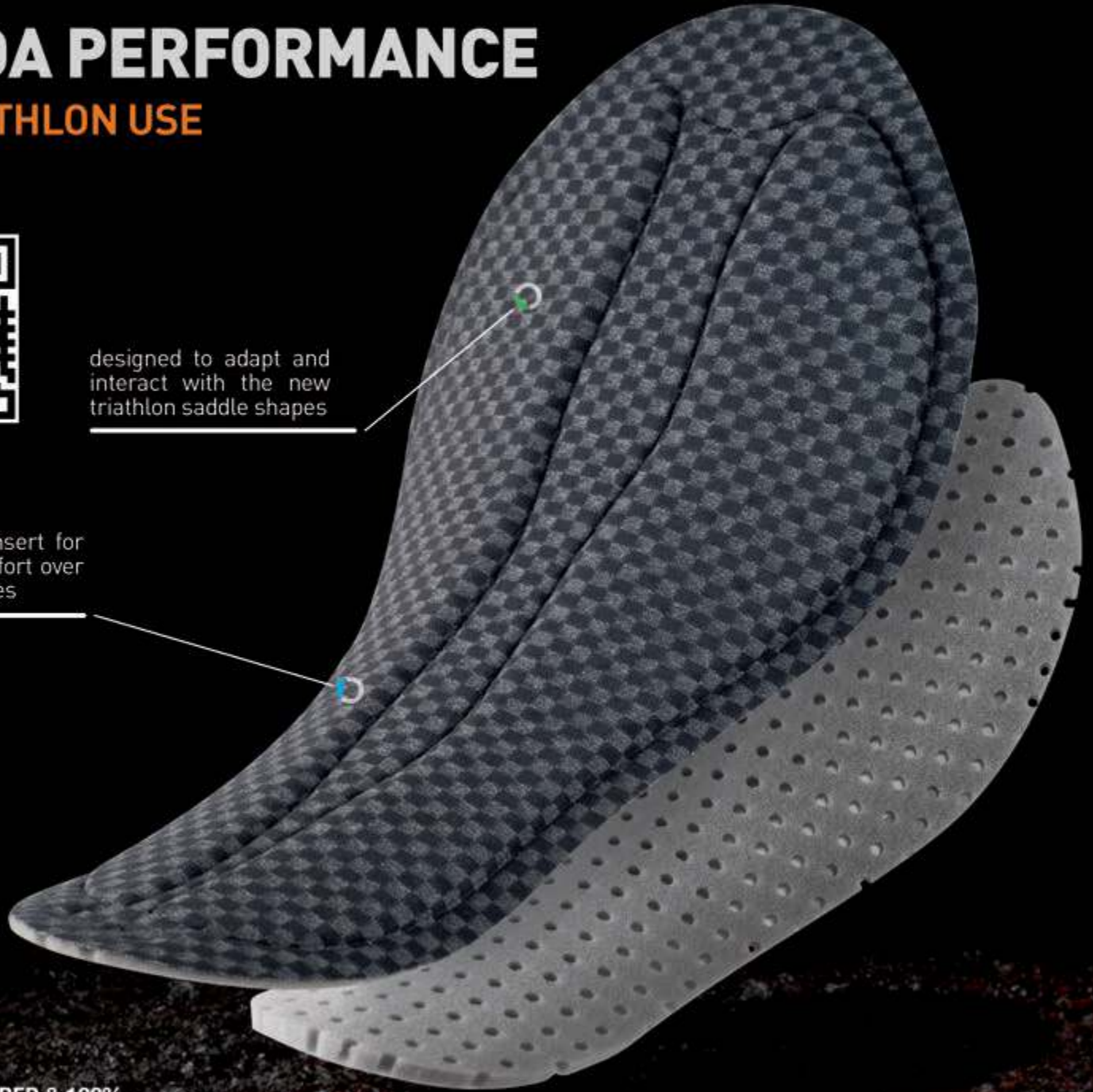
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Arc'teryx veterans fly away to create 7mesh cycling apparel

It's one thing when a group of business associates starts a new apparel brand. It's another when the principals hail from a celebrated outdoor apparel brand.



Tyler Jordan

Their new cycling apparel company, 7Mesh Industries, is making its world debut at Eurobike. Founder and CEO Tyler Jordan is an 18-year veteran of Arc'teryx, where he was CEO during the last eight years of his tenure. The rest of the 7mesh executive team also are Arc'teryx veterans and collectively bring decades of experience from the outdoor brand.

Cycling is a close cousin to the outdoor industry, and Jordan said it is also close to the hearts of his team.

"We looked at cycling because we have a personal passion for it and because although there's some really cool things happening in cycling right now on the brand side, I don't think it's as fully developed as some of the other sports arenas when it comes to apparel," he said.

"We think we have some catching up to do and we think that by coming from a related but different industry, we can bring a different perspective and

new value to the mix," he added.

All of the 7mesh principals list Arc'teryx on their resumes. COO Calum Davidson was supply chain director at Arc'teryx for 11 years. Ian Martin, head of R&D, spent 12 years at Arc'teryx where he was design manager for hardgoods. Head designer Conroy Nachtigall was a designer for the Arc'teryx Veilance line for a decade.

Marketing director Brian Goldstone was photo editor and visual strategist at Arc'teryx for more than 12 years. Sales director Bobby Howell spent nearly three years at Arc'teryx and also was brand manager for Assos North America.

7mesh is based in Squamish, British Columbia, not far from the Arc'teryx headquarters in North Vancouver.

Jordan is mindful of his team's background managing a technically oriented, global apparel brand. But he said that wouldn't necessarily translate into success in cycling.

"We think we have some knowledge to bring to bear that might be helpful, but we have a tremendous amount to learn," he said. "We don't approach this from the point of view that any of our past efforts or learnings automatically translate to the cycling environment."

The one unifying factor in his team's experience is a love of great product and functional, minimal design. Perhaps because they come from outside the cycling industry, the 7mesh team views cycling apparel a little differently.

For example, its initial offering doesn't have the traditional divide



7mesh offices in Squamish, British Columbia.

between road and mountain biking.

"We didn't see any reason to exclude one or the other," Jordan said. "Our target consumer is people like us — people who are very passionate and ride at a very high level but who aren't pro riders."

He added, "For us, clothing choice isn't necessarily determined by the type of bike you're riding. It's determined by the type of ride you're going on, and we didn't see a big reason to limit the scope of what we were going to do."

The initial 7Mesh range comprises seven items in 12 styles for men and women, in two themed collections: 7 Hour and 7 Day.

7 Hour pieces work for a day ride, where riders can be sure of the terrain and weather conditions and are more likely to be riding at a higher tempo.

7 Day pieces, by contrast, are better suited for a multi-day mountain biking adventure or a road bike tour abroad.

"You're travelling fast and light and you need a versatile piece," Jordan said. "It still has to be light and durable, it has to be functional, but you need a broader

range of use."

The 7mesh next-to-skin pieces — base layers, chamois shorts and bib shorts — are more discipline-specific, but the layering systems, outerwear and technical protection are multi-discipline.

7mesh is working with technical fabrics specialist W.L. Gore; its spring 2015 collection uses four different Gore technologies, including, on the men's and women's Revolution jacket, Gore-Tex Pro material — the first time it has been used in a cycling garment.

7Mesh chose Eurobike for its launch because, Jordan said, "It's important to us to build a global brand that has global relevance. For that reason we're committed to getting off on the right foot with our European business as well as our North American business, and ideally Asia Pacific as well."

He added: "The first thing for us is finding partners that believe in the product story and the brand story we're working with."

Given the founder's background, it will be no surprise if 7mesh soon takes wing. ■ ML

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Eurobike Academy makes show a learning experience

Eurobike organizers have mapped out a more extensive program of seminars and speeches this year than ever before as they attempt to reach out to the diversity of visitors who come to the show.

Called Eurobike Academy, the program will feature daylong speeches and workshops beginning this morning and continuing through Friday. Programs begin at 9 a.m. and go until 6 p.m. daily.

"We gave a lot more attention to seminars and speeches for this year's show, and it's something we want to grow for the future," said Stefan Reisinger, the head of Eurobike and its sister show, OutDoor.

levels of the industry, and from OEMs to dealers," Reisinger said. "Of course we want to offer something for all of them. It means we have to invest in a bigger and broader program during the show."

This morning, for example, Burkhard Stork, the chief executive of the German Cyclists' Association, ADFC, will speak in English about how the bicycle industry can respond to the influx of people to the world's

EUROBIKE ACADEMY

Presentations will be in German and English.

Overall topics include e-mobility, industry trends, economics, and workshops. Show organizers are trying to appeal to a wide range of visitors, which is difficult because Eurobike is such a large and diverse show.

"That's kind of a challenge because we have so many different target groups here at the show, from different countries and different

cities. An estimated 3 billion more people will live in cities by the year 2050 than today.

Wolfram Hartmann of Velokonzept will speak in German about how retailers can handle the sometimes unrealistic expectations that consumers have about pedelecs.

For a list of each day's program at the Eurobike Academy, see our Calendar of Events every day in the *Show Daily*. ■ DM



Avoid traffic — ride a rental bike to the show!

Fed up with driving to Eurobike? The fastest and most stress-free way of getting to the world's biggest bicycle show is — surprise — on a bicycle. And Eurobike organizers have once again arranged to make a fleet of rental bikes available to all visitors.

Eurobike is partnering with Nextbike to provide 500 rental bikes at the key locations in Friedrichshafen, including the train and ferry stations, the Friedrichshafen airport, Eriba City, and at the fairground itself.

Even though you need to use a credit card to obtain a bike, the rental is absolutely free.

Nextbike operates bike share systems in several European cities.

It's a quick 4km (2.5-mile) trip from the ferry terminal or train

station to the Eurobike grounds — easily covered in about 15 minutes. The Messe offers about 500 bicycle parking spaces — most of them covered — at the West and East Entrances.

Visitors can also download the free Naviki app that maps out the best bike routes to their destination on an iOS or Android smartphone — so show visitors who aren't familiar with Friedrichshafen should be able to find their way around. ■ DM

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With Fabric, Nick Larsen looks to put a new wrinkle in saddles

Nick Larsen, founder of the new Fabric brand of accessories, is not thinking outside the box so much as he is thinking outside the industry.



Fabric
Cell saddle

Fabric, a spinoff of the UK's Charge Bikes, is making its brand debut at Eurobike with two distinctive saddles — one of which costs more than some bikes. Neither saddle is made in a traditional saddle factory.

"We're trying to design the products and then find out how to make it, which is what most industries would do," said Larsen, who is also founder and general manager of Charge.

The ALM carbon saddle, for example, was designed in cooperation with

engineers at Airbus, the aerospace manufacturer. Larsen said Fabric sought to create an extremely light saddle that would still be flexible and comfortable.

Working with Airbus, designers figured out how to make the rails of the saddle work like a leaf spring, so the saddle's surface would flex without the need for additional padding.

They ended up with a saddle that weighs only 140g (5 ounces). That technology comes at a price: The ALM retails for about €250 (\$335).

"We're tried to go up to the highest end. I want to launch the brand as having the best products — start from the top and work down," Larsen said.

With its distinctive Cell saddle — the other product that should attract an audience at Eurobike — Fabric designers took an opposite approach.

Instead of honing the design of the rails, they looked at making the base more flexible and compliant. The Cell's base uses hexagonal air-filled cells, so the saddle doesn't need foam or a cover.

"The Cell saddle is probably the most revolutionary in terms of manufacturable saddles," Larsen said.

The ALM is produced by a carbon fiber manufacturer that makes hockey sticks and components for car engines, while the Cell comes out of a factory that produces high-end athletic shoes.

Fabric's manufacturing story is almost as important as the products themselves.

Larsen believes the bike industry has fallen into a regrettable habit of returning to the same suppliers and getting the same basic products.

With bikes, he said, "You're limited to three or four factories. These are not particularly complicated products to make, and yet we're limited on the technologies and the designs that we can do because the factories only have certain processes that will be able to produce those products."

Although Fabric downplays its corporate background, it is a division of Cycling Sports Group, the parent company of Cannondale and GT. CSG in turn is owned by Dorel Industries, a public Canadian company.

CSG acquired Charge in 2009. In addition to his duties with Fabric and Charge, Larson is creative director of CSG's parts and accessories division.

He is adamant that the Fabric brand be considered an independent entity.

"When you go to Eurobike, you'll see that we've got a big Fabric booth that's nowhere near the Cannondale and the CSG booth," Larsen said.

Although Fabric saddles will appear on some high-end 2015 Cannondale bikes, Larsen said the brand is focused on the aftermarket.

"I really don't want it to become an in-house brand like Bontrager," he said,

referring to Trek's parts and accessories brand.

"Fabric's 100 percent focus is on being a new aftermarket brand. It's not to equip GT and Cannondale bikes with products."

Larsen said Fabric will not be just a saddle brand. At its Eurobike booth, the company is showing a multitool prototype with a ratchet wrench. Again, Fabric turned to a nontraditional supplier.

"A normal multitool company couldn't make it, so we've gone to a completely different type of manufacturer," he said.

He believes the accessories field is wide open.

"There are many other parts and accessories at the moment that are limited by manufacturing processes," Larsen said, "and I think that limits innovation." ■ DM



Nick Larsen

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The big boys at Team Sky team up with Frog Bikes for kids' bike line

It sounds like a fairy tale — a Frog takes to the Sky and lives happily ever after.

For Frog Bikes, a first-time exhibitor at Eurobike, the tale is true. Frog, which makes light bikes for children, has announced a partnership with pro racing heavyweights Team Sky. Frog will produce a line of Team Sky-branded bikes for kids from 2 to 14.

The partnership should help Frog find new distributors in Friedrichshafen. More important, it should help the company promote cycling through its affordable, lightweight children's bikes. Team Sky, like Frog, makes a significant investment in growing British cycling participation.

Shelly Lawson and her husband, Jerry, created Frog Bikes in 2013 after Shelly couldn't find a bike for their daughter. She said the only bikes she could find weighed as much as Jerry's road bike — and he is 6 feet 4 inches (194cm) tall.

"That was our lightbulb moment," she said. "When we launched we expected the market would be dedicated cyclists and families, but it's more mainstream than that. You don't have to be training for the Tour de France to understand the benefits of a light kids bike"

Lawson said Frog's growth in the UK has exceeded their expectations.



"We sell through independent bike stores around the UK. They were all just desperate for something that was readily available, affordable and light," she said.

The Team Sky range will include a balance bike, a first pedal bike, and hybrid and road bikes in a variety of sizes.

"Frog shares our determination to give children the best opportunity to enjoy cycling," said Carsten Jeppesen, head of technical operations for Team Sky.

A lighter bike is much easier for little kids to balance on, propel and control. And it's easier for a mom to maneuver in the park or lift into a car.

"Kids make much more rapid progress, and it makes a difference to the whole family having a very lightweight bike," Lawson said.

The largest Frog hybrid, for teenagers, weighs about 10kg (22 lbs), while the smallest balance bike is 4kg.

About 300 UK retailers now sell Frog bikes. The Lawsons say they have been surprised by the interest from bike shops across Europe, spread by word of mouth.

Lawson reported strong demand for Frog Bikes from Sweden, followed by Norway, Denmark, Holland and Germany



The Team Sky line from Frog will include bikes for kids 2 to 14.

— countries with a lifelong bike culture where children are expected to cycle to school in all weather, and understand the importance of a quality bike.

The company now has reps across northern Europe and a distribution hub in Holland.

Frog would like to push farther south into Spain and Italy, where it currently has no reps, and into France, where it has one.

The expansion would mirror the UK strategy, Lawson said, with reps identifying good independent bike shops that understand the value of service and

of a quality bike.

All Frog products are designed and built for kids and feature custom geometries and components.

The new road bikes, which are available in 20-, 24- and 26-inch wheel options, have custom narrow, shallow-drop handlebars with auxiliary brakes on the tops that cater to less confident riders.

They come with two sets of tires: one smooth and one knobby, for cyclocross too, and smaller STI levers for small hands.

"Our best tester is our seven-year-old daughter," Lawson said. ■ ML

Maxime Peythieu

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Q&A: Minoru Morimoto Yamaha brings e-bike motor to Europe — but is it too late?

It's a mystery to many why Yamaha apparently ceded the European e-bike market to Bosch and other brands without a fight. The Japanese brand helped pioneer mid-drive e-bike motors two decades ago. And while it's still the global market leader, thanks to its dominance in Japan, Yamaha is nearly invisible in the West.



Minoru Morimoto (Photo: JB)

Now, Yamaha is making a run at Europe — but whether it has come too late remains an open question. For 2015, Yamaha is introducing a new, made-for-Europe e-bike system, the PW series. It's been picked up by Batavus and Haibike, two of Accell's premium brands, along with Giant and Wheeler.

Is the PW series enough to give Yamaha a foothold in Europe? If anyone can answer that question, it is Minoru Morimoto, who heads the Yamaha division responsible for the new e-bike initiative.

Europe is familiar territory for Morimoto. Until January 2012, when he took his current job, Morimoto was president of Yamaha Motor Germany. He lived in Europe for 18 years.

Now executive general manager of the Smart Power Vehicle division in Yamaha's Iwata, Japan, headquarters, Morimoto is trying to revive the company's e-bike business.

"Now I have to put my foot on the gas — without gasoline," he said with a laugh.

The *Show Daily's* Jo Beckendorff talked to Morimoto about Yamaha's return to the European e-bike market:

ESD: Why was a pioneering e-bike company like Yamaha so late to step into the booming European e-bike market?

Morimoto: First of all, let me say that Yamaha came out with its PAS e-bike system in 1993 as a pioneer. Since then we have sold 2.7 million units worldwide. This is by far the largest number in the world. In our home market, we keep a market share of 53 percent.

ESD: But that is Japan. Yamaha has tried before to enter the

European market, but failed.

Morimoto: This was in the 90s. We couldn't explain very well the advantages of e-bikes by selling our Japanese-style pedal assist bicycles in Europe. That didn't work, and we learned our lesson.

ESD: It's been a few years from then until now.

Morimoto: Frankly speaking, the major problem was inside our company. We have several industries that we are successful in. It took a while to convince the company to invest in e-bikes.

Actually, I am grateful that companies such as Bosch and Panasonic have done such a fantastic job in Europe. Finally, the increase in European e-bike sales convinced us to take up the challenge again.

ESD: Why are you confident it will work this time?

Morimoto: We completely restarted our e-bike system range in 2011-12. We realized that our previous generation of motors didn't appeal to European tastes. Europeans like a smoother, more powerful motor. That's why we started an investigation.

The result was the power series (PW) motor. Note that it is designed for Europe only.

Unlike many other market players, we are a true mobility company with roots in the vehicle business. We can offer Yamaha's proficiency in building motors and controls that combine power and torque to create a tasty riding experience.

ESD: What about America?

Morimoto: First we will concentrate on Europe, and then we will see about potential markets around the world.

ESD: According to Haibike, your new motor is a good fit for the more sportive segment.

Morimoto: Since 2013 we have been working with Haibike's parent company, the Winora Group. With their new e-performance series [Sduro], they want to reach a younger customer group. That's exactly what we want, too.

Because of our concentration in the Japanese market, we don't have a sportive image in pedal-assist bicycles because our customers are mainly seniors and housewives. A strong sportive image is also something we need if we want to be successful in Europe.

ESD: Are any other customers using the PW series?

Morimoto: Giant is already using our PW motor in Europe with its own display and battery pack. The Accell Group's Haibike and Batavus brands are the first to use our complete PW system. [Wheeler said it would equip three 2015 models with the PW.] Speaking of Batavus, it shows that our PW series is also good for city bicycles, as Batavus is using it for its commuter bikes.

ESD: What is sportive about the PW series?

Morimoto: It's the whole package. Briefly, without being too technical, the small 250-watt motor weighs only 3.5 kilograms [7.7 lbs]. The PW series provides zero-cadence power support for an easy start, a continuous torque of 70 Nm, and can reach a peak of 80 Nm. You can feel the difference between 70Nm and 60Nm, especially going uphill.

ESD: How do you view Yamaha's future in e-bikes?

Morimoto: In Europe we do not aim to be Number One. But we want to be a good alternative to Bosch, with Yamaha's unique character and good quality. Our final goal is to expand the total e-bike market by offering different types of fun together with our strong competitors, which should make the market more fruitful and interesting.

ESD: Why doesn't Yamaha have its own booth at Eurobike?

Morimoto: Our policy is to stay in the background as a supplier and let the main actors be our partners, the bicycle makers. We don't sell to everyone, but we work in depth with our partners. My team and I will be there. Our products will be on display at Winora/Haibike, Giant and Wheeler. That's all what we need. ■ JB

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To expand, Bosch works even with competitors

Europe's e-bike drivetrain market leader Bosch is deepening its ties with bicycle component makers Shimano, SRAM, and NuVinci parent Fallbrook Technologies. It's part of Bosch's strategy to integrate its e-bike drive with the widest variety of transmission systems.



Bosch's Armin Harttig with the new Nyon control unit (Photo: JB)

Bosch's cooperation with SRAM and Shimano is noteworthy because the two component makers are marketing their own e-bike drive systems that compete, at least on some levels, with the Bosch system.

Shimano is launching its first-ever e-bike system, Steps, here at Eurobike, while SRAM debuted an automatic gear-hub shifting system, E-Matic, at the 2012 Eurobike.

Shimano and SRAM officials said cooperating with Bosch gives their customers more options.

"It is Shimano's concern to support all users of Shimano products with proper function and service. Therefore we agreed to cooperate with Bosch on their mid-drive engine system," said Frank Peiffer, managing director of Shimano Europe.

"A user of a Shimano internal hub gear that is used in combination with a Bosch system should be able to benefit from smooth and silent shifting like any other user," Peiffer added.

Marcus Schneider, general manager of SRAM Germany, said working with Bosch wouldn't affect sales of E-matic, which is featured on Electra bicycles sold in the United States.

"In the past there was one mountain bike that was used for everything. Today there are several different categories. The e-bike market is rolling in the same

direction," Schneider said.

He added, "Bosch will never develop a gear hub."

Shimano is adding Di2 electronic shifting to its Alfine 8, Alfine 11 and Nexus 8 internal hubs, bringing the same kind of technology to urban and commuting bikes that it brought to road bikes, and is introducing this year for mountain bikes.

The Bosch system integrates with these Shimano hubs so that hub shifting and the electric assist are coordinated smoothly.

SRAM's new Dual Drive 3 Pulse, meanwhile, is a three-speed internal hub that shifts automatically depending on the cyclist's speed. SRAM combines the DD3 Pulse hub with a conventional manual derailleur.

The DD3 range offers from 24 to 30 gears, depending on the number of cassettes attached to the hub. The DD3 Pulse is programmed to shift from first to second gear at a speed of 8 kmh (5 mph) and from second to third at 15 kmh, but the speed can be reprogrammed.

NuVinci's new H Sync hub is programmed to shift automatically depending on a cyclist's cadence, although cyclists can also shift manually.

NuVinci's system is powered by the Bosch battery, while transmitting detailed information on cadence and speed to the Bosch Intuvia on-board computer. Riders can set their desired cadence on the computer.

Bosch is also promoting a new on-board computer, the Nyon, that combines navigation, fitness applications and smartphone functions on the same device used to control the e-bike system. "It connects the rider via smartphone app or WiFi with the Bosch app, eBike-Connect, and supports tour planning, including post-trip evaluation," said Claus Fleischer, head of Bosch eBike Systems. ■ JB



A pedelec with a Nuvinci H Sync hub and Bosch e-bike drive.

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OEM bike maker is using its noodle

A new carbon bike manufacturer, backed by the world's largest instant noodle maker, is stirring the pot with an aggressive, well-financed bid to place its bikes in a fast-growing chain of retail stores owned by a sister company.



An Attaque store in Taiwan

Their parent company has made its ambitions clear with the names it has chosen. The OEM bike manufacturer is called Create Carbon Leader (CCL for short), while its sister retail chain is called Attaque. Founded in 2012, Attaque already has 50 outlets in Taiwan and has recently opened stores in China and Malaysia.

Attaque expects soon to have 150 outlets in Taiwan and, by the end of this year, 200 in China. The retail stores are operated by franchisees. Attaque stores sell the company's private label bike brand, Gusto, along with more mainstream brands. The CCL factory manufactures the Gusto bikes.

"Compared with other brands, our products of similar quality are at least 50 percent less expensive," said Joey Lee, CCL sales director. He said CCL is able to cut costs "because with Gusto we calculate a small margin and we go direct."

Whitney Chen, Attaque's marketing director, said the company has grand plans to attack the Asian retail market.

"Our longtime goal is to become a bicycle outlet leader in China. Within the next three years we plan to have a network of 2,000 outlets there," Chen said.

By 2019, he added, Attaque anticipates operating some 2,500 outlets worldwide. Closely watching the company's progress are Giant and Merida, which have extensive Chinese retail operations of their own.

These projections may seem like the naïve statements of an overly ambitious company, but CCL and Attaque cannot be easily dismissed.

At the top of the corporate ladder sits the Tingyi Holding Corp., the world's largest instant noodle company.

Publicly traded on the Hong Kong stock market, Tingyi is a \$10 billion giant that, according to Forbes magazine, is one of Taiwan's three richest corporations.

Tingyi owns a 34 percent share of Taipei's iconic Tower 101, and owns the Family Mart chain of convenience stores in Taiwan. With 2,781 outlets, Family Mart is ubiquitous on the island nation.

The connection has led others in the Asian bike industry to refer to CCL as the "noodle bike supplier." The nickname was a joke at first, but it has turned to respect once the industry realizes how seriously Tingyi is taking its ambitions.

CCL is making its Eurobike debut to introduce itself to the Western world as an OEM producer of carbon fiber bikes. It is already producing bikes for some European brands.

Based in Kunshan, China, CCL is a division of Inhon Technology Group, which focuses on products for smartphones, laptop computers — and, now, bicycles.

Inhon, a division of Tingyi, also oversees Leadforce International Cycle Co., which is the parent company of Attaque and of Gusto. That makes CCL and Leadforce sister companies.

The Gusto line was created under the leadership of Lennart Middel, a Dutch bicycle engineer.

While CCL is building up its production capabilities, Leadforce is investing in the retail side of the bicycle business. Leadforce has created a Gusto

pro racing team and soon will produce aluminum bikes under the brand names Diosvento and Amis.

Meanwhile, Attaque retail outlets sell other premium brands along with the

In China, Leadforce plans a different strategy, he added.

"As in Taiwan we will take over existing stores, but we also



From left: Attaque/CCL's Lennart Middel, May Yang, Whitney Chen and Joey Lee (Photo: JB)

company's own brands.

"This is a huge benefit for our franchisees: They can take whatever brand they want," Chen said. "This makes Attaque an ordinary premium bike outlet supplier. Attaque is definitely not a single-brand store, or an outlet that only sells its own brands."

In Taiwan, many Attaque stores were formerly single brand stores for such names as Fuji, KHS, Lous Garneau, Merida or Specialized, Chen said.

will build up our own stores. We are also cooperating with existing local outlet companies."

CCL is the only arm of the parent company exhibiting at Eurobike, but Lee said next year's show would include Attaque, which will make its Western debut.

When it comes to the bicycle industry, it seems the "noodle bike company" isn't just noodling around.

■ JB



Attaque president Hong-Fan Wei (center left) and general manager Wei-Yu Liao at this year's Taipei Cycle Show.

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For Polisport, becoming No. 1 in kids' bike seats is no child's play

Pedro Araújo was 19 years old when he started making motorcycle fenders for his friends in the early 1980s. No one else in Portugal made them, and ordering parts from abroad was expensive.



Pedro Araújo

to preserve the Dutch image of the brand, and we have people working in design and marketing in Netherlands."

On the heels of the acquisition, Polisport moved Bobike's factory equipment to its Portugal factory last December. The transfer required a convoy of 80 tractor-trailers. The first Bobike-branded products made in Portugal began shipping in March.

"It was a massive task, but we managed to achieve our aims very quickly," said Adriana Santos, the company's marketing manager. "We kept the sales strategy and the clients. The brands are different so we keep them separate."

Polisport has big plans for the Dutch brand.

"We will increase the range of products and number of overseas distributors," Araújo said. "At the moment, most of the brand's sales are in the Netherlands but we want to spread into other markets. We are quite happy with our progress so far this year."

Bobike products are seen as high-end while Polisport is more medium-level, Santos said, "although in terms of safety and comfort, they are the same."

Bobike's strongest markets are the Netherlands and northern Europe, while Polisport sells to 67 countries, including South America and Asia.

Injecting new meaning. Bicycle products account for 70 percent of Polisport's

sales. The company employs 240 in four Portuguese factories.

To maintain high quality control standards, Polisport tests every batch of raw materials as well as finished products. For example, every batch of plastic that arrives is tested with an X-ray spectrometer to detect harmful compounds.

"Our CEO doesn't want to stand still. He's always looking for ways to 'give plastic new meaning,'" Santos said.

She pointed to a prototype of a plastic mat and stand for maintaining motorbikes. "In motocross, team trucks do not have much space, so this folds flat for easy stowage."

One innovation that helped Polisport distinguish itself from competitors is its In-Mold Plastic Decals, or IPD, which fuses graphics into plastic parts as they are being injected.

The patented process means that graphics won't peel off — and customers don't have to invest time or employees into sticking decals on products.

"IPD brought Polisport to a higher level, and it's why we started to get big OEM clients," Santos said. "KTM chose us over a competitor in Austria that's only 20km from them because of our quality. For example, they are very particular about their KTM orange, and we test all colors for every client every time to ensure consistency."

A head for business. One of Polisport's latest ventures is producing helmets for OEMs. Hedgy Helmets is a joint venture with Strategic Sports in Hong Kong. All production will be done in

Portugal.

Araújo has high hopes for the new enterprise.

"Customers need flexibility and responsiveness, which can be a problem when sourcing from Asia. It's easy to run out of stock and the lead times are so long. So we recognized there is this need in Europe. We'll be fully operational within a year."

He said Polisport is strategically close to European markets. "We can do all the customization that customers want," he added.

Polisport has also been busy this year creating another joint venture that will enable it to produce its products in Brazil.

Araújo said it will enable Polisport to avoid rising import tariffs and will be a door to other South American markets.

"We're working with a big Brazilian producer called Starplast who will use our technology and molds to make the complete line of Polisport-branded products," he said.

It's clear that for Polisport, making child seats is far from child's play. ■ TK



Polisport Guppy Junior

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KTM celebrates its magic number: 50 years, 50 countries, 50 e-bikes

The magic number for KTM this year is 50. Austria's leading bike manufacturer celebrates its 50th anniversary, and the KTM brand is now sold in 50 countries. Even more impressive, KTM has expanded its e-bike line to 50(!) models.



Stefan Limbrunner (left) and Franz Leingartner with the KTM Macina Freeze. (Photo: JB)

first e-mountain bike for kids. Built with 24-inch wheels, it's called the Macina Mini Me and targets what Leingartner calls "generation McDonalds."

"We want to tease the kids' appetite for e-bikes instead for burgers," he said.

Also on tap is an electric fat bike, the Macina Freeze.

Thomas Pressl, KTM's R&D manager and a native Austrian, said the fat tires plus the Bosch motor should make the Freeze a "fun machine" that's good in snow — and Austrians know their snow.

"For us, the 'e' is a logical step on a bike like this," he said.

KTM came early to the e-bike market, and garnered attention in 2011 for the Macina Egnition, a fast freeride and downhill pedelec that used a motor from Clean Mobile.

This year's version is known as the Macina Egnition GPS+ and swaps the Clean Mobile system for a Bosch e-bike kit.

"We were able to reduce the model's

total weight from 30 to 22.7 kilograms [66 pounds to 50 pounds]," Leingartner said.

The "GPS+" designation is used on KTM's five top-of-the-line bikes, all of which use the Bosch system and its new Nyon controller. The models include speed, full-suspension and hardtail mountain bikes and two trekking bikes, one for off-road and one for pavement.

KTM is also offering a fast off-road pedelec, the Macina Moto.

All of KTM's 2015 e-bikes that incorporate lights have done away with hub dynamos. Instead, KTM is taking advantage of new European regulations that allow the lights to draw power from the e-bike kit battery.

Apart from its vast line of pedelecs, KTM is expanding its line of 27.5-inch mountain bikes — another area in which it was a pioneer.

"In 2013, KTM was one of the first with a 27.5 hardtail and full-suspension bike. We have invested further into this wheel size. Today we can say that it wasn't a mistake," said Franz Leingartner, KTM's general manager.

He noted that 29ers took almost 10 years to gain acceptance in Europe, while consumers flocked to 27.5-inch bikes right away.

KTM is also launching two cyclocross



Gerhard Leingartner with the Macina Egnition GPS+ speed pedelec. (Photos: JB)

bikes and a road bike with a new frame design and other comfort features.

For 2015, it presents its first long-distance bikes, one with Shimano shifting and one with a Pinion gearbox.

KTM is also expanding its parts and accessories range with KTM-branded wheelsets, made by DT Swiss. ■ JB

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Portuguese crank supplier Miranda invests €5 million to double capacity

Miranda, Europe's leading supplier of e-bike cranks, is debuting five new cranks in a range of finishes at Eurobike, giving assemblers more options to set their models apart. The Portuguese parts maker is also unveiling a distinctive crankset for 11-speed bikes.



Miranda Infinium crankset

The new products come after Miranda invested €5 million (\$6.7 million) in the past year to double the production capacity at its factory. Upgrades include a giant new press, which will be installed in September, and additional CNC machines.

"These new e-bike crank models are at least as tough as our Delta crank, which was certified as more than ten times stronger than required for European norms," said João Filipe Miranda, marketing manager for the Agueda, Portugal, components maker. "But now our customers have a much

wider choice of designs and finishes, whether for more traditional e-bikes or sports-type models."

Miranda said the cranks are available in several offset variations so they can, for example, accommodate a fat tire bike. They also can be configured to work with any belt drive system on the market.

Miranda is working with Bosch on a chainring for Bosch drives that uses a patented tooth profile. The company says it is quieter, smoother and prevents chain jump. A new compact chainguard was designed for sports models where the chain is subjected to high torsion.

Miranda offers the Bosch-compatible products as an added-value option for assemblers. They will appear on some of the 2015 e-bikes on display in Friedrichshafen.

The most innovative product Miranda is showing here at the show is its Infinium crankset for 11-speed powertrains.

Designed to compete with SRAM's XX1 line, Infinium sports a titanium chainring with the company's patented ChainFlow technology. ChainFlow

prevents chain drops and greatly reduces friction between components, largely because the teeth engage directly on the chain rollers. Miranda says the result is better power transmission and reduced chain noise and lateral wear.

"It's a completely new design that's an alternative to narrow chains," Miranda said. The rings receive a high-tech amorphous carbon matrix coating using plasma bombardment — a technology usually reserved for aerospace applications.

This nanocomposite carbon surface treatment produces a tough surface that improves operation under low lubrication levels, lowering the coefficient of friction almost tenfold so that shifts are quieter and smoother.

Compatible with all 11-speed systems and bottom bracket sizes, the 590g (1.3 lb) crankset (weight does not include BB) will be available in November.

The firm is launching an international website, accessible through

www.miranda.net, where customers can order parts directly.

"We get a lot of emails from users who want to upgrade their bike, and not all our products are always available from our distributors," Miranda said.

The website offers the full range of Miranda parts for direct sales, as well as videos and service support. The company has developed a range of elegant shipping boxes in preparation for the launch of the site. ■ TK



New e-bike crank models from Miranda.



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New gravel bikes get on down to the nitty-gritty

Enthusiast amateur cyclists once looked to the professional peloton when choosing a road bike. But with bikes' technological advancements outpacing the UCI's dated and restrictive rules on pro racers, enthusiasts are looking elsewhere.

Because few bike buyers will ever compete in a UCI-sanctioned race, they are free to buy into the latest innovations that are still banned on the race course — such as bikes that weigh less than 15 pounds (6.8 kg), violate the UCI's 3:1 rule regarding aerodynamics, or sport disc brakes.

One rule-breaking category



Niner RLT 9

that is attracting attention from enthusiasts is gravel bikes — road bikes with disc brakes and plenty of room for wider tires.

For 2015, they've made their way into the lineups of many big bike brands.

Wide rides. The industry is still groping for a workable definition of a gravel bike. But an emerging consensus is that a gravel bike's tires should be at least 28mm or 30mm wide. Some brands are going to 45mm — almost 2 inches.

At the upper end of tire widths, the line that separates gravel bikes from 29ers gets blurry.

A fine example is Koga's Beach Racer, which won a Eurobike Gold award last year. The Beach Racer — the love spawn of a road bike, a 29er hardtail and a cyclocross bike — was designed to shine on sand, but it's equally comfortable on fire roads and other double tracks.

Disc jockeys. The RLT 9 from Niner is another fine example of an early adaptation of the gravel bike concept. Significantly, it is Niner's first bike that isn't a 29er mountain bike.



Giant AnyRoad

While disc brakes aren't considered a prerequisite for a gravel bikes, they can accommodate wide tires easier than long-reach road brakes or even cantilever rim brakes.

More important, disc brakes offer better modulation and the same braking power with distinctly lower operating forces. Both are welcome features for long descents on unpaved roads.

And unpaved roads are what these gravel bikes are built for. A longer wheelbase and forks with more trail



GT Grade

result in more stable handling — while their slightly more relaxed position is bliss during long rides over rough routes.

Giant is already seeing success with its gravel bike models. At Eurobike, Taiwan's largest bicycle manufacturer is presenting a carbon version of the AnyRoad. For more puncture protection, these models roll on 32mm-wide tires.

For a slightly more sporty alternative, Giant is showing a selection of 2015 Revolt models with aluminum frames.

Raleigh has turned a few heads with its disc brake-equipped Tamland models, with 40mm-wide tires as standard equipment.

GT does not market its new Grade line of endurance road bikes as gravel bikes, but these versatile mile-eaters can easily serve the gravel market as well. The frame offers plenty of tire clearance, and GT's EnduRoad geometry has been fine-tuned for a more stable ride.

A number of brands have long-distance road bikes that could easily be categorized as gravel bikes, including the Felt F PR and the KTM Revolver Sky.

Simplon's new Inissio platform also offers lots of room for tires wider than 30mm and fenders. ■ LVR

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'Cross is boss as bike brands appeal to customers' desires to get dirty

The cyclocross revival, led by booming participation in races across the United States and the debut of race series in Switzerland and other countries, has generated an enthusiastic response from bike brands.



Simplon Inissio Cross

Giant joined the party last year, while Stevens launched the new Cortina and **Marin** came out with the Lombard.

MARIN STAND
B4-100

Here at Eurobike, the number of 2015 'cross bikes that sport disc brakes continues to grow.

COLNAGO STAND
B3-202

Colnago is prepping a bike for the soon-to-begin cyclocross season, while **Felt** offers a variety of disc brake-equipped FX-series

FELT STAND
A3-200

Sparking further interest is speculation that cyclocross soon may become a discipline in the Winter Olympics. And with the UCI's decision last year to bless the use of disc brakes in 'cross races, more brands are launching disc-equipped bikes this year.

Some brands took quick advantage of the UCI's decision to launch disc brake-equipped models. They included **Ridley** and its X-Night Disc; the **Stevens** Superprestige Disc and the Focus Mares series, available with either aluminum or carbon frames. For 2014, **Focus** has upgraded the Mares with thru-axles front and rear.

RIDLEY STAND
A7-300

STEVENS STAND
A3-305
+ TEST TRACK

FOCUS STAND
FG-E1

GIANT STAND
B3-300
+ TEST TRACK



Marin Lombard Elite



KTM Canic CXC

models with carbon or aluminum frames.

Interestingly Felt's aluminum 'cross bikes also include fender and carrier mounts in the rear, bridging the gap with gravel bikes.

Simplon has a foot in both the 'cross and gravel camps by including the mounts on its carbon Inissio Cross.

SIMPLON STAND
A1-405
+ TEST TRACK

KTM is a somewhat surprising addition to the list of manufacturers presenting disc brake-equipped cyclocross bikes here



Cannondale SuperX

in Friedrichshafen. In motorsports, the iconic Austrian company is famous for its off-road bikes.

Now KTM is taking aim at the 'cross market with its carbon Canic CXC and

KTM STAND
A4-300
+ TEST TRACK



Ridley Kids Cross

more affordable Canic CXA.

Cannondale, meanwhile, has gone all-in with disc brakes. All of its 2015 cyclocross bikes, down to its the entry-level Sora-equipped model, will have discs. Like KTM, Cannondale is offering a carbon option, the SuperX line, and an aluminum option, the CAADX line.

CANNONDALE STAND
A6-200
+ TEST TRACK

BMC team riders compete in cyclocross

BMC STAND
B3-401
+ TEST TRACK



BMC CX01

during the winter, and the Swiss premium brand has redesigned its carbon CX01 model to fit disc brakes.

Norco, a true mountain bike brand, is testing the 'cross waters (or, rather, the mud pits) with the Threshold, a carbon-frame

cyclocross racer with disc

brakes. Despite coming with thru-axles, the High Modulus carbon frame weighs less than 1,000g (2.2 lbs).

NORCO STAND
B4-302

As one of Belgium's leading makers of cyclocross bikes, Ridley opens up another niche with its Kids Cross, an aluminum cyclocross bike with 26-inch wheels for kids. Demand for bikes like the Kids Cross points to a bright future for the sport. ■ LVR



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2015 Tires: Road bikes

Here's the skinny on why road tires are getting wider but not slower

Wider rims and laboratory tests have led to significant changes in road bike tires: Wide is the new fast. Combined with the trending topics of cyclocross and gravel bikes (see related stories, page 32 and 33), there are several interesting new tires to discover at Eurobike.



Schwalbe Ironman in white

When researchers scientifically compared the rolling resistance of traditional 23mm road tires with 25mm versions, the results were surprising.

When used at the same pressure, the two were virtually identical. But when combined with wider rims, the wider tires gained an aerodynamic advantage over their sleeker cousins.

Add to that the cornering stability and better puncture protection of wider tires, and you begin to understand why most professional cyclists made the move to 700x25c tires this year.

Wider, not slower. Professional racing is not just a testing ground for new

equipment, but it's the industry's biggest shop window. So it's no surprise to see several tire brands bump up the width of their road tires for 2015.

The new normal is now 25mm, while 28mm is the comfort choice for bad road surfaces and cobblestones.

All three road tire models from **VeeTire** come in 700x25c. **Kenda** offers its Kountach and Kadence clinchers in 28mm as well as 700x25c.

Continental has a variety of wider road tires for 2015 as well: The Podium TT and Sprinter tubulars will be available in

700x25c, as will the Grand Prix TT model.

Conti's Grand Prix GT and Grand Prix go one step further and come in 700x28c, while the Grand Prix 4-Season and Ultra Sport II top that with a 700x32c option.

Bike shops selling these wide tires should make sure they fit their customers' road bike frames and pass the brake arms properly before slapping them on.

Another way to boost comfort, control and puncture protection without adding significant weight or rolling resistance is tubeless tires.

Hutchinson has led the push into tubeless for several years, and the French tire maker now offers training and competition models in widths from 23mm to 28mm.



Maxxis is rolling out its madly expensive Radiale TL tire with a radial casing construction that is more common in automobile tires.

Tubeless for less. So that riders can benefit from tubeless technology without buying new wheels, **Schwalbe** is launching tubeless conversion kits for road bike wheels at Eurobike.

These kits contain an airtight rim strip and a special valve insert with sealing O-rings.

Hutchinson also makes conversion kits, including sealant in a handy bottle that ensures the user injects the right amount of sealant, and that it ends up inside the tire, not on the floor.

While not all wheels should be



Hutchinson Fusion



TRAVELING TOOL CASE





Schwalbe One with beige sidewalls

Continental adds pink and white to the color accents available for its top-tier clincher model, the Grand Prix 4000 S II.

Schwalbe offers its Ironman tire in a striking all-white finish. It's limiting production to 2,000 units — if you fancy them, better move fast.

For those who prefer a subtler look, the One will be available with a narrow white stripe that comes in a choice of four colors so riders can match the tire to the color accents of their frame. For cyclists seeking a high-performance tire that would look at home on a vintage road bike, the black One with beige skinwalls might just do the trick.

converted to tubeless, many models from Shimano, Fulcrum and Campagnolo, and Corima — and all of DT Swiss' road bike wheels — have been explicitly verified for use with a tubeless tire and sealant.

Because aesthetics matter to a lot of road cyclists, some manufacturers are showcasing new color options for existing products.



Hutchinson tubless conversion kit sealant

'cross stars rely on multiple tubular wheelsets with various treads glued to them, most 'cross enthusiasts who just want to stay fit in winter don't have the time or the money to follow suit.

So they will be happy to know that tire manufacturers are paying attention and are launching new clincher tires for cyclocross.

VeeTire has three 2015 models in the popular 700x33c dimension, featuring Synthesis sidewall protection. They are available in two casing and compound options.

WTB goes a bit wider with its new Cross Boss tire. At 700x35c, the Cross Boss features closely spaced small studs for fast rolling and safe grip on the corners. ■ LVR

Mud studs. Along with the growth in gravel bikes are a number of new gravel tires at Eurobike. These are tires wider than 30mm, with additional puncture resistance and plenty of traction for a variety of weather conditions and surfaces.



WTB's Nano, a 700x40c tire, features a tread that has already proved its worth on race-oriented mountain bikes.

Kenda's Happy Medium also comes as a 700x40c tire and is explicitly labeled as a gravel bike tire.

From VeeTire come no fewer than three gravel tires for 2015. The XCX has an aggressive tread for soft to medium conditions, while the Rail and GRV are made for speed on more hard-packed surfaces. The Trax CX is an in between, all-purpose option for gravel bike riders who don't want to swap out their tires to meet changing conditions.

As with gravel bikes, the revival of cyclocross is prompting tire makers to launch new products. While European



WTB Cross Boss



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Hammer-head Dual valve systems for mini pump application



In just 6 years, Australia's Bont skates into cycling's top echelons

Inze Bont calls himself a maverick with little respect for the traditional ways in which products are made. The results are hard to argue with.



Bont Riot shoes

His Australian company, which he founded in 1975, is the world's top maker of high-end speed skating boots — a nod to Bont's Dutch heritage.

In 2008, just before the Beijing Olympics, Bont branched into cycling shoes. Those haven't done so poorly, either: Bont athletes have won 13 cycling gold medals in two Olympics and a host of other races.

"We've won the Tour de France and two world elite men's road championships," said Steven Nemeth,

CEO of Bont Cycling. "We've won a ridiculous amount of Olympic gold medals on the track. We've probably achieved in six years what some companies haven't achieved in 25 years."

The company's maverick approach extends to its refusal to engage in traditional athlete sponsorships.

"We don't buy athletes and we never have," Nemeth said. "Athletes choose to wear our product because of the performance benefits that we offer, rather than any financial benefits."

In just six years, Bont Cycling has outgrown its older ice skate division. Bont sells cycling shoes to 46 countries, either direct or through distributors.

"The cycling division would have a greater volume, in terms of numbers of shoes manufactured, than skate," Nemeth said.

He said Bont is showcasing new technologies at Eurobike: "We've had some really nice advancements with what we've done with carbon."

He cited Bont's new mid-level shoe, the Blitz, as an example.

"Blitz will be a \$259 MSRP in the USA, with full carbon construction and extremely lightweight upper material," Nemeth said. "It will weigh in at about 235 grams per pair [8 ounces] for a size 42 [US 9.5], which is not only miles ahead of anything in its price category but miles lighter than most people's top end shoes as well."

The key to Bont's cycling shoes is that the sole wraps high around the foot, allowing the structure to be lighter and stiffer than a conventional flat shoe sole.

"We're the only company that manufactures with monocoque construction all the way up under the aesthetic layer," he said. "Everyone else basically just takes the uppers and the

bottoms and glues them together."

The process leads to significant weight savings, as well as a significant increase in stiffness and support.

"With traditional manufacturing methods, the support is through the base. The upper material moves so much that it really provides no security, whereas with our construction your foot is basically encased in carbon, which gives three-dimensional support," Nemeth said.

He added, "We're the only company that makes a shoe with structural arch support and lateral forefoot support."

Bont has been upending convention for years. After immigrating to Australia from the Netherlands, Inze Bont and his wife, Sara, began producing ice skating boots on the driest, hottest continent on earth.

Bont pioneered the use of exotic materials in his skates such as Kevlar in 1986 and carbon fiber in 1989. Bont was also the first to use heat-moldable resins and thermoplastics.

"It's not just creating the best performing shoe for a pro athlete," Nemeth said, "but creating the most comfortable, anatomical shoe for all of our consumers." ■ PL



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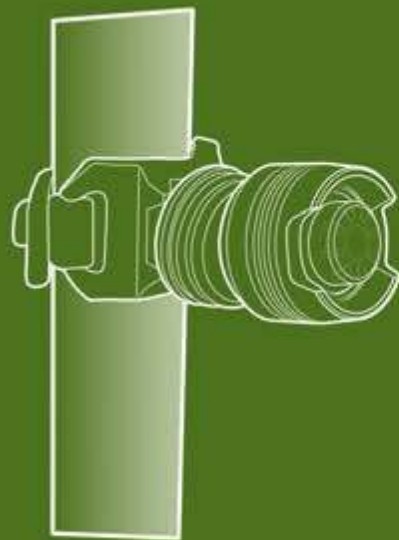
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Woodie's owners do only one thing, and they do it well

Woodie makes one product and only one product: stylish, unique wooden fenders. The small company, which was founded in 2011 and is making its Eurobike debut, crafts every fender by hand in its Mannheim, Germany, workshop.

"It's about individual design and individual customers," said Zlatko Koren and Luzian Koczewski, Woodie's co-founders and general managers.

"Wood is not only attractive and decorative, but it is a renewable, natural raw material," Koren added. "Each piece is different. This give cyclists who use our handmade fenders an individual touch."

Woodie's focus on sustainability strikes a chord with many of its customers.

"We only use assorted pieces of wood sourced by an Italian supplier from certified plantations. The supplier offers a large variety of wood veneers that are made from natural wood," Koren said.

Even the oil that Woodie uses to make its fenders UV- and weather-resistant is environmentally friendly.

Koczewski said sales are growing even though Woodie's marketing efforts have been modest at best.

"We are selling through our website and through some assorted IBDs we visited in person and that are keen on our individual products," he said.

Word-of-mouth has helped Woodie attract international sales.

"We have not only customers in Germany, but also from other European countries, from Sweden in the north to Italy in the south," Koren said.

For Koren and Koczewski, this early success underscores their belief that there is an international market of urban dwellers who practice a mostly bicycle-based lifestyle — and want that lifestyle to include some real style.

"These people don't want any mass-produced fenders on their commuter bike. They want something unique that tunes the overall look of their bike," said Koren, who has worked in other aspects of the bicycle industry.

On Woodie's website, www.woodie-fenders.com, customers can configure their own personalized set of fenders. The company says it will build fenders to fit any type of bike.

Koren and Koczewski start crafting the fenders only after receiving an order.

"Figure out your favorite fenders. Choose type, width, length, colors and stripes and we build them for you," they tell customers. All told, Woodie offers some 1,000 fender variations for sale.

It takes Woodie between seven to 14 days to go from an order to a finished product, they said.

Koren and Koczewski, who came out of the wood industry, both are avid urban cyclists.

"First we built some wooden fenders for ourselves. Then we got orders from friends and later from their friends. This produced a snowball effect. This was the beginning of Woodie," Koczewski said.

Because it was already attracting international customers, Woodie decided to exhibit at Eurobike.

"We want to show especially dealers outside of Germany what we have in our pocket," Koren said. "All we do is environmentally friendly and unique fenders that are handcrafted in Germany." ■ JB



Zlatko Koren (left) and Luzian Koczewski.



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A new breed of long-distance bikes will get you from here to eternity

Bikes that get you across town are one thing. Those that get you across a country are another matter.

Touring in South America
(Photo courtesy MTB
Cycletech/Michael Schüpbach)



The epitome of this category is the classic randonneur bike — one designed for randonnées of 200 kilometers (125 miles) or more. Randonneurs typically are made by custom bikebuilders who don't exhibit at a show like Eurobike.

But a growing number of long-distance touring bikes borrow several features from classic randonneurs — and there are plenty of them to see here at Eurobike.

This new breed of bike often departs from randonneur orthodoxy — offering frames made of something other than steel, for example, or flat handlebars and rear racks.

"Randonneurs are experiencing a renaissance, but not always as a true long-distance touring bike. It's a niche that's growing little by little," said Uwe

Matthies, general manager of Maxx Bikes.

"For us as a producer it is fundamentally important to know from our customers how long their trips will be," Matthies added. "We divide the touring category into short, medium and long trips. It makes a huge



TX Randonneur by VSF/Cycle Union

difference if someone plans short day trips or a one-year globetrotting tour. Each segment needs a special frame and suitable parts and accessories."

Long-distance cyclists are typically creatures of habit and wary of change.

"Typical travel bike customers know exactly what they want," said Jochen Kleinebenne, whose Kleinebenne company makes the German brand Patria.

Long-distance bikes tend to have a timeless style, which sets them apart from the frenetic "model year" syndrome that afflicts most mainstream brands. Instead, the product cycle of a travel bike may span years.

So instead of lots of "new" bikes, Eurobike visitors will see many older models with updated touches — a new gearbox here, disc brakes there, or perhaps a belt drive or a USB device for charging a cell phone.

Changes are typically evolutionary, as it often takes time to convince a long-distance rider of the advantage of something new.

Like a classic randonneur, a long-distance touring bike is engineered to be comfortable, durable and reliable.

Frames and parts have to carry heavy loads, but not at the expense of comfort. Steel still rules, although some upstarts use aluminum. Whatever the frame is made of, it needs a long wheelbase to ensure a comfortable seating position and to keep the cargo from impeding the rider's pedaling motion.

A frame should have multiple mounting points for front and rear carriers, at least two bottle cages, and fenders.



Maxx Roadmaxx Randonneur

Perhaps the best example of a long-distance touring bike with randonneur features is the Papalagi Randonneur from **MTB Cycletech**. Designed by Butch Gaudy, this "expedition bike" has such a timeless design that it's been on the market for more than 30 years and is even on display at the Museum of Design in Zürich.

"For years this model's sales have been stable," said George Merahtzakis, general manager of the brand's parent company, Velobaze.

Joining the Papalagi, with a steel frame and 26-inch wheels, is the Andale series with 28-inch wheels. Velobaze is also showing a new Papalagi sibling at Eurobike, the 28-inch Amar.

"The 26-inch Papalagi is really something for the big tour or expedition," Merahtzakis said.

Not all long-distance bikes come as close to a traditional randonneur as the Papalagi. For example, many customers now prefer flat handlebars.

Kleinebenne said he and other custom builders focus on the frame, because customers often want to incorporate their own parts on a new bike. For example, he

VELOBAZE STAND
A2-300

STAND
A2-300

sponsored by
MTB CYCLETECH

MTB Cycletech Papalagi

The Papalagi may very well be called the beginning of MTB Cycletech, and has always been one of our most important products. Invented in 1984, with 30 years of constant improvement on the clock, the Papalagi is one of the most sophisticated products for touring bike riding. To meet its original purpose again, we decided to offer our touring classic as a randonneur version. The perfect tool for long distance travelers who need a sturdy reliable bike that never lets you down, even in the roughest outback. The well balanced Reynolds 853 tubing frame offers a comfortable sitting position and is optimized for a smooth and stable ride under full load. Equipped with quality components, we offer plenty of options to make the Papalagi randonneur your personal travel companion that brings you anywhere. The Papalagi will get a

big brother for MY2015. The AMAR has the same Reynolds 853 tubing with 28" wheels. The world record on a Papalagi frame is 150,000 km over eight years.

www.mtbcycletech.com



sponsored by

cinq5

The Plug III – the USB port for your bike

The Plug III is an eco-friendly power supply for charging or supplying USB-devices like GPS, MP3-Player or mobile phones via dynamo hub and converts power into USB 5V standard. Unique is the complete integration of the entire electronics, into the TopCap which offers a clean bike design, easy retrofit as well as a very good theft protection. The electronics are encapsulated with a sealing liquid in a housing completely

made from aluminum to protect it from humidity and external impacts in the best possible way. The Plug III comes with the PAT II (Power Amplification) technology as a standard which improves the performance mainly in low and high-speed ranges. Ease of use: with the aheadset expander which has a cable channel integrated, installation is simple. This design allows retrofitting to many bikes.



STAND
A2-110

www.cinq5.de



Idworx All Rohler

said, no "real" long-distance rider would give up a beloved saddle.

"Our core mission is to produce the right frame," Kleinebenne said. **Patria** frames are made in Germany and use only steel. The **Patria Randonneur** uses triple-butted Columbus Zona tubing.

PATRIA STAND
A2-311

Cycle Union is also sticking with steel for the latest version of its VSF TX Randonneur long-distance bike. The classic powder-coated and double-butted Tange CrMo steel frame has a shorter wheelbase to make the bike more maneuverable, said Rainer Gerdes, product and marketing manager.

The TX Randonneur includes a Shimano 105 groupset with V-brakes and a Deore XT dynamo hub.

CYCLE UNION STAND
A6-300

Maxx sources aluminum frames from Asia that it paints to its customers' specifications at its headquarters in Rosenheim, Germany. Its long-distance touring bike, the **Roadmaxx Randonneur**, can be configured in many ways through an on-line configurator.

This year **Maxx** is offering its first long-distance fat bike. Customers can choose between 26-inch and 28-inch wheels.

MAXX STAND
A2-317

Wheel size is just one of the important decisions a long-distance cyclist has to make. Another is the shifting system. Unsurprisingly, riders value systems

that are durable and maintenance-free — one reason why many long-distance bikes are equipped with **Rohloff's** legendary, bulletproof 14-speed internal gear hub.

ROHLOFFS STAND
A2-315

Bike Basics, which makes the **Idworx** brand, even named its long-distance touring bike the All Rohler in homage to Rohloff.

But Rohloff is getting competition — even on the All Rohler. Since last year, **Idworx** has offered the All Rohler with a **Pinion** gearbox as an option.

BIKE BASICS STAND
A2-315

Many long-distance bikemakers say the **Pinion** P1.18 18-speed gearbox is a good alternative to the Rohloff, but probably won't dislodge Rohloff from its perch as the premium internal gear hub.

"It's not only a question of price," Kleinebenne said. "For **Pinion** you need, for example, a special frame design."

Still, **Idworx**, **Maxx** and **Patria** and

PINION STAND
A2-107



Tout Terrain Silkroad

others offer **Pinion** as an alternative.

"From the beginning of 2015, we will offer all of our custom touring bikes also with **Pinion**," said Stephanie "Steffi" Römer, marketing manager for **Tout Terrain**.

For 2015, **Tout Terrain** will offer all of its frames in size XXL. Next year is also the company's 10th anniversary, which

TOUT TERRAIN STAND
A2-110

it plans to commemorate with a special version of its best-selling long-travel bike, the robust **Silkroad**.

"When it was designed the focus was on the principle 'less is more,'" Römer said.

Its Rohloff-equipped **Silkroad** comes with a new twist grip, the **Shift:R**, from **Tout Terrain's** own **Cinq** parts and accessories brand.

Cinq is finding success with **The Plug**, a power supply for USB devices that taps into a dynamo hub. A USB port is incorporated into the top cap.

Some bike brands are willing to tinker with the tried-and-true category.

Velotraum is launching the **Speedster**, a 26-inch version of a long-travel touring bike. General Manager **Stefan Steiner** acknowledged it won't be to everyone's taste.

"For traditional long-distance riders, this model is deeply repulsive," he said. "With the **Speedster** we are eyeing fast riders from the road bike scene."

Steiner said the bike is intended to be robust enough to ride on sketchy tarmac or cobblestone roads. **Velotraum** is also considering another feature that would shock traditional touring cyclists: electronic shifting.

VELOTRAUM STAND
A2-308A

Salsa redefines the long-distance touring bike with the **Fargo 3**, a rigid expedition bike made of triple-butted and seamless **Kung Fu** tubing from **Sanko**, a Japanese steelmaker.

In its home market, the United States, the **Fargo** line has developed a cult status for off-road touring and "bikepacking."

SALSA STAND
B1-306

Cinelli is launching the **Bootleg Hobo**, a new interpretation of an old-school touring bike, with a frame of triple-butted **Columbus Cromor** steel.

"The **Hobo** is for anything from ultra-cycling to cyclo-touring and has already been tested over the 12,000 kilometers [7,450 miles] of the **Tour d'Afrique**," said **Antonio Colombo**, president of **Cinelli's** parent company, **Gruppo**.

Cinelli is also part of a movement in which the classic looks of a randonneur provide inspiration for bikes that are intended for shorter jaunts.

CINELLI STAND
B3-404

Another randonneur-inspired urban bike is the **Cooper Hackett Tourer**, made by **Cooper Bikes** in partnership with a British menswear company, **Hackett Limited** London.

Inspired by the classic lightweight racing bikes of the 60s, "this bike combines styling with the latest materials and technology," the company's **Charlie Cooper** said. It's made of **Reynolds 531** steel



Cinelli Bootleg Hobo

and equipped with a **Campagnolo Veloce** group. While it's not intended for an expedition, it brings some of the features of a classic randonneur to a stylish city bike.

COOPER STAND
FG-WA117

Stevens and **KTM** are two larger brands that offer long-distance bikes.

Stevens says riders can "travel to the end of the world" on its **Camino XT** premium trekking model. The **Camino's** 26-inch wheels and aluminum frame provide stability, while 10-speed **Shimano Deore XT** components and 180mm disc brakes are reliable enough for long tours. One surprise is **Stevens's** decision to drop **Rohloff** in favor of less expensive options.

KTM is debuting its first 700c long-distance touring bikes, the **Life Lontano XT** and the **Lontano Pinion**.

"We put special attention into the touring geometry for a comfortable riding position," said **Thomas Pressl**, **KTM's** R&D manager.

Both bikes come with hydraulic disc brakes — one of those new-fangled products that alarm old-school touring cyclists. "We believe in the better performance of these brakes," **Pressl** said. Traditionalists, however, can equip their bikes with the customary V-brakes.

STEVENS STAND
A3-305

KTM STAND
A4-300

Finally, **Poison Bikes** has significantly expanded its touring segment after its 2012 relaunch. "That's the category we want to focus on and grow," said **Hans Werner Theisen**, **Poison's** general manager. **Poison's** top long-distance touring, the **Atropin 28 Randonneur Rohloff Gates 2015**, is an aluminum-framed, robust beauty. The bike pairs a **Rohloff** hub with a **Gates Carbon Drive** belt. Customers can choose between 26-, 28- and 29-inch wheels. ■ JB

POISON STAND
A3-708

sponsored by



KOGA WorldTraveller 29er

The **KOGA WorldTraveller 29** is a dream for any long distance traveller. Extensive tests have shown that a touring bike based around a 29er mountain bike has numerous advantages. Larger, wider tires mean a more composed ride, longer ground contact patches and better traction. They also roll over bumps or loose gravel more easily, and they are more comfortable. Skilfully balanced geometry means that even fully loaded, the **WorldTraveller 29er** remains responsive. The special frame made of high quality, heat-treated 6069 aluminium in triple-butted tubing, the frame geometry, grippy and voluminous 47 mm tyres and of course the high carrying capacity of the **Tubus** rear rack and low-riders — all make this new distance-touring steed the perfect vehicle for extended riding even in the toughest of conditions.

Equipped with the sporty **Shimano SLX** groupset, **Magura HS-11** hydraulic brakes and 40-spoke rear wheel, the **WT 29er** is all set for extreme touring.

www.koga.com



STAND
A6-100



Cinq's The Plug

2015 E-bikes: What's trending

Adventurous products are many, but which have staying power?

Because of its relative youth and fast growth, the electric bike market is one of the most vibrant segments of the bicycle industry. Here are some of the more adventurous product launches here at Eurobike. While some may be flashes in the pan, among these newcomers could be some trends with staying power.



Folding Project e-EP

Now you see it. A Swiss firm with Japanese roots, Sunstar for years has made pedelecs for the Japanese market.

In Europe, **Sunstar** is taking an unusual tack: Since 2012, it has concentrated on selling a "universal

bottom bracket motor" that taps into what has been (in Europe, at least) a niche market for retrofit kits.



Sunstar says its Virtus system is the first readily detachable mid-mount motor that fits just about any frame.

It's intended for cyclists who want to keep their conventional bikes but make them "e-bike ready." According to Sunstar, that could amount to as much as 20 percent of the German market.

Users can quickly and easily exchange or replace individual modules on the Virtus system, including the battery, controller or the motor itself.

The 3.2kg (7 lb), 250W motor assists pedaling by as much as 150 percent. A double battery system offers as much as 700Wh of frame-mounted capacity.

A multi-sensor controller, sold separately, stays on the bike at all times even when the motor has been removed, and provides added functions.

Sensors transmit information including torque and cadence wirelessly to the LCD display or to a user's smartphone. Even when the motor is detached, the controller provides accurate information on distance, speed, ride time, calorie consumption and cadence.

A cyclist can equip different bikes with their own sensors and swap the Virtus from one to the other without using special tools.

Folding bikes can benefit from the Virtus as well. The ability to remove the motor and battery means a folding bike can revert back to a manageable weight for carrying.

Fazua of Munich, which is making its debut at Eurobike, has developed a similar concept with its Evation pedelec mid-drive motor. Together with a 210 Wh battery pack, the entire system weighs only 4.5kg (9.9 lbs), according to Fazua. Like the Virtus, almost all of the Fazua system can be removed from the bicycle, leaving a standard pedal bike for times when cyclists don't need assistance, or want to reduce weight to lift or store the bike.



Fazua's Marcus Schlüter said the company's name is a nod to his native Bavarian dialect: *Fahr zua*, he said, means "drive on." Evation, the product name, stands for "electric innovation." Schlüter said Fazua is in Friedrichshafen to seek a manufacturer for its first-generation system.



Polaris Sabre fat e-bike

Enfolded in power.



From the Folding Project by **Velo Lab** comes the e-EP, an electric bike that is built with a single-sided swing arm frame that attaches to a 500W direct-drive rear hub motor.

Company founders and developers are from Greece, and plan to manufacture the bike in Europe.

The e-EP folder weighs less than 18kg (40 lbs). Its 9.6 Ah battery provides a range of up to 100km (62 miles) when used on the lowest assistance level.

A Folding Project official said the company is about more than just electric-powered cycling.

"The bike itself comes in a non-assisted version. Both versions are lightweight, well balanced, with ride quality and performance similar to that of their rigid cousins," said Stathis Stasinopoulos, e-EP's product development engineer.

He added, "Folding takes about five seconds, and once it is folded it can be easily rolled with no effort. The non-electric version has been designed to be easily transformed into an e-bike within 20 minutes and vice versa."

The e-EP incorporates LED lighting, and the frame acts as a blank canvas for artwork.

sponsored by



E-Amantea City

E-Amantea City is equipped with the 250W Bosch drive unit (4th generation). The special frame shape with a monostay suspension fork with hydraulic Shimano M445 disc brakes makes this lifestyle bike extremely comfortable and light. The derailleur is a Shimano XT with 9 speed, the tires are Marathon Plus

Tours from Schwalbe. The city version is equipped with mudguards, sportive rear carrier and front/rear battery light connected with the Bosch system. Lombardo has been building bicycles in Italy since 1952. The E-Amantea City is one of the 16 e-bikes in the Lombardo Elettrica range that can be seen at our Eurobike stand.



MG22

- BODY : Magnesium / Painted
- SPINDLE : Cr-Mo
- BEARING : DU / Sealed
- SIZE : 112 * 106 * 20.8 mm



Magnesium CR-MO axle only 300 g/pr



color option:

- Black
- White
- Gray
- Silver
- Red
- Blue

EUROBIKE BOOTH #B2-502



A bike with the Fazua Evation motor and battery removed.

Kymco subsidiary **Klever Mobility**, which made its market debut at last year's show, is launching the next product in its plans to be an urban bicycle specialist: the compact 20-inch Q25 electric folder. Kymco is a major producer of scooters in Asia.

"With the Klever Q25, we are primarily addressing potential e-bike customers for whom the lack of secure storage has so far been the main reason they haven't purchased an electric bike," Klever's Fritz Baumgarten said.

The folding bike integrates easily with public transport because it can be rolled on and off trains and up and down elevators when folded.

The Q25 uses the same core components as other Klever bikes including a Bluetooth-capable LCD display (with potential Smartphone connectivity) and electronic anti-theft protection.

No speed limits. A notable trend at Eurobike is the growing number of bikes that exceed the EU's electric-assist limit

of 25kmh (16 mph), under which they are considered to be traditional pedal bikes for regulatory purposes.

Many of the new crop of e-bikes can get riders going far faster than 25kmh, and most fall into the new category of S pedelecs (for "speed"). In countries such as Germany and Switzerland, S pedelecs are limited to 45kmh (28 mph) but may have motors that exceed the standard 250W limit.

With today's smart electronic control technology, users can change a 250W motor to something more powerful by changing a software setting without having to swap out the motor.

For example, the e-FP can be reprogrammed from a 25kmh regular pedelec to a 45kmh speed pedelec quite simply.

Similarly, Eurobike newcomers **SEV**, a French company with roots in the motorsports firm Scorpa, is premiering the Velix 700 range that allows users to program a maximum speed of up to 45kmh, along with other performance settings. Powering the Velix bikes is an "open source" mid-drive motor from MPF.

The U.S. brand **Polaris** is promoting powerful e-bikes, including S Pedelec models, that build on its background as a powersports manufacturer.

"We manufacture our own proprietary motors to reflect our 'electric Power Sports' primary focus," said Austin



Higdon, the company's managing director. "Our main two distribution channels will be motorcycle/scooter dealers and powersports dealers in three regions: Italy, Scandinavia and the UK."

Polaris, which makes a range of off-road all terrain vehicles, is showing eye-catching fat tire e-bikes for riding in snow.



Sunstar Virtus motor

Low but not slow. Recumbent bikes lend themselves to travelling efficiently at high speeds because their low profiles offer much less wind resistance than upright bicycles. Many riders favor them for long-distance commuting or high-speed touring.

It's no surprise that recumbents are fertile ground for electric assist options, especially among trike manufacturers.

One of the most striking e-recumbents comes from Germany's **HP Velotechnik**, which has added a number of features to its redesigned Scorpion Plus 26 trike.

Scorpion, the company

says, "has grown into a folding armchair trike" with a higher seat to give new recumbent riders more confident, while a wider stance enhances stability.

The electric version uses a Go SwissDrive that now offers a reverse gear and can be reprogrammed.

A "start power" feature provides an electric boost when needed, such as for starting up a hill or getting going with a load.

The company says the motor is efficient even at low revolutions, so it runs smoothly at low speeds.

An S pedelec version is in the pipeline.

The Scorpion frame can carry two 558 Wh batteries offering a range of up to 260 km (160 miles). HP Velotechnik also offers a "bulletproof" front fairing for extra speed and extra rain protection.

Richard Peace

Richard Peace is a freelance bicycle journalist and publisher (www.excellentbooks.co.uk)



SEV Velix 700



CRUISE ON OVER!

ChaoYang "Cruiser" Fat Tire is designed to handle any terrain! Ramped tread design that's built on a wide carcass creates a large foot print for extreme traction. Combine this with the ability to run low air pressure allowing you to go over any obstacle! Now available in Monster Size 26x4.9 with Dual Compound, 120tpi casing, with Aramid folding bead.

BIG DADDY

SIZE	ETRTO	SIZE	ETRTO
29x3.0	76-622	26x4.0	100-559
27.5x3.5	89-584	24x4.0	100-507
26x4.90	120-559	20x4.0	100-406
26x4.90 TLR	120-559		



Just BMX!

Arisun XLR8 Tire was designed in the USA with the input from top Racing Pro's to develop a fast track tire to compete at the highest level. These tires hook up on dirt and have excellent cornering ability, they can even handle asphalt. The perfect combination that any BMX'er is looking for! These tires are available in standard 20" and 24" sizes.



XLR8

New Products 2014

BioLogic Bike Mount WeatherCase

STAND
B4-304



The WeatherCase protects a smartphone from rain, sweat and grime while preserving full access to the touchscreen and front and rear cameras. It's light and fits easily in a pocket. With the AnchorPoint handlebar mount, the WeatherCase goes on or off the bike fast. Available for the iPhone, Galaxy, HTC One and other popular phones.

Cateye Volt700/Volt100

STAND
A1-201

The Volt700 and Volt100 are new USB rechargeable headlights with outputs of 700 lumen and 100 lumen, respectively. The light, compact Volt700 is rechargeable and features five light modes. Its large capacity battery is compatible with the Volt300 and Volt50. The compact Volt100 mounts on a helmet. It has three lighting modes and offers great side visibility.



Caribou Ibex 650B

STAND
B4-311

Caribou, which specializes in high-end frames, believes 650B frames are a perfect compliment to 29ers for long-travel bikes (over 130mm). Caribou's newest member of its Ibex family features 150mm of travel. The size is a perfect compromise for enduro riding. The Ibex 650B features an adapted TT length for short stems.



Carry Freedom Looong Arm

STAND
A2-318

The Looong Arm lets you take your boat on your bike. It adjusts to carry loads (of less than 45kg) that are between 1.7 and 6.0 meters (5.5 to 20 feet) long, on a Y Trailer from Carry Freedom. Also available: a surf trailer attachment that can haul surf boards, paddle boards, ladders and even a cello or double bass!



Aki Be All BS20-Di2

STAND
B2-406



With an easy-to-mount frame and versatile 20-inch wheels, the Be All BS20-Di2 is made for city travel. A Shimano Alfine Di2 internal 11-gear electronic hub provides a wide gear ratio. The bike takes tight corners quickly, while the quick-response electronic shifting gets you off to a fast start at traffic lights. A bright LED light, powered by a hub dynamo, adds safety.

Bobike Mini Exclusive

STAND
A7-400

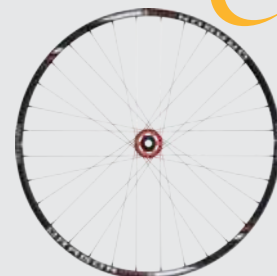
The Mini Exclusive is Bobike's newest bicycle seat for the little ones. It features a handlebar for extra grip, an egg shape for comfort and protection, and a soft and water-repellant cushion. A three-point seat belt keeps a child upright even when sleeping. Designed for children between the ages of 9 months and 3 years, or from 9 to 15 kg (20 to 33 lbs).



Novatec Dragon 27.5

STAND
A6-405

Novatec balances low weight and fast rolling characteristics on the Dragon 27.5 wheelset so cross-country racers can focus on being in the groove. The wheels are tubeless ready, and the multi-axle front and rear hubs accommodate all common sizes. The cassette body converts quickly from Shimano to SRAM XD for compatibility with XX1 cassettes. Weight is 1,545g/pair.



Protective 011501 P2

STAND
B2-401



Protective launches its first helmet line. A dual in-molded system optimizes stability while minimizing weight. Twenty vents help riders keep cool heads, while the Infinity loop fit system provides comfort, fit and one-handed adjustment. A mountain bike version includes a visor system. Weight is 235g (0.5 lb) in medium. Available in green, blue, white/titanium/carbon, red, white/grey/carbon, and matte black.

ZipVit ZV7 Energy Gels

STAND
B4-405

The ZV7 Energy Gel packs 51g of carbohydrate energy to fuel performance for at least a half hour. Cyclists need to consume between 100g to 120g of carbohydrates an hour for the best performance. ZipVit Sport uses a proprietary formulation that digests easily, reducing the risk of stomach upsets. A cyclist needs to eat just two gels an hour to reach the 100g target.



Elastic Interface Triada Performance

STAND
B5-209

Triada Performance is designed for the new generation of saddles that feature a large hole in the center. Perforated foam inserts throughout the surface deliver maximum breathability and quick dry properties. The Triada Performance is available in two versions: dual density, reinforced along the front sides of the saddle for greater comfort over long distances; and single density, without reinforcement, for triathlon shorts.



New Products Road Bikes

Marin Lombard Elite

STAND
B4-100

Lightweight butted tubing gives Marin's Lombard bike line strength and good ride quality, even when loaded with gear. The Lombard will handle long-distance commutes, off-road grinds, light touring or foul-weather rides. 3D forged dropouts with post mount disc brake and dual eyelets allow for easy rack and fender mounting. Durable brazed-in eyelets provide secure mounts for accessories.



Basso Astra 2015

STAND
B3-201

By optimizing the placement of the carbon fiber layers, Basso has reduced the Astra's weight from the previous version by nearly 20 percent while maintaining its stiff and low flex characteristics. The carbon monocoque frame, including the bottom bracket and all bearing housings, is made from a single mold without using different materials. It's available in six sizes and four color combinations. The weight of the frame and monocoque fork before painting is 960g (2.1 lbs) and 370g (0.8 lbs), respectively.



Fuji Tread 1.1

STAND
B4-300

Formerly the Feather CX, Fuji has renamed this bike to reflect its identity as a do-it-all, go-anywhere bike. It offers the efficiency of a road bike and the utility of fat tires, so it's as comfortable on the commute or in the woods as on the road. Based on Fuji's high-performance Cross frame, the Tread uses modified gearing and components — stem, saddle, and tires — better suited for off-road and on-road versatility.



Giant Defy Advanced SL 0

STAND
B3-300
+ TEST TRACK

The Defy Advanced SL 0 is made for demanding days in the saddle — think centuries, gran fondos and rough roads. The frame is handcrafted with a light Advanced SL composite that's optimized for a smoother and faster ride. The Defy Advanced SL 0 features such technologies as disc brakes and a D-Fuse integrated seatpost to reduce road vibration.



Focus Cayo

STAND
FG-E1
+ TEST TRACK



Focus expands its carbon fiber expertise with the Cayo, the first Focus road bike available with disc brakes. With an average weight of 880g (1.9 lbs) over all five sizes, the Cayo is one of the lightest disc brake frames on the market. Performance demands stiffness, and in the laboratory, the Cayo offers impressive measurements for head tube and bottom bracket stiffness.

Bangkok Cycle Infinite R-Flow Team

STAND
A6-408

With a full carbon aero frame, the R-Flow Team is engineered to transfer all of the rider's power to the road. Its geometries provide optimal riding positions whatever the discipline, from time trials, triathlon or standard road racing. It's equipped with Shimano Ultegra Di2 for fast, accurate shifting in all positions with Shimano's double shifting system.



sponsored by
nevi
TITANIUM BICYCLE FRAMES

STAND
B3 - 507

Spinas with titanium investment casting road fork

Nevi wanted to make a frame beyond all industry standards and aesthetic. The result is the Spinas, a frame unique in its craftsmanship, which combines Italian design, construction and technology. Spinas is a very rigid frame that offers spectacular

performance. This is thanks to its innovative tubing: the large three-sided downtube provides both stiffness and light weight, with a thickness of 0.5mm. The elegant black and gray appearance is the result of chemically-treated natural titanium, not paint or coatings

that add weight. The titanium fork is the first made using investment casting. With no lateral flexing, this rigid fork allows the use of a road disk brake if desired.

www.nevi.it



New Products 2014

Devinci Spartan Carbon

STAND
B3-206

Devinci's new Spartan bridges the gap between freeride adventure and enduro racing with full-suspension 27.5-inch Split-Pivot credentials. It's available in aluminum or carbon, with 165mm rear and 160mm fork travel. The Spartan DMC-G carbon frames feature Devinci's advanced EPS Molding.

Sunstar Virtus

STAND
A6-209

Is it a bicycle or an e-bike? With the Sunstar Virtus, it can be both. The Virtus is a universal detachable bottom bracket motor. It fits almost any standard bicycle frame but can be detached and installed on another bicycle in minutes. The only part that stays behind is the controller, which can be purchased separately. The controller works with an LCD display or the rider's smartphone. Sunstar, which has produced pedelecs for Japan since 2003, has more than 4,000 employees in 16 countries.

ControlTech Affilado

STAND
B4-209

ControlTech's Affilado turns heads and provides a refined connection between the rider and the bike. A one-piece construction keeps weight to a minimum, while a tuned carbon saddle shell offers the right degree of flex.



Tern Verge S27h

STAND
B4-304

The Verge S27h carries you and your load with sure-footed confidence. Designed in partnership with Velowerk of Switzerland, the Verge S27h features a custom CrMo fork, extra long seatsays, front and rear racks and ultra-wide 27-speed gearing. It's Rohloff-ready with an eccentric bottom bracket.



Bosch Nyon Computer

STAND
A6-203

Nyon is an all-in-one bike computer, combining e-bike control, navigation, and fitness functions in one device. The Nyon connects with the cyclist through a smartphone app or WiFi. Cyclists can use an online portal, www.eBike-Connect.com, to plan trips.



CycleOps Tempo H Mag

STAND
A3-702

The Tempo H Mag is equipped with a low noise resistance unit that's built with CycleOps' level of quality. It includes a remote control. The Tempo H Mag features a classic retro design, and is offered at an entry-level price point of only €139 (\$185).



Sigma Buster 200

STAND
A5-200

The Buster 200 incorporates a powerful 200-lumen beam and an integrated li-ion battery in a compact, rugged shell. A silicone sheath protects the aluminum housing on trails during night rides. The battery can be recharged through a micro-USB port. A new holder can be mounted without tools, even on oversized handlebars, thanks to a screw bracket with coin slot. An optional silicone mount adapts to any handlebar shape.



Spanninga Bopp

STAND
B4-210

Here's looking at you, Eurobike. Spanninga launches its quirky, useful Bopp lights in Friedrichshafen. Mount these mighty mini-lights for front and rear just about anywhere – handlebars, fork frame, seat post, seatstay, or rack. Or attach them to your shoes, bag or hat. Available in six colors.



rh+ Dryskin Air Through

STAND
B5-406

Dryskin Air Through uses a highly breathable fabric layered with mesh and air holes in strategic areas for breathability and comfort. An ultra-lightweight internal mesh layer is used only in areas prone to sweating. With air holes in the external layer, the Dryskin Air Through keeps the body cool by moving sweat away from the skin and speeding evaporation. The FD Platinum Dryskin fabric is a shuttle woven fabric that is 35 percent lighter than traditional fabrics. It's fast-drying and resists wear and tear.



Velo Senso Miles VL 1683

STAND
B2-503

The all-carbon composite structure of the Senso Miles provides comfort for long-distance and endurance road cyclists with its very light anatomical support. Velo's patented ArcTech suspension rails support the saddle's unique base. It's made with the latest UD carbon and advanced multi-forming technology.



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BC 5.12



BC 8.12 **ATS** BLACK



BC 12.12 **STS**



BC 14.12 **STS** ALTI



BC 16.12 **STS**

SIGMA SPORT presents the new TOPLINE models **BC 8.12 ATS BLACK** and **BC 14.12 STS ALTI**

The wireless entry-level model, the BC 8.12 ATS, is now also available in black. In response to multiple customer requests, SIGMA SPORT is offering the BC 14.12 ALTI with an altitude measurement function as a wireless STS model in black.

For further information, please visit:

www.sigma-topline2012.com

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New Products 2014

Ibis Tranny 29

STAND
B3-107



The Ibis Tranny 29, a versatile carbon fiber hardtail, features the Gates Carbon Drive as an option and is configurable as a single-speed or geared bike. To adjust the tension of the belt or chain, it's a simple matter of lengthening the chainstay via the slot machine mechanism behind the bottom bracket. Numerous cable routing options are available, including a provision for an internally routed dropper post. The Tranny 29 accommodates a 100mm or 120mm fork.

Ghost Bikes Riot LT 10

STAND
B1-400
+ TEST TRACK



The all-mountain Riot LT is made with the Ghost's patented Riot-link. A 150mm RockShox Pike is paired with the new CaneCreek Double Barrel Inline for responsive performance. Internal cable routing, carbon protectors at crucial points and integrated X12 thru-axle are just more of the unique features of this technological design.

Dr. Pad Doc 74

STAND
B5-610

Doc 74 is Dr. Pad's bestselling chamois, offering support and comfort for all cyclists. With its 3D design, side wings follow natural body curves. Through Dr. Pad's Cutting Technology, the high-density foam is shaped with smooth transition areas of changing thicknesses. No padding parts are sewn or glued, so riders don't experience the discomfort caused by hard threads when rain or sweat make them wet.



Super B TB-9785

STAND
A7-413

This advanced 14-in-1 folding tool set includes the most useful bike tools a cyclist can have by his or her side. It's equipped with two tire levers and a self-adhesive patch repair kit with six patches. The kit also includes 3, 4, 5, and 6mm hex keys; PH2, SL4 and T25 screwdrivers; a chain tool, and 2 and 3.5mm and Mavic M7 spoke wrenches.



Fabric ALM saddle

STAND
B1-409

Fabric worked with engineers from Airbus to create a cutting-edge saddle with a design previously considered unachievable with carbon fiber. Fabric moved the rear mounting points of the carbon rails to the edge of the base, opening up the center for flexibility. The rails act like a leaf spring to dampen vibration and allow flex. The 140g (5 ounce) saddle retails for £200 (\$335, €250).



DT Swiss 1700 Spline Two

STAND
A3-402

Based on DT Swiss' success with its Spline One wheelset, it's rolled out the Spline Two at a lower price to appeal to a larger group of customers. The 1700 Spline Two wheels are available in the same three rim widths as the Spline One for cross-country, all-mountain and enduro riding. The Spline Two will be offered only in 27.5- and 29-inch diameters.



Deuter Compact EXP16

STAND
B5-200

Deuter's growing Compact range of bike packs now includes the Compact EXP16. Deuter's "Auto-Compress" construction and close-set anchor points ensure a tight fit. The pack shrinks down for short rides or can be expanded to pack more. A spacious front pocket holds pump, tools, tubes, etc., and opens wide for easy access.



Innova DH Monster

STAND
A3-602

The Downhill Monster gobbles up miles of trail by using engineered plastic studs for better grip and handling. It's an all-round competition tire for a variety of downhill surfaces and weather conditions.



Hydrapak Stash

The Stash Collapsible Bottle uses a soft TPU construction with innovative molded top and bottom pieces that snap together. Simply squeeze them to open. Once compressed, the 2-inch-high Stash Bottles nest together for efficient storage. Hydration gear doesn't get any more minimalist or versatile. They are BPA/PVC free, dishwasher safe and include a "No-Leak" warranty.



Gaerne G-Stilo

STAND
B5-603

The G-Stilo balances comfort and weight. A laser-drilled microfiber upper provides breathability and climate control. The new Diagonal Closure System eliminates pressure points through the use of two Boa IP-1 micro adjustable reels and a Velcro strap. A new full carbon sole is so thin it transfers maximum power from foot to pedal.



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New Products 2014

Miranda Kappa Crank

STAND
A1-417



Made for e-mountain bikes, the Kappa crank's design is inspired by the mountains, with slopes and a central "peak." Complementing its rugged, resilient construction are Miranda's exclusive surface finishes, making the Kappa at home on any premium bike.

Industry Nine Classic Fatbike hubs

STAND
B3-206



The U.S. company is focusing on the growing fat bike market for 2015. The Classic Fatbike hubs are light, durable, efficient and compatible with all fat bike frame and fork standards. Based on Industry Nine's Torch mountain bike hubs, the Fatbike hubs use high quality seals and oversized axles. They're available in 10 colors, with either a 9/10-speed or 11-speed (XD-1) freehub.

Velospring Sen Comfort

STAND
A3-604

Sen Comfort grips combine the sensual feel of polished walnut with a technical innovation: Within the grips is a patent-pending spring mechanism that absorbs shocks and helps prevent stiff fingers. The wood is harvested from sustainable forests.



LOHAS Cyber Motions

STAND
A5-230

The Cyber Motions hub lets riders capture their cycling data, including speed, power, distance, and calories burned. With ANT-compatible devices, Cyber Motions transmits real-time information to a cycling computer or smartphone. With the LOHAS app, riders can share GPS, map, time and route information with social networks.



Brooks Norfolk & Suffolk Travel Panniers

STAND
A5-301

The Norfolk and Suffolk front and rear panniers are made from Bluesign-certified waterproof textiles. The roll-top panniers have a large outer pocket and additional four-way stretch side pockets. They use Ortlieb's QL2 attachment system, which incorporates a carrying handle.



Storck T.I.X.

STAND
A3-100

The T.I.X. is for cyclists who want to ride a Storck on their favorite cross-country rides. A premium carbon frame includes an oversized headset for greater head tube stiffness, proportional tubing for performance in all frame sizes, thru-axles for stability and disc brakes. It's available with optional electronic or mechanical gearshifts.



Moto Reflex Pedals

STAND
FG-WA118

Safety and urban style come together in the Moto Reflex Pedal. Moto's patented system does not use ball bearings, and fewer parts means a lighter pedal. Moto pedals allow an even transfer of force regardless of the type of shoe. Pedals are only 15mm high and weigh 190g per pair.



Dahon Clinch

STAND
A4-405

The Clinch is one of the lighter, more robust full-sized folding bikes on the market. Dahon's Lock-Jaw hinge technology increases rigidity, and its patent-pending inverted handle post design saves weight. The Clinch features a 10-speed SRAM Red drive train, FSA SLK BB 30 crankset and Dahon's exclusive quick release pedals.



KTM Revelator Sky

STAND
A4-300
+ TEST TRACK

The Revelator Sky is for ambitious endurance cyclists. The premium carbon frame, with an integrated seatpost clamp and internal cable routing, is made with aerodynamics in mind. KTM's new "Road Sport Geometry" is comfortable during hours of riding. It's equipped with Shimano Ultegra and DT Swiss wheels, and available in a Shimano Di2 version.



Selle San Marco Regale

STAND
B3-405

The latest iteration of the historic Regal says goodbye to its traditional rivets. But the Regale's restyling hasn't affected its characteristics. It's made for riders who prefer a flat profile so they can use the entire length of the saddle. All versions are available either in a narrow 138mm or wide 148mm width.



Automatic shifting for all with a single device

Schaeffler Technologies is launching an innovative automatic gearshift system that works on any conventional bicycle and can be hidden inside a bicycle frame.



The FAG Velomatic system

"Thanks to its narrow, extremely light design, the gearshift system can be fitted in the down tube or the seat tube and is not visible from the outside. The system is connected to the hub gear or derailleurs via a short shifting cable", said Dagmar Münch, manager of product development for the FAG Velomatic system.

The device measures 24mm by 180mm (1 inch by 7 inches) and weighs about 200g (7 ounces). Schaeffler recently started production of the system at its headquarters in Homburg, Germany.

According to Schaeffler, the FAG Velomatic system always calculates the optimum gear and ideal shifting points based on the cadence, force, wheel speed, and gradient. "This ensures excellent riding comfort with maximum flexibility," Münch said.

When used on an electric bike, a communications module links the FAG Velomatic with the electric drive system, or with a sensor in the bottom bracket of a conventional bicycle.

Schaeffler says the system helps e-bikes operate most efficiently, drawing less energy and increasing

battery range.

The system works with the Velodaptic app, which is available for smartphones and tablets. Cyclists can customize the system and create their own "shifting programs."

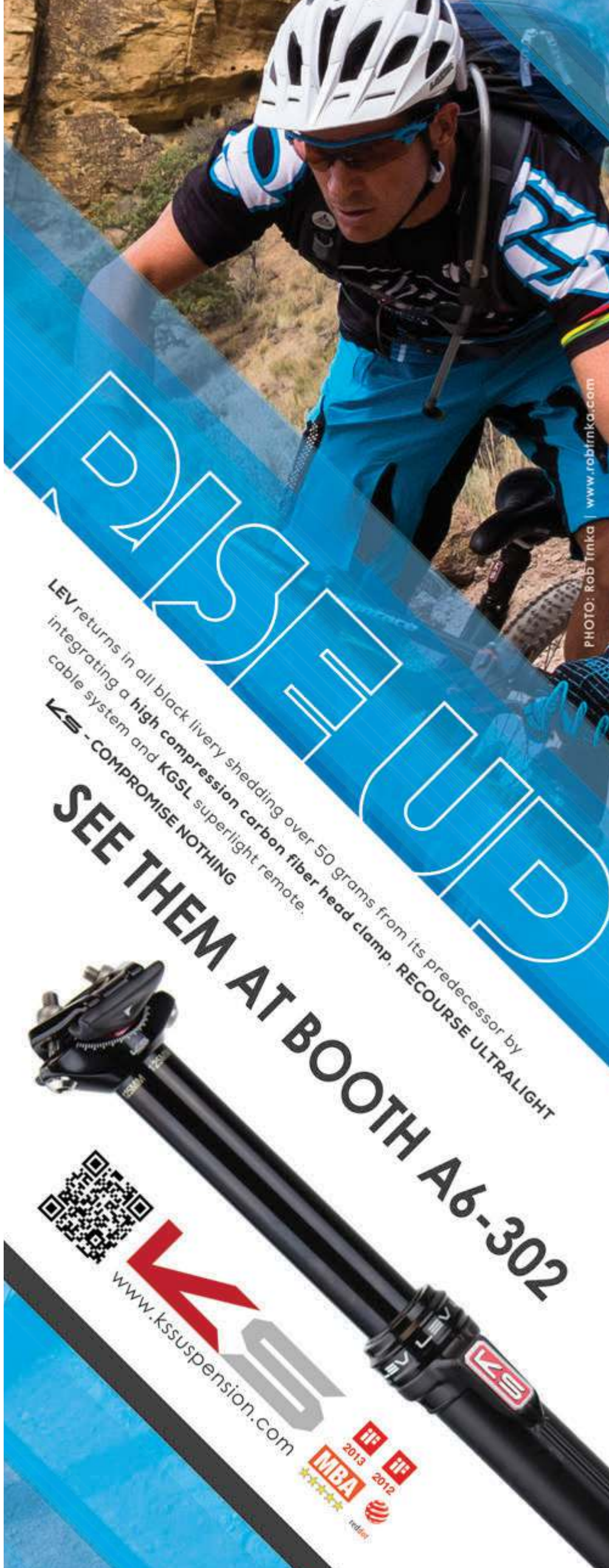
The app also records speed, cadence, force, torque, uphill or downhill gradient, distance and position and includes a compass function.

Schaeffler shares a common corporate heritage with ContiTech, because the Schaeffler Group is a key investor in ContiTech's parent company, Continental AG.

ContiTech is launching an e-bike drive system here at Eurobike, but Münch said the two systems aren't really competitors.

"We don't see any competition between us. There are no product overlaps," he said. "While ContiTech concentrates on drivetrains, Schaeffler concentrates on gear shifting."

With 79,000 employees, Schaeffler is a major supplier of bearings and other components to the automotive industry. ■ JB



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Storck outlines plans for 20th anniversary

Storck has exhibited at Eurobike since the beginning, but this year's show is special for Markus Storck, the company founder and general manager. This Eurobike kicks off Storck's 20th anniversary celebration for the 2015 season, and the company is offering limited edition versions of specially painted anniversary models.



Storck is also laying plans for future growth. The company purchased land next door to its headquarters in Idstein, Germany, where it plans to open a two-floor, 2,000-square-meter (21,500-square-foot) office and factory next year.

"Over the years we turned from a frame to a complete bike supplier," Storck said. "That's what we have to take into account when building up our new assembling site. Due to this and our growth we need more space."

He expects to expand the workforce, which has doubled to 30 since it moved into its current headquarters five years ago.

Storck said his high-end brand had grown by an average of 20 percent a year over the past five years.

"To continue like this we have to make some structural changes," he said, including bringing more

shareholders in to the company.

At part of the anniversary, Storck unveiled a new logo and website: www.storck-world.de will succeed www.storck-bicycle.de.

"The new website is much more than just showing bicycles. It's a platform for the entire Storck community worldwide. We cut the word 'bicycle.' Now it is just 'Storck,'" the founder said.

Storck bicycles and accessories are sold in almost 30 markets. The brand has returned to the United States under Tony Tanner of Houston, formerly with the retail consulting company The Mann Group.

Storck also has more than 10 stores and "Storck Studios" in major cities including Bangkok, Seoul, Singapore, and Taipei. A store in Manila is expected to open by year's end. ■ JB

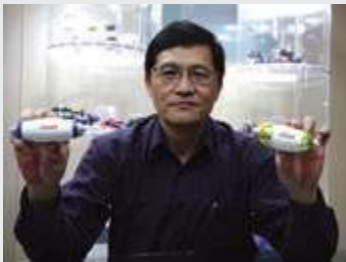


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Taiwan auto supplier debuts hub company

Backed by an investment of more than \$2 million (€1.5 million) from its parent company, a supplier to the automotive industry, Taiwan's Hubsmaster is making its debut here at Eurobike.



Bruce Wei (Photo: JB)

Founded in February 2013, Hubsmaster makes hubs, including dynamo hubs and hub motors for electric bicycles.

Its parent company is Soaring Technology Co., better known as Sotac, a public company that was Taiwan's first producer of liquid crystal displays (LCDs). Today, Sotac supplies touch screens to carmakers.

"We work closely with Ford and Nissan," said Bruce Wei, the president of Sotac and Hubsmaster. "Moreover, we own the company DigiCube Technology, which

concentrates on silicon storage solutions."

Wei said the company has strong in-house design and engineering capabilities. "We have been perfectly trained by the automotive industry," he said.

The company can produce 30,000 hubs a year for the OEM market and eventually will have a capacity of 20,000 units a month.

Hubsmaster also plans to launch front and rear hub motors that will connect wirelessly with smartphones.

"We are working on an 'intelligent wheel' with an e-hub motor that relies on our skills from the automotive industry," Wei said. The company will show prototypes of its "smart wheel" at Eurobike.

At the show, Hubsmaster is also showing products from its private aftermarket label, Lohas. ■ JB



THE LIGHTEST KTM HARDTAIL EVER!

The success-story of the KTM Myroons is continued with the Myroon 29 Prestige 1x11 RS1. The bike is designed for highest World Cup demands. The Shimano XTR 1x11 crankset is the perfect lever between the athlete's power and the bike's stiffness. And the comfort is ensured by a fork-revolution: The new Rock Shox RS1 Upside Down Fork and KTM Performance Carbon absorb not only small hits but also the big bumps. In combination with the newest KTM technologies the Myroon weighs only 8.8kg. The lightest hardtail that has ever left the KTM factory. Race-ready in 27.5" and 29". Race-ready in 27" and 29".

KTM-BIKES.AT



A4-300

Everyone but professional racers can now outfit a road bike with disc brakes

Disc brakes have become more or less standard on cyclocross bikes due to their intrinsic technical advantages, and they are also influencing new generations of drop-bar bikes, from comfort models to commuters.



Shimano disc brake and caliper

And everyone expects disc brakes will become the standard for road racing bikes. The only question is when. The industry is awaiting action from the UCI, the international body that governs professional cycling, to allow disc brakes at UCI-sanctioned races.

When it does, the industry is ready. Many brands are already equipping their road bikes with disc brakes, such as Giant and Liv with their new Defy and Avail models.

There are undoubtedly technical issues, particularly in the peloton when riders on disc-equipped bikes are next to those with conventional brakes.

Another issue is the need for wheel and quick-release standards, so neutral support vehicles can assist any team with spare wheels.

Because discs have to be well centered on the bike to avoid touching the brake pads, many expect that modern race bikes will use thru-axles similar to those used on off-road bikes. That means the industry has to agree on a standard for these kinds of quick-fastening thru-axles.

Shimano is leading the way toward standardization with its "Flat Mount," which is a more direct mount for road disc brakes.

Flat Mount helps reduce weight and provides a streamlined and aerodynamic appearance, along with easier tool access for adjusting the calipers.

An adapter allows the use of older MTB-type calipers as well. Shimano may have samples of the Flat Mount at Eurobike.

Here's a guide to the leading hydraulic disc brake products now on the market and at the show:

Shimano has released two versions of its hydraulic road disc brake. One is for use with 11-speed Dura-Ace and Ultegra

Di2 electronic groups, and the other is designed for its 11-speed Dura-Ace, Ultegra and 105 mechanical groups.

The hydraulic pump cylinders in both versions are embedded within the hoods for a neat and compact package.

Shimano's new brake caliper (BR-RS785) resolves some issues that arose when the previous version, BR-R785, was used on road bikes. The latter caliper was designed more for cyclocross bikes with frame chainstay lengths of 420mm, while the new BR-RS785 is designed for more typical road bikes with 405mm chainstays.

The Shimano road rotor (SM-RT99) takes advantage of its patented ICE technology, which Shimano developed for mountain bikes. This cooling technology dissipates a significant amount of heat from brake pads and rotors — of uppermost importance for road riders, especially on long descents.

By using ICE technology, Shimano is able to use small 140mm discs on the front wheels.

SRAM also has released hydraulic disc brakes across its range. The slick hydraulic calipers are a nice complement to most road bike designs. The rear disc rotor measures 140mm, while the front



SRAM Red 22 lever

disc is 160mm for heat dissipation on long and fast road drops.

Hydraulic cylinders are enclosed in the hoods of the levers. Because SRAM uses mechanical shifting, the hoods are a bit higher than normal.

SRAM offers four disc brake models: Red 22-HydroR, Force 22-HydroR, Rival 22-HydroR, and Force CX1-HydroR. SRAM has also released "rim" hydraulic brakes for its Red-22 and 10-speed groups.

Technical problems forced SRAM to recall all of its previous hydraulic disc brake models — some 19,000 pairs of brakes — in December. SRAM ordered the recall after several brakes failed during sub-freezing cyclocross races.

SRAM redesigned the brakes and is shipping a new version that it says has resolved the issues.

SRAM also owns the Avid brand of mechanical disc brakes. Their Avid BB7 model is a popular and reliable brake, but like most mechanical brakes uses only one brake pad.

TRP/Tektro doesn't produce entire groups like Shimano and SRAM, but it has always been out front when it comes to new road and 'cross hydraulic disc

brakes.

The company's Hilex brake levers, with integrated hydraulic cylinders, are designed for single-speed 'cross bikes. They operate a smart, nice-looking caliper. Tektro has laid a foundation for eventual integration with a multigear group.

The HY/RD is a hydraulic/mechanical disc brake produced by TRP. The rider operates the hydraulic disc brakes via a mechanical brake lever with normal cables.

The mechanical movement is converted into hydraulic power inside the caliper unit. TRP's hybrid system lets any cyclist with mechanical brakes or shifters upgrade to hydraulic disc brakes without spending vast amounts of money.

TRP/Tektro also offers a mechanical disc brake, the Spyre, which emulates a hydraulic brake. By pulling an U-lever arm on the caliper, two opposing pads are activated simultaneously and precisely for high performance. ■ **GE**



TRP HY/RD system

SHIMANO STAND
A1-200

SRAM STAND
A3-204

TRP/TEKTRO STAND
A5-203

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These brands make a strong case for protective smartphone cases

Earlier this year, an American journalist posted a photograph of a full-page advertisement from 1991 for Radio Shack, a chain of electronics stores.



BioLogic AnchorPoint

“There are 15 electronic gizmo type items on this page,” he wrote. “13 of the 15 you now always have in your pocket.” We take for granted how smart today’s smartphones really are, and no longer bat an eyelash at the fact they serve as video recorders, cameras, computers and calculators along with pocket-sized phones. The only gizmo that wasn’t in the

ad was a GPS device — something we’d be lost without today. It would have cost \$3,054 to buy all of the Radio Shack gadgets in the ad. But today’s smartphones aren’t exactly cheap. And the fact that one smartphone has replaced so many different devices means that it’s important to take care of them. That’s especially true when it comes to putting a smartphone on the handlebars of your bike. Fortunately, the number of smartphone protection systems has expanded in recent years. Now there are many ways of making sure your portable phone/camera/recorder/calculator/GPS/speedometer (think Strava) stays on the handlebars no matter how bumpy the road.

BioLogic has been making progressively tougher iPhone and Android cases for years. This year, it’s unveiling what it calls an “ecosystem” of Bike Mount smartphone cases for handlebars. The line consists of three cases and bags that affix with the same attachment system, the AnchorPoint Bar Mount.



Elegance Finn

The rugged, four-point clamp system attaches to any bicycle handlebar or stem horizontally or vertically. As a nice touch, it also attaches to a standard tripod to create a sturdy platform for shooting photos or video. The smartphone can be used with a flat or 10-degree display angle.

BioLogic says positive stops in the closing mechanism prevent the clamp from working loose on rough rides. The AnchorPoint is included with new BioLogic Bike Mount devices cases including the Hard Case, WeatherCase and Dry Bag.

The Dry Bag is a waterproof-to-1-meter (3 feet) protective shell for larger smartphones. It is made of TPU with sonically welded seams. Front and rear windows allow access to touchscreen and camera. The Dry Bag fits phones such as the Samsung Galaxy Note 3 with dimensions of up to 152 x 80 x 12 mm.

The Bike Mount WeatherCase is a weatherproof smartphone case made from sonically welded TPU with rainproof zippers. It is available in phone-specific sizes.

The WeatherCase is for the iPhone 5, 5s and 5c, and for the Galaxy S4/S3, HTC One (M7) and phones up to 139mm x 71mm x 10mm.

The WeatherCase XL fits phones up to 151mm x 78mm x 10mm, including the HTC One (M8), Samsung Galaxy S5, LG G3 and Sony Xperia Z2.

The BioLogic Hard Case, as the name suggests, is the company’s tough-as-nails smartphone case. It’s made from precision-machined aerospace-grade aluminum and use internal silicone suspension for shock protection.

The Hard Case is only for the iPhone 5. Its patented waterproofing technology meets IP68 standards, ensuring protection from heavy rain, snow, dirt, dust, sweat, and sand.

The **Finn** looks flimsy — it’s a silicone handlebar strap — but looks are deceiving. It’s actually quite robust. The Finn is also fiendishly simple because it has no screws to tighten and no multiplicity of clips to fiddle with (and lose) for affixing different smartphones. There’s also no weather-protective box — although the Finn can be used with a number of waterproof cases available from other companies.



The Finn is made in Austria for BikeCityGuide which, as its name suggests, produces navigational city cycling guides for smartphones. The guides, which provide turn-by-turn navigation, are available for more than 30 Western European cities. Each Finn includes a code for one city guide worth €4.49 (\$6.00).

Ibera makes a range of 12 smartphone cases, including fully waterproof models for selected phones. Smartphone Cam Case IB-PB12 is made from TPU with ultrasonic welded seams and fits the HTC One X, HTC Butterfly, Samsung Galaxy S3, and similar-sized phones.

The Waterproof Smartphone Case IB-PB20 is suitable for larger phones such as the Samsung Galaxy Note 3. Ibera’s StemClamp is a quick-release mount with a pivoting arm, useful for angling the phone to take photos or video.

The Waterproof Smartphone Case IB-PB20 is suitable for larger phones such as the Samsung Galaxy Note 3. Ibera’s StemClamp is a quick-release mount with a pivoting arm, useful for angling the phone to take photos or video.



Ibera Smartphone Cam Case

Topeak’s existing RideCase and DryBags smartphone cases now benefit from a new mount. The RideCase Mount offers a solid mount on the handlebars because it attaches via the stem bolt and takes the place of the stem cap. A handlebar adapter accommodates situations where the mount can’t be attached to the stem. The aluminum RideCase mount is angle-adjustable.

■ CR



Topeak RideCase Mount

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Can we talk? GPS devices work hard to communicate with smartphones

Generally speaking, bicycle retailers don't enjoy selling GPS devices. The revenues are small and a store staffer can spend hours educating a consumer who will probably go and buy the device online anyway.



Garmin Edge 1000

Just keeping up with the industry is no easy task. Garmin, the major provider, offers a vast product range that includes not only new GPS devices, but action cameras and fitness accessories.

Brands like Lowrance, Xplova and VDO have disappeared from the GPS market, while newcomers like NAVAD, based in Cyprus, are working hard to establish themselves in the competitive German-speaking market.

Every new advance in smartphones reduces the need for someone to own a separate GPS device. Of course, smartphones aren't ideal GPS units — they have to be protected from the weather, they need extra batteries for longer tours, and their screens are almost impossible to read in bright sunlight.

The challenge is not always deciding between a smartphone and a dedicated GPS device but in using them together. The magic word is "connectivity."

Red-hot Bluetooth.

The big kahuna of navigation, **Garmin**, has jumped on connectivity trend and equips its devices with a Bluetooth Low Energy (BLE) wireless connection.

Following the lead of the Edge 810, designed for cycling, Garmin's Oregon 600 and GPSMap64 series have incorporated BLE for their devices,



Komsa's Teasi "Easy Mode" for older users

which are intended for general outdoor use.

Cyclist can link their phones to the Garmin Edge 810 and other devices to get weather reports, use social media and download course maps using Garmin's smartphone app.

Garmin's newest flagship bike computer, the Edge 1000, incorporates WiFi connectivity along with BLE.



Komsa offers a vast product range to retailers.

Customers with Android and iOS smartphones can push text messages and incoming call notifications to the Edge 1000 so the phone can stay in a pocket.

Like the **MioCyclo** 505 and its Mioshare software, the Edge 1000 will automatically synchronize a rider's trip and training data once it connects with a WiFi network through the Garmin Express software.

Is it easy and user-friendly? Yes — after the user has configured all of the software and the devices.

Crossed signals. The move to BLE reflects a behind-the-scenes struggle for Garmin and other manufacturers over communications protocols.

In 2006 Garmin bought Dynastream, a Canadian company that developed the ANT+ protocol. Garmin devices used ANT+ to connect with heart rate monitors and cadence and speed sensors.

Other companies like Suunto used proprietary ANT versions, while Polar and Sigma developed their own protocols.

Now everything is shifting. Suunto's new sports watch, the Ambit 3, uses BLE while the Ambit 2 uses ANT+. Sigma's ROX 10.0 GPS connects with ANT+

sensors but not with Sigma's older devices.



Even Polar has migrated to BLE from its long-standing W.I.N.D. protocol on its new V-800 sports watch.

Unfortunately, not every accessory such as a heart rate monitor or cadence sensor automatically works with another manufacturer's device.

Even if the wireless connection is the same, the communications protocols are different. ANT+, meanwhile, is comparatively well-developed, and allows multiple connections between one sensor and multiple devices.

Dirk Sandrock, CEO of **O-Synce**, believes the near future will include a combination of both standards. At Eurobike, O-Synce is presenting the Coachsmart, a bike computer that operates on BLE and ANT+. The O-Synce Multiremote, incorporates a combined BLE/ANT+ microchip.



No explanation needed. Some companies remain focused on simple navigation. **Falk**, for example, is aiming to become No. 2 in the German market behind Garmin with easy-to-use, comfortable devices that work out of the box.

In contrast to Garmin, Falk offers just three models: the Ibex and Lux, for cyclists and hikers, and the Pantera, a sports device with car-like navigation.



"Our main target groups are still touring bicyclists and hikers, but we are quite satisfied with the success of Pantera as a device for racing cyclists," said Michael Zach, head of product and marketing for Falk's parent company, United Navigation.



Falk promotes its easy-to-use systems



Navad, from Cyprus, is working to establish itself in the European market.

German company **Komsa** is focusing on BLE instead of ANT+. Founded by a Swedish mobile phone specialist, Komsa is eyeing outdoor electronics, with GPS devices just one part of its vast product range.

Komsa's Teasi Pro uses BLE instead of ANT+. Perhaps more significant is the Easy Mode on the Teasi One2, which simplifies GPS functions for ease of use, especially for older users.

Because their customers are over the age of 50, "our goal is simplicity," said Matthias Arnold, head of product management.

That benefits retailers as well as users. "With the Teasi, the dealer doesn't have to explain the device for two hours — and our Teasi prices have held steady," he added. ■ **Thomas Froitzheim**

Journalist and navigation consultant Thomas Froitzheim has specialized in GPS systems since 1999. He is the founder of Naviso Outdoornavigation (www.naviso.de)



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Fun in the rain at Demo Day





Dryve, they said — even if it's raining or windy outside

Windsurfing might not be the most obvious place to look for inspiration on how to stay dry, but that's where much of the technology behind the Swiss-invented Dryve protective cover comes from. It's made from tough rip-stop canvas and transparent plastic and forms a waterproof canopy over a bike and rider



Dryve inventors René Wuttig and Sybille Wiens stay dry at Demo Day yesterday.

The Dryve has been refined and prototyped over two years by a Swiss duo — Sybille Wiens and René Wuttig, a dentist by profession, who was sick of getting wet on his short commute to work. The pair are at Eurobike looking for distribution for the Dryve, which was just about to enter production.

"We're getting a lot of interest from England, Norway, Holland, the Scandinavian countries, all the places where it rains a lot," said Wiens, the product's designer.

When not in use the Dryve easily detaches and folds down into a circle, much like the popular round pop-up tents.

"From a little ring to a very big thing," said Wuttig. "You can use it with every kind of bicycle, and different kinds of handlebars, it's totally flexible."

He added that the open sides did not compromise the rain protection since even at low speeds the airflow off the front canopy forced rain away from the rider. And the Dryve is capable of withstanding even very strong gusts of wind.

"We're windsurfers," Wuttig said. "We understand a bit about wind: You cannot work against the wind, you must always work with it." ■ ML



SR Suntour will shift shock assembly to France in 2015

Beginning next year, SR Suntour France will begin assembling rear shocks in France, the company's Henri Manders said yesterday at Demo Day.



Henri Manders

"We decided it yesterday. I already wanted to move some production to France for a long time, but now everybody has agreed," said Manders, SR Suntour's OEM coordinator.

SR Suntour is making the shift from Asia to meet the needs of bicycle manufacturers. The company is preparing a factory in Chambéry so assembly can begin in January.

"Assembly in Europe is very attractive for our clients. In the bicycle industry more companies are

considering this step," Manders said. "We will begin with just rear shocks.

Every frame has its own geometry and needs a specific adjustment."

He said the French production would allow SR Suntour to quickly accommodate the special needs of OEM customers.

"In our French factory, we can produce rear shocks custom-made for every client, for every frame. No problem. In the future we can even increase our production with other components, like front forks."

According to Manders, SR Suntour will also start to produce carbon components, along with aluminum and magnesium.

SR Suntour has sold carbon components for some time but production was outsourced to other companies.

Now it is gradually increasing the number of carbon components it makes in-house. Manders said the company plans to broaden its carbon product range with such products as bottle holders. ■ AH



STORCK

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Storck Bicycle starts its 20th year of trading with the all new AERFAST. The new aerodynamic frame set is designed with 'sectional aerodynamic shaping' and symbolizes the innovative capability of Storck. The meaningful combination of high technical features, function and design is one of the most distinguished forces of Storck Bicycle since years.

The German high end brand will celebrate its 20th anniversary in 2015 and looks back on a unique success story. Thanks to the support and excellent work of more than 20 international distribution partners too. Looking to the future we're keen to grow our business with those who are interested in representing the first-class product range of Storck Bicycle. If this is you, then please get in touch with us.

You will find us at

HALL A3-100



Höganäs employees finish 1,000km e-bike ride from Swedish headquarters

On Aug. 17, a team of Höganäs employees left the company's headquarters in Sweden on a fleet of electric bikes equipped with the company's new electric motor.



OHM XU-800

Yesterday afternoon — after more than 1,000km and 10 days of riding — six riders pedaled into the Messe — tired, damp, but satisfied with the overall performance of their system.

Stop by the company's booth during the show, in the outdoor area between Halls A6 and B4, and you know that you will be talking to someone who is intimately familiar with the Höganäs system.

"We think that it's very important to know your product," said Julia Persson, the company's marketing and event coordinator. "If you're going to sell something, if you're going to talk to customers, you have to know what you're talking about."

A total of 10 employees were part of the "eCaravan," although most of them switched between riding and driving two support cars.

Joining them in Ellwangen, Germany, were two representatives of Varta Microbatteries, which supplies the batteries for the Höganäs system.

Along the way, the group met with local retailers to discuss the Eclino system and let them test ride it as well.

Most of the team rode Ohm XU800 bikes. Ohm, an e-bike brand from Vancouver, British Columbia, recently launched the bike using the Eclino system.

"When you came to the south of Germany, there's so many hills. You can't imagine!" Persson said. "I love this, because now we can really prove the power of the system."

One of the benefits Höganäs touts is that its system never overheats.

The Eclino system uses what the company describes as a "transversal flux motor" that provides very high torque — useful for climbing hills — and high drive efficiency.

Cyclists typically went through two batteries a day, and occasionally a third on longer rides or rides when they faced heavy headwinds or steep climbs. The Eclino system uses Varta batteries for longer life.

Höganäs says its production process uses less copper and creates minimal waste during the process of forming the motor's iron core.

Persson rode part of the way, but said knee problems required her to drive as well. She said the team suffered only one flat tire on the way.

The Eclino system performed well, she said "We also wanted to prove that you can extend your range. We want people to know that you can easily go 1,000 kilometers," Persson said. "You don't have to do it in nine days, though, but you can go on a vacation."

The team rode as many as 150km (93 miles) each day. Persson said the cyclists were mostly enthusiasts but not hardcore road cyclists.

"We're all just employees of Höganas. None

of us is well trained or has been cycling a lot. We're just regular people." ■ DM



Employees of Höganäs arrived yesterday afternoon after a 1,000km ride from their headquarters in Sweden.

PRECISION STEERING for MTB and Road Bike



MTB-AL-110BT FOV

WIDTH: (ø25.4) 540 560 580 600 620 mm
(ø31.8) 560 580 600 620 640 660 680 mm



MTB-AL-300BT FOV

WIDTH: 600 620 640 660 680 700 mm



MTB-AL-312BT FOV

WIDTH: 600 620 640 660 680 700 mm



TDS-D600

EXT: 60 70 80 90 100 110 120 mm



TDS-D601

EXT: 50 60 70 80 mm



TDS-D602

EXT: 60 70 80 90 mm



CODE 5

TDS-RD701-8FOV/EN-R

EXT: 80 90 100 110 120 130 mm



FLANDERS DR-AL-199

- 1 Wider Bar Bore, easy to equip Stem, Computer Mount, Clip on aero bar, Light and so on.
- 2 35 x 28mm Big Oval Upper offers 60% more area to support rider's palms
- 3 6° Back Sweep upper easy to maintain aero riding position
- 4 Maximum upper width offers wider holding points
- 5 3° degree outward lower for better balance and chest breath
- 6 Dual Drops follow 4 widths to catch better lower position
- 7 More extend lower easy to rock at spinning



After the success of its dropper post, KS opens its first U.S. office

When Rick Taylor moved into KS Suspension's new Southern California office in early July, he didn't have to think about how to set up the desks or the lounge, or where to display product.

"I had designed it already at least 10 times," he said.

As head of KS Suspension's U.S. operations for eight years, Taylor had long been waiting to move out of his home office into a dedicated space where he could host media and product managers.

He finally got the nod from company headquarters in Taiwan to lease a space. Taylor has hired a new employee to head up customer service, and anticipates adding one or two additional staff for customer service and sales support.

"The first pieces of the puzzle was getting the building," Taylor said. "It shows the additional level of commitment on [Taiwan's] part."

Taiwan has reason to invest in North America. The company has seen significant growth in the six years since

it began pushing its KS brand of dropper posts. KS just announced an OEM deal with Trek for dropper posts on some 2016 model year bikes.

The KS LEV adjustable-height post has earned a reputation as one of the best on the market, which has allowed the company to pick up OEM sales and grow its aftermarket business.

Sales have ticked up as smaller boutique brands move manufacturing to Asia and begin selling box bikes instead of frames with build kits. That means instead of a KS dropper post being listed as an option, it comes standard on such bikes. KS has also been able to trickle down its high-end dropper technology to entry- and mid-level bikes, picking up

more business along the way.

The Trek deal is the first project of its kind with such a dominant brand.

"It's a big step," Taylor said. "Trek has one of the biggest volumes in North America."

With the introduction here at the show of its Ether brand of handlebars and stems, KS has potential to grow even more. Currently, Ether consists of a 780mm alloy and carbon fiber downhill bar with 20mm rise, and a 720mm wide flat bar. The alloy stems come in 50mm and 70mm lengths.

The layout structure of the carbon bars allows flexibility, but they remain torsionally stiff, Taylor said. The addition of bars and stems allows KS to sell a complete cockpit and remain on par with competitors like Thomson. ■ NF



Rick Taylor

Quarq power meter fits SRAM MTB drivetrains

Quarq is returning to the mountain bike power meter market with a new system developed exclusively for SRAM's single-ring drivetrains.

The meter is compatible with all SRAM crank lengths, bottom brackets and Q factors, and can be retrofitted with existing XX1, X01 and X1 drivetrains by swapping the chainring, said Troy Hoskin, Quarq's marketing director.

The meter, which debuted at Demo Day yesterday, measures cadence through an accelerometer that eliminates the need for a magnet on the frame.

It has a waterproof rating of IPX7, which means it can be submerged in

1 meter (3 feet) of water for up to 30 minutes. This new version also has active temperature compensation that computes and adjusts for temperatures between -17 degrees C (1 degree F) and 54 degrees C (129 degrees F) on every pedal stroke.

The impetus for the meter's development initially came from SRAM's World Cup XC and Enduro World Series racers, but tracking watts and power output isn't just for those

pinning on number plates, Hoskin said.

"What we're seeing in both road and mountain is that riders want to improve and they want to know they're improving. The power meter is the best tool for that," he said.

The power meter crankset will retail for for €1,130 (\$1,500), plus extra for the appropriate chainrings. At 626g (22 ounces) it adds a little weight to the drivetrain.

Quarq briefly sold a 2x10 power meter mountain before SRAM acquired the brand in 2011, but its potential was limited because the 120/80 BCD chainring wasn't compatible with 29ers, Hoskin said. ■ NF



Quarq Power Meter fits SRAM 1x mountain bike drivetrains.

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Transport Guide

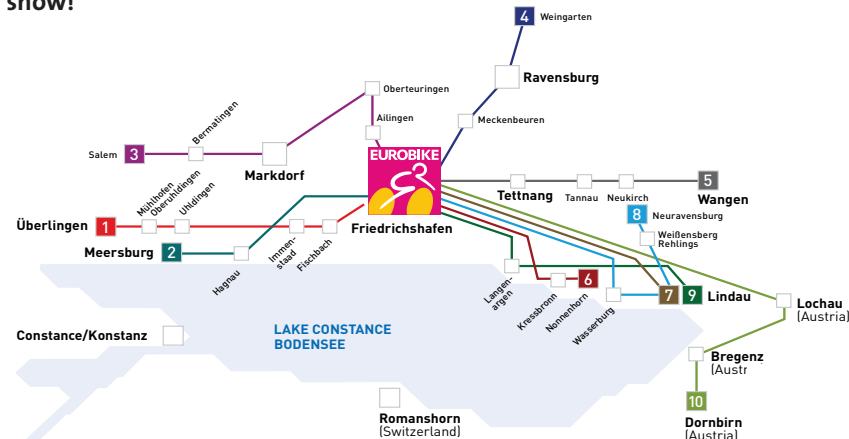
Eurobike Commuter Services

Whether you're arriving in Friedrichshafen by plane, ship or train, Eurobike offers many shuttles that bring you to the international hub of the bicycle world at Messe Friedrichshafen, and back again.

Hotel Shuttle

No stress and no cost

Take your time at breakfast. The Eurobike hotel shuttle will pick you up at your hotel, or close by. Ten shuttle lines connect the region between Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!



1 Hotel Shuttle Überlingen - Uhdlingen - Immenstaad - Fischbach

Bus Stop/Haltestelle	Tour 1	Tour 2
Überlingen/Andelshofen Hotel Johanner-Kreuz*	6:54	8:39
Überlingen ZOB*	6:59	8:44
Mühlhofen Hotel Kreuz*	7:12	8:57
Oberuhldingen Marktplatz*	7:18	9:03
Unteruhldingen Meersburgerstraße*	7:21	9:06
Immenstaad Rathaus*	7:37	9:22
Immenstaad Dornier**	7:40	9:25
Fischbach Hotel Maier*	7:43	9:28
Friedrichshafen Hotel Föhr/Albrechtstraße*	7:49	9:34
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:20
Sat/Sa 30.8.	18:30	

2 Hotel Shuttle Meersburg - Hagnau

Bus Stop/Haltestelle	Tour 1	Tour 2
Meersburg ferry station/Fahrplanleger*	7:30	9:00
Meersburg Kirche*	7:33	9:03
Meersburg Sabenheim*	7:35	9:05
Hagnau Mitte*	7:39	9:09
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:05
Sat/Sa 30.8.	18:30	

3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

Bus Stop/Haltestelle	Tour 1	Tour 2
Salem Hotel Schwanen*	7:11	8:41
Salem Hotel Recks*	7:16	8:46
Salem Hotel Apfelblüte*	7:18	8:48
Bermatingen Markdorferstraße*	7:23	8:53
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58
Markdorf Hotel Wirthshof*	7:33	9:03
Markdorf Hotel Letze*	7:35	9:05
Oberteuringen Hotel Adler*	7:41	9:11
Ailingen Hauptstraße*	7:49	9:19
Ailingen Rathaus*	7:51	9:21
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:05
Sat/Sa 30.8.	18:30	

4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

Bus Stop/Haltestelle	Tour 1	Tour 2
Weingarten post office/Post*	7:17	8:47
Weingarten Charlottenplatz*	7:20	8:50
Weingarten Linde*	7:21	8:51
Ravensburg Marienplatz*	7:30	9:00
Meckenbeuren Hotel Wiesental*	7:42	9:12
Meckenbeuren Buch*	7:43	9:13
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:00
Sat/Sa 30.8.	18:30	

5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettnang

Bus Stop/Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA (formerly/ehemals Waltersbühl)*	7:00	8:45
Wangen Bahnhof*	7:05	8:50
Neukirch Rathaus*	7:23	9:08
Tannau*	7:30	9:15
Tettnang Bärenplatz*	7:35	9:20
Tettnang Saestrasse*	7:37	9:22
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:20
Sat/Sa 30.8.	18:30	

6 Hotel Shuttle Nonnenhorn - Kressbronn

Bus Stop/Haltestelle	Tour 1	Tour 2
Nonnenhorn Hotel Zum Torkel*	7:25	8:55
Nonnenhorn Hotel Haus am See*	7:30	9:00
Kressbronn Strandhotel Nonnenhoner Straße*	7:32	9:02
Kressbronn Hauptstraße*	7:35	9:05
Söhren Langengargenerstraße*	7:40	9:10
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:00
Sat/Sa 30.8.	18:30	

7 Hotel Shuttle Lindau Island/Insel

Bus Stop/Haltestelle	Tour 1	Tour 2
Lindau Bahnhof (Insel/Insel)*	7:12	8:47
Lindau Casino/Spielbank*	7:15	8:50
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:05
Sat/Sa 30.8.	18:30	

8 Hotel Shuttle Neuravensburg - Weißenberg - Lindau - Wasserburg

Bus Stop/Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach*	6:59	8:34
Neuravensburg Gasthof Hirschen*	7:02	8:37
Weißenberg/Rehlings B12*	7:09	8:44
Lindau-Reutin Rathaus*	7:12	8:47
Lindau Berlinerplatz/LindauPark*	7:14	8:49
Lindau Aeschacher Hof*	7:17	8:52
Bad Schachen Kreuzung Schachenstr./Badstr.*	7:25	9:00
Wasserburg Bahnhof*	7:35	9:10
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:20
Sat/Sa 30.8.	18:30	

9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eris Kirch

Bus Stop/Haltestelle	Tour 1	Tour 2
Lindau Casino/Spielbank*	7:15	8:50
Langenargen Oberdorf*	7:30	9:05
Langenargen Marktplatz*	7:40	9:15
Eris Kirch-Moos Hotel St. Theresia*	7:50	9:25
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:10
Sat/Sa 30.8.	18:30	

10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)

Bus Stop/Haltestelle	Tour 1	Tour 2
Dornbirn Rathaus (Marktplatzseite)*	6:30	8:50
Dornbirn Messekreuzung, KIK/A/ gegenüber Sheraton*	6:35	8:55
Bregenz Hotel Deutschmann*	6:55	9:15
Bregenz Bahnhofplatz*	7:00	9:20
Bregenz Hafen (nach Kreisverkehr bei HTL)*	7:05	9:25
Lochau Seehotel am Kaiserstrand*	7:10	9:30
Arrival Entrance East/Ankunft Eingang Ost	7:45	10:05
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 27.8.-29.8.	18:30	20:45
Sat/Sa 30.8.	18:30	

All timetables are also available on our website www.eurobike-show.com (Travel & Accommodation) or in our **EUROBIKE app**

naviki App: Use the free navigation app for Android and iPhone. naviki will always show you the best cycling route to the EUROBIKE. More information: www.eurobike-show.com

Airport Shuttle

Zurich, Friedrichshafen, Memmingen



ZURICH Airport/Flughafen - EUROBIKE			
Departure Zurich/Abfahrt Zürich			
26.8.	8:00	9:00	10:00
27.8.	7:30	8:30	9:00
28.8.-29.8.	7:30	8:30	9:30
30.8.	8:00	9:00	
Departure EUROBIKE Entrance West/Abfahrt EUROBIKE Eingang West			
27.8.	14:00	17:00	18:00
28.8.-29.8.	14:00	16:00	17:00
30.8.	14:00	16:00	17:30
FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE			
August 27-30/27. bis 30. August 2014			
Bus Stop/Haltestelle From/Von Until/Bis			
Airport/Flughafen	8:00*	8:30	18:30 (19:00)*
EUROBIKE Entrance East/Eingang Ost	8:10*	8:40	18:40 (19:10)*
Departure/Abfahrt			
EUROBIKE Entrance East/Eingang Ost	18:15*	18:45	19:15*
Airport/Flughafen	18:25*	18:55	19:25*
* Additional times August 27-29 zusätzliche Zeiten von 27. bis 29. August No need for booking. Buchung nicht notwendig.			
MEMMINGEN Airport/Flughafen - EUROBIKE			
Departure Memmingen/Abfahrt Memmingen			
26.8.	9:00	15:30	
27.8.-30.8.	8:00	10:00	13:00
Departure EUROBIKE Entrance East/Abfahrt EUROBIKE Eingang Ost			
27.8.-30.8.	07:00	09:00	12:00
15:00			
18:00			

Free Rental Bikes

During Eurobike a total of 500 rental bikes will be available at various locations — and they're free!

Visitors and exhibitors can make their way to the exhibition center easily and quickly. And what could be a more fitting way of arriving at the world's biggest bicycle show? In the evening, it's easy to get back to their starting point. Get in the Eurobike mode before you even reach the center. And the best thing about the bike rental service: it's free. For more details, see www.eurobike-show.com/eb-en/travel/bike.php

Rental Process

Call the Rental Hotline (24-hours daily from Aug. 27- to 30); +49 30 69205046. A credit card is required when booking. You'll receive a code to open a bicycle's lock. Off you go!

Rental Stations

- Exhibition Grounds Entrance West (staffed, open all day);
- ERIBA-City
- Camping Park;
- Main City Station
- Harbour Station
- Airport /DB stop

Friday: After-Party Shuttle

Why worry about how to get back to the hotel when you'd rather be partying?

Relax. On Friday, Aug. 30, Eurobike organizes a free After Party Shuttle Service. There will be four bus routes: Überlingen, Oberteuringen, Weingarten and Bregenz, Austria. Shuttles start at 0:30 from Entry West.

Airport & Train/Ferry Shuttle

At left is a table for bus shuttled running from Zurich Airport, Friedrichshafen Airport and Memmingen Airport to Eurobike and back. For Zurich & Memmingen booking during the show at the information desk foyer East

Ferry Services

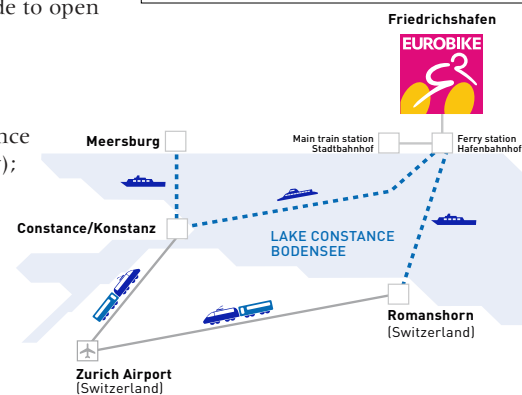
You can also reach Eurobike by ferry across beautiful Lake Constance.

The Lake Constance ferry ("Boden-seefähre") connects Konstanz, southwest of Lake Constance, with Meersburg, east of Friedrichshafen. Or you take the catamaran from Konstanz directly to Friedrichshafen. Finally there is also a connection between Romanshorn, Switzerland, south of Lake Constance, to Friedrichshafen. Below are the schedules.

FERRY BODENSEEFÄHRE Constance Stadt/Konstanz Stadt - Meersburg			
Departure Constance/Abfahrt Konstanz			
Mon-Fri/Mo-Fr	00:05	every/alle 60 min	05:05
	05:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05
Sat-Sun/Sa-So	00:05	every/alle 60 min	06:05
	06:35	every/alle 30 min	07:05
	07:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05
Departure/Abfahrt Meersburg			
Mon-Fri/Mo-Fr	00:35	every/alle 60 min	05:35
	06:05	every/alle 15 min	21:35
	22:05	every/alle 30 min	23:35
Sat-Sun/Sa-So	00:35	every/alle 60 min	06:35
	07:05	every/alle 30 min	07:35
	08:05	every/alle 15 min	21:35
	22:05	every/alle 30 min	23:35
Duration of the journey approx. 15 min. Subject to a charge. Fahrzeit ca. 15 min. Kostpflichtig. www.bsb-online.com			

CATAMARAN KATAMARAN Constance/Konstanz - Friedrichshafen			
Departure Constance/Abfahrt Konstanz			
Mon-Fri/Mo-Fr	06:02	every/alle 60 min	19:02
Sat-Sun/Sa-So	08:02	every/alle 60 min	19:02
Departure/Abfahrt Friedrichshafen Ferry Station/Hafen			
Mon-Fri/Mo-Fr	06:02	every/alle 60 min	19:02
Sat-Sun/Sa-So	08:02	every/alle 60 min	19:02
Friday and Saturday additional departures from Friedrichshafen / Freitag und Samstag zusätzliche Abfahrt von Friedrichshafen: 20:02/22:02 Duration of the journey approx. 52 min. Subject to a charge. Fahrzeit ca. 52 Min. Kostpflichtig. www.der-katamaran.de			

FERRY BODENSEEFÄHRE Romanshorn - Friedrichshafen			
Departure/Abfahrt Romanshorn			
Mon-Fri/Mo-Fr	05:36	every/alle 60 min	20:36
Sat-Sun/Sa-So	07:36	every/alle 60 min	20:36
Departure/Abfahrt Friedrichshafen Ferry Station/Hafen			
Mon-Fri/Mo-Fr	05:41	every/alle 60 min	20:41
Sat-Sun/Sa-So	07:41	every/alle 60 min	20:41
Duration of the journey approx. 41 min. Subject to a charge. Fahrzeit ca. 41 min. Kostpflichtig. www.bsb-online.com			



Riding & Dining after the show

Wasting time and other nonsense



“They probably don’t know what to do with their time. Wasting time and other nonsense. Cycling for nothing, without reason...they must be really bored.”

That’s what the old farmers of Litzelmannshof, a village near Friedrichshafen, used to say about the cyclists who pedaled by their farms.

Litzelmannshof happens to be where FkU member, and avid cyclist, Max Rief grew up. His father, like more distant ancestors, were farmers. But Rief became a mechanic — and now oversees mechanical testing for ZF AG, a leading

supplier to the automotive industry.

Today’s ride is inspired by Rief and the old farmers. It goes through Litzelmannshof and the village of Mahlweiler — where Rief and his brother, Edi, once organized a triathlon — an exotic event that locals found incomprehensible.

The triathlon no longer takes place, but Mahlweiler remains a beautiful

village. It’s also home to an inn, situated in a dreamlike setting, that makes an ideal place for a mid-ride meal.

There are easier ways of “wasting time and other nonsense” than going on this ride. This hilly backwater of Lake Constance includes short but steep climbs that will leave cyclists panting.

The ride once again starts at the Messe Friedrichshafen lake and soon climbs on a narrow path through fields of hops. It passes Vaude’s headquarters in Obereisenbasch and continues through

Notzenhaus and Oberrussenried.

At the 22.5km mark (14 miles), you reach Mahlweiler and the inn known as the Gaststätte Hirsch.

If the weather is nice, take a break in the beautiful beer garden. Fortify yourself for the ride back with a good beer and a solid sausage salad – optionally served with cheese strips. Courageous diners order the so-called Lumpensalat, made with black sausage, onions and cheese.

Mahlweiler is a cycling hot spot, and its lake is a famous place to cool off in hot

weather.

The return route passes through villages, pastures and short stretches of forest en route to the town of Tettngang. Here, you’ll want to stop at the highest point of the ride on the last hill before riding into downtown Tettngang. Enjoy the sunset views of Lake Constance and, if the weather is fine, the snow-capped Swiss Alps.

From here it is an easy cruise back to Messe Friedrichshafen. ■ **Roland Hecht**

About these rides

Roland Hecht, “el presidente” of Team Freundkreis Uphill e.V., or FkU (www.team-fku.de), Friedrichshafen’s biggest road club, shares his member’s favorite late afternoon/early evening rides for Eurobike visitors. We’ll publish one ride in each issue of the Show Daily.

Today’s loop is a 42km (26-mile) ride through the northwest region of Lake Constance around Friedrichshafen. Total climb and descent: 286 meters (938 feet). Altitude range: 62 meters (203 feet). Download the map to your GPS device by scanning the QR code, or visit <http://www.gpsies.com/map.do?fileId=oigatzitdoifnevs>

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- 1 **Schlosskirche** – The palace church is the landmark of Friedrichshafen with its two 55 m high domed towers made from Rorschach sandstone. **Visiting times:** from Easter to mid-October, Mon-Thurs 9:00-18:00 and Fri 11:00-18:00. Closed for visits: during church services and wedding ceremonies. **Info:** Tel. +49 (0) 7541 21308, www.schlosskirche-fn.de
- Schloss** – The palace is now residence of Friedrich Duke of Württemberg (no inside viewing possible)
- 2 **Graf-Zeppelin-Haus** – Culture and Congress Center. **Info:** Tel. +49 (0) 7541 288-0, www.gzh.de
- 3 **Schulmuseum – School museum** – From convent schools to present schools – more than 1,000 years of school history. **Opening hours:** April to Oct. daily 10:00-17:00 / Nov. to March Tues-Sun 14:00-17:00. **Info:** Tel. +49 (0) 7541 32622, www.schulmuseum-fn.de
- 4 **Uferpromenade – Lakeside promenade** – Attractive lakeside promenade on Lake Constance.
- 5 **Post – Post office**
- 6 **Zeppelin Denkmal** – Monument, created by the sculptor Professor Toni Schneider-Manzell.
- 7 **Stadtbahnhof** – Main train station
- 8 **Tourist-Information** – **Opening hours:** May, June and Sept. Mon-Fri 9:00-12:00 and 13:00-18:00, Sat 9:00-13:00 / July and Aug. Mon-Fri 9:00-18:00, Sat 9:00-13:00 / April and Oct. Mon-Thurs 9:00-12:00 and 14:00-17:00, Fri 9:00-12:00 / Nov. to March Mon-Thurs 9:00-12:00 and 14:00-16:00, Fri 9:00-12:00. **Info:** Tel. +49 (0) 7541 3001-0, www.friedrichshafen.info
- 9 **Zeppelin Brunnen** – Zeppelin fountain – In the year 2000, the 100-year anniversary of the Zeppelin, the fountain was reconstructed according to the original, built in 1909.

- 10 **Musikmuschel** – Music pavilion – Promenade concerts during the summer months, Sun at 10:30. **Info:** Graf-Zeppelin-Haus, Tel. +49 (0) 7541 288-0, www.gzh.de
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos **Info:** Boat und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, www.bootsundspass.de. **Info:** Bootsvermietung "Fluck", Tel. +49 (0) 7541 21746, +49 (0) 171 6509249, www.bootsvermietung-friedrichshafen.vpweb.de
- 13 **Panoramatafel** – Panoramic display board – The alpine panorama at a glance. On a four meter long viewing board on the promenade you see the panoramic view from the Rätikon mountains to the Bernese Alps.
- 14 **Nikolauskirche** – Nicolas church – The Nicolas church was first mentioned as a chapel in 1325. The church was destroyed in 1944, and reconstructed from 1946 to 1949. The present interior design is from 1987.
- 15 **Rathaus** – Town hall – Right in the centre of town. Newly built in 1954-56 by the architects Tiedje and Kresse.
- 16 **Buchhorn Brunnen** – Buchhorn fountain – Designed by the artist couple Rumpf in 2001. The stylized tree, a beech tree together with a horn lying in the fountain basin, symbolizes the word "Buchhorn", the original name of Friedrichshafen.
- 17 **Rundfahrten** – Round trips (half hour) – on the on the nostalgic "Seeschwalbe" boat from Easter to late September at weekends and during school holidays (only in good weather). **Info:** Tel. +49 (0) 7551 916904, www.seeschwalbe-fn.de
- 18 **Moleturm** – Enjoy the unique panoramic view over Lake Constance and the alps from the 22 m high viewpoint tower at the boat harbour. A panorama display board gives you a detailed overview.

- 19 **Medien- und Geschäftshaus k42** – Town library with focus on new media, cabaret stage.
- 20 **Hafen** – Harbour for ferry, boat, catamaran – Round trips and regular routes during the sea son. Ferry to Romanshorn and catamaran to Constance all year round. **Info:** Bodensee-Schiffsbetriebe GmbH, Tel. +49 (0) 7541 92380, www.bsb.de
Catamaran – Reederei Bodensee GmbH & Co. KG, Tel. +49 (0) 7541 9710900, www.der-katamaran.de
- 21 **Zeppelin Museum** – The world's largest exhibition on the history of airship navigation as well as an important collection on art in Southern Germany. **Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00. **Info:** Tel. +49 (0) 7541 38010, www.zeppelin-museum.de
- 22 **Hafenbahnhof / Busbahnhof** – Harbour train station / bus station
- 23 **Volkshochschule** – Adult education centre
- 24 **Cineplex Friedrichshafen** in the Bodensee Center, Meistershofener Straße 14, www.cineplex.de
- 25 **Bodensee Center** – Meistershofener Straße 14, www.bodensee-center.de

Further addresses (not indicated on map of town centre)

- Dornier Museum Friedrichshafen** – 100 years of fascinating aviation and aerospace industry. Claude-Dornier-Platz 1, Tel. +49 (0) 7541 4873600, www.dorniermuseum.de
Opening hours: May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00.
- Flughafen Friedrichshafen GmbH** – Friedrichshafen Airport – Am Flugplatz 64, Tel. +49 (0) 7541 284-0, www.fly-away.de
- Messe Friedrichshafen GmbH – Trade fair centre** – Neue Messe 1, Tel. +49 (0) 7541 708-0, www.messe-friedrichshafen.de
- Zeppelinflüge – Zeppelin flights** – Deutsche Zeppelin-Reederei GmbH, Messestraße 132, Tel. +49 (0) 7541 5900-0, www.zeppelinflug.de

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Aki Corp	50	Hangzhou Zhongce Rubber	41	Sigma Sport	45
Alex Global	62	HL Corporation	61	Slide2Go	28
Beto	35	HubsMaster	32	Sram	54
Biologic	36	Hydrapak	22	Storck	60
Bosch	31	Infini (Chance Good)	24	Sunstar	33
Cat Eye Co., Ltd.	7	Innova Rubber Co., Ltd.	52	Super B	34
Chosen	6	Joy Industrial Co., Ltd. /Novatech	20	Ta Ya Chain	16
Control Tech	21	Kind Shock (KS)	49	Taipei Cycle	67
Crops	33	KT	10	Tern	68
Cytech	15	KTM	51	Trigon	65
Dahon	57	Magura	29	Used/Melon	55
Darfon	4	Messingschlagler	1	Velo	53
Devinci	47	Ming Cycle Ind. Co., Ltd.	18	Wellgo	40
DT Swiss	18	Miranda	7	Winora Staiger	57
Dual Press	25	Rotor	36	Zero Industry	19
Fabric	63	Schwallbe - Ralf Bohle GmbH	30	Zipvit	23
Gaerne	11	Selle San Marco spa	2		



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