



SHOW DAILY



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Bikes that are well-designed and well-equipped

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Kids, kittens or kayaks — haul them on a bike

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The creative and quirky Japan Pavilion



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RIDER INFO

**IVAN ALVAREZ
GUTIERREZ**



RIDERS INFO



AGE:
35 - 40



SENSITIVITY
TO PRESSURE:
LOW



BODY TYPE:
ENDOMORPH



DELTA SADDLE TO
HANDLEBAR:
MEDIUM



RIDING STYLE:
WAVED

SUGGESTED SADDLE

DIMA



WAVED



WIDE



REGULAR

Rail:	DNA CARBON, UD FINISH / 9.8 x 7 mm
Shell:	CARBON FIBER REINFORCED
Cover:	MICROFEEL
Dimension:	278 x 144 mm
Weight:	138 g

CONCOR



WIDE



What's on today Thursday, Aug. 28

All Day Events

Additive Bikes (FG WAK-11)
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.

Sitip (B5-207)

Jenny Fletcher
 The U.S. triathlete makes an appearance.

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.apha.cc/stories/eurobike-2014>

09:00-09:45

Eurobike Academy (Room Helsinki)
We Grow the Pie!
 Growing cycling participation. Presented by Burkhard Stork, ADFC e.V. (in German).

09:00-10:00

Eurobike Academy (Room Rom)
Stop the Wheel Size Confusion!
 Handy tips from Jo Klieber (in German).

09:30-10:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: E-Checker
 German-language e-bike talk.

09:30-12:30

Eurobike Academy (Room Berlin)
Lecture A: Fundamentals on: Bicycle Retail and the German Cycling Branch
 Seminar with Andreas Lübeck and Ulf-Christian Blume of Lübeck and Blume Management Consultancy, with E.A. Baumeister. German with English translation. Requires online registration and fee.

10:00-10:45

Eurobike Academy (Room Helsinki)
Forsee Power: Integrating different battery technologies
 Talk on pedelecs/LEVs by Andreas Gronarz of Forsee Power.

10:00-11:00

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: Digital Drive Systems
 Dr. Andreas Fuchs and Prof. Sergio Matteo Savaresi (Professor in Automatic Control at Politecnico di Milano) present new solutions that are more efficient than chain drives.

10:00-11:00

Corratec (B1-300)
Marcel Wüst
 The German former pro rider accepts a hand-made frame from Italian legend Mauro Sannino.

11:00

Foyer East
Eurobike Fashion Show
 See the latest collections at Eurobike's famous high-energy Fashion Show. Featuring Inverse/ Giro 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.

11:00-11:40

Eurobike Academy (Room Helsinki)
Next Generation of Head and Brain Protection
 Johan Thiel, MIPS AB, presents the MIPS Brain Protection System.

11:00-12:00

Shimano (A1-200)
Jens Voigt
 The popular road rider celebrates his retirement with Shimano.

11:00-12:30

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: New Pedelec Drive Systems
 Speakers from Ansmann, Brose, Höganäs, MPF Drive, Ressel and Ropa Engineering give an overview.

11:15-12:15

Giant (B3-300)
Marcel Kittel
 The world's fastest sprinter, of Team Giant-Shimano, signs autographs.

12:00

Meeting Rooms Halls B3/B4 (Room Brüssel)

ECF Advocacy Summit
 Learn how spending on European cycling infrastructure can create more than 200,000 jobs. (See related story, page 22).

12:00-12:45

Eurobike Academy (Room Helsinki)
EnergyBus – Advantages and Implementing Options
 Presented by Torsten Gedenk, eMTAs GMBH.

12:30-13:30

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: Innovative Vehicle Concepts
 Speakers include Ivo Boniolo of Zero Emission Human Synergy, Dominic Isenschmid of Stromer and Mikael Larsson of Peter Opvik.

13:00-13:45

Uvex (B2-202)
Marcel Kittel
 The German sprinter helps unveil a new helmet.

13:00-13:45

Eurobike Academy (Room Helsinki)
Local Online Marketing for Retail – strategies for customer acquisition
 German-language talk by Paul Beiber of Columbus Interactive

13:30-14:30

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: EnergyBus – more functions, reduced costs
 Featuring speakers from ExtraEnergy, Ropa Engineering, Emtas and Ansmann.

14:00

Foyer East
Eurobike Fashion Show

14:00

FSA (A3-104)
Vittorio Brumotti demo
 The former bike trial world champ and 10-time Guinness World Record holder performs at the FSA booth.

14:00-14:30

iXS (B3-100/101)
Cedric Gracia, Richie Schley and Hans Rey autograph session.
 Grab a free iXS cap while you're there.

14:00-14:45

Eurobike Academy (Room Helsinki)
EnergyTube – The Battery of the Future: rugged, reliable, safe, all-purpose, scalable, networked and inexpensive
 German-language talk by Johannes Dörndorfer of Ropa Engineering.

14:00-14:45

Eurobike Academy (Room London)
Lecture B: Plan and Safeguard Success – controlling by key figures
 With Andreas Lübeck and Ulf-Christian Blume of Lübeck and Blume Management Consultancy, with E.A. Baumeister (in German). Requires online registration and fee.

14:00-15:00

Shimano (A1-200)
Marcel Kittel

14:00-18:00

Biomega (A6-303B)
Jens Martin Skibsted
 Meet the Founder of Biomega and KISIBi

14:30-15:30

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: ISO/IEC Standardization
 Presented by Eduard Stolz, convener of the ISO/IEC/TC69/JPT61851-3 group responsible for LEV standardization.

14:30-16:30

Giant and Liv Stand (B3-300)
Liv Happy Hour
 Enjoy complimentary beverages and celebrate the launch of this new women's cycling brand.

15:00

Foyer East, show stage
Excellence on Wheels – Taiwan Bike Show
 Taiwan brand present nearly 40 bike-related products on stage.

15:00-15:45

Eurobike Academy (Room Helsinki)
Future Market China: current market figures, trends and developments
 German-language overview from Knut Jäger of Asia Bike.

15:00-18:00

Bombtrack Bicycle Co. (B3-203A)
Stefan 'Fish' Vis
 The Red Hook Crit winner hangs out with Bombtrack.

15:30-16:30

ExtraEnergy (Entrance East, ExtraEnergy Stage)
LEV Components Special Exhibition: LEV Components
 Presentations from Schaeffler Technologies, King Meter, Marquardt Mechatronik, Methode Electronics, Busch und Müller, Sempu Motor Co., and Tianjin Songzheng Electric Science & Technology Co.

16:00

Foyer East
Eurobike Fashion Show

16:00-16:40

Eurobike Academy (Room Helsinki)
Improve Battery Testability and Safety by Better BMS
 Presentation by Prof. Michael Pecht and James Post.

17:00

Corima (A7-101)
Vincenzo Nibali
 Join the 2014 Tour de France winner

17:00-17:45

Eurobike Academy (Room Helsinki)
Safety of Pedelecs, Challenging Requirements for Manufacturers
 German-language talk by Dipl. Ing. Jörg Vössing and Dr. Stephan Kloska VDE.

18:00

Lake, Entrance West
6th Eurobike Lake Jump
 Watch some crazy guys go jump in a lake.

18:00

Zeppelin Hangar Restaurant
LEVA Networking Dinner
 For reservations, visit www.levassociation.com.

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. Registration required at Rapha (A2-503) or www.apha.cc/eurobike-2014.

Hosting an athlete appearance, party or other event at the show? Email the information to us no by 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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TODAY

August 28
 Friedrichshafen
23°C (73°F)

Clouds with sun and chance of showers

<p>TONIGHT</p> <p>13°C (55°F)</p> <p>Chance of rain</p>	<p>TOMORROW</p> <p>23°C (73°F)</p> <p>Sun and clouds</p>
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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-0121** – 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.

COVER: BMC CEO Thomas Binggeli (second from right, holding plaque) and team celebrate winning a Eurobike Gold award last night for the Stromer ST2 Sport e-bike. Photo by Bernhard Wrobel.

Adidas lays groundwork for global cycling apparel push

Adidas is returning to the cycling apparel business in a bigger way with the launch of its first complete road and mountain bike lines here at Eurobike. Some pieces are on display at the Silhouette International Schmied AG booth, the global licensee for Adidas eyewear.

"In recent years, sales were mainly through our website," Daniela Gantenbrink, assistant product manager for Adidas Cycling, said yesterday. "After appointing an exclusive distributor for the German-speaking market in July, we want now to get closer to the IBD market."

She said Adidas plans to have its own booth at next year's Eurobike show.

The German sporting goods giant has never been completely out of cycling apparel. Thanks to good relations with UK cycling federations, Adidas has continued to sell apparel there, and the UK remains its main market. Adidas has managed all cycling apparel production

in-house since 2013.

Nelson Madlangbayan, the category manager for footwear and cycling apparel, is in charge of the new 2015 line. But he said apparel, not cycling shoes, is the company's current focus.

"First, we concentrate on bikewear. That's why we are here at the Adidas Eyewear booth. Then we plan to have our own booth at next year's Eurobike," Madlangbayan said. "Later we might also discuss about cycling shoes."

Outside of the UK, Adidas Cycling is active in South Africa, Korea and Japan and is in discussions with Adidas's U.S. subsidiary about carrying the line. ■ JB



Nelson Madlangbayan (left) and Daniela Gantenbrink (Photo: JB)

Vox Pop

Question: Are fat bikes a fad?



Volker Nagel,
Bühl, Germany

I want to buy this and turn it into an e-bike. I saw one with two 5,000 watt motors on the internet, so it has a total 10,000 watt output.

super muddy, for beaches and snow. They are quite nimble, you can bunny hop them and do all sorts of stuff with them. The only problem with the big wheel is that they are a little bit bouncy. In order to accommodate the larger tire, you have to compromise in other areas. I think they are really cool and fun to ride.



Marco Vitale,
Mad4One, Milan, Italy

My business is unicycles, so it's different. I manufacture in Italy. We make a mountain unicycle and use fat tyres, but not quite so big. I think the 4.0 tyre is too big for unicycles, but 3.0 should be perfect.



Constantin Hoffman,
11M Racing, Frankfurt, Germany

I think it will be a niche, but a niche that stays. Fat bikes will stay in the industry, they will stay on the market. I don't need one myself. I have a small shop in Frankfurt. There will definitely be a market in snowy areas or where the terrain is sandy.



Sonny Li,
Design Manager, Spank Industries Co Ltd, Taichung City, Taiwan

I don't know, maybe if the tires were a bit narrower? I haven't tried one yet though. There's terrain in Taiwan suitable for fat bikes and I think it would be interesting to try one out.



Randhir Singh,
Dahela Industries, Ludhiana, India

It's my first time to see a fat bike. From looking at them at the show they appear to be heavier than other bikes. The components manufacturers are using on the ones I have seen so far are good quality and are well made.



Abdul Gafoor Pallivalappil,
Junior Brand Manager, Sun & Sand Sports, Dubai, United Arab Emirates

We are from Dubai in UAE and we are thinking of bringing some fat bikes to our stores because they should be very interesting for the desert. Our company has over 200 stores across the Middle East. I have already seen one fat bike in a store in Dubai and I think there will be a market for them. There are a lot of 4-wheel drive cars sold in Dubai, regardless of whether they are used in the desert or not. The fat bike could be the bicycle equivalent. In Europe there will be a market in areas with snow.



Jason MacNeil,
Operations Manager, Banshee Bikes, Canada & Taiwan

No, fat bikes are not a fad! I've ridden one before. There are certain places that are really deserty and sandy. They look like they would roll slow, but actually they roll really light. They are great for areas that are sandy,

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Qualification:

- Fluent English and local dialects.
- Aggressive personality.
- Over 3 years' sales bike experience. (e-bike industry experience is preferred)

Job description:

- Expand business in Germany, Switzerland, Italy, Spain, UK...etc.
- Brand marketing event and trade shows support.

To make an appointment during Eurobike, please contact us or visit our booth Hall A4-604.

BESV European Office:

- Jeff.H.Lin@darfon.com
Phone: +31 (0)888 889 263
Mobile: +31 (0)651 993 489
- Cristel.van.cleef@darfon.com
Phone: +31 (0)888 889 225





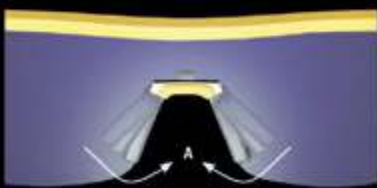
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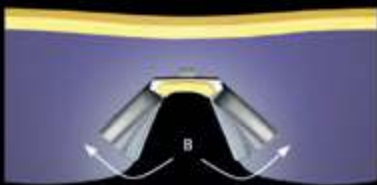
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COM

FIT

A: closed

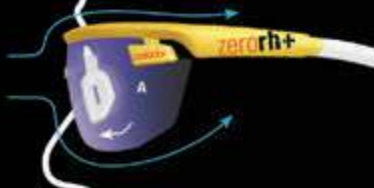


B: open



VENTILATION

A: closed



B: open

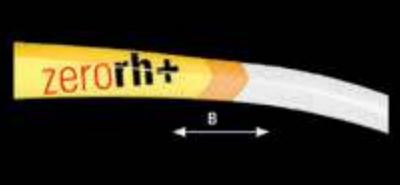


STABILITY

A: closed



B: 6 mm range



What's on today Thursday, Aug. 28

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

Dahon Bikes (A4-405)

Dahon Green Award

Dahon unveils the winner of the €10,000 (\$13,280) Dahon Green Award and highlights of its 2015 model range.

11:00-12:00

Varibike GmbH (Conference Center East, Room Paris)

Press conference

Featuring CEO Martin Kraiss

13:00-14:00

Conference Center East, Room Paris

TAITRA

The Taiwan trade and industry body presents new Taiwanese products from Kenda, Taya, Holux, Tern and Giant.

15:00

Kross (A4-406)

Press conference.

RSVP: laura.mora@pr-angels.com

15:35

Frog Bikes (A7-311)

Bernhard Eisel photo opportunity

Team Sky's Bernhard Eisel promotes the Team Sky/Frog Bikes kids' bike launch.

17:30

Santini (A1-305)

Celebrating King Stelvio

Drinks at the Santini stand in honor of the famous mountain.

Lightweight's lightweight, futuristic Velocité concept

Although it's known best for its wheels, Friedrichshafen's own Lightweight has been making carbon frames and other projects in recent years.



Close-up of the Velocité's rim magnets

Now it is the lead partner on an innovative e-bike, the Velocité, which it unveiled yesterday. The Velocité features an unusual motor that Lightweight manufactures.

"We are the technology leader," Lightweight spokesman Frank Jeniche said. "Our part in it is the whole engine, the engine itself and the overall design, plus everything in carbon fiber."

Lightweight received government funding to develop the Velocité, and collaborated with two institutes at the University of Dresden, along with other partners that were not identified.

The motor is called a "magnetic transversal flow engine." Some 180 magnets that are mounted on the rear rim react with electromagnets deep in the unusual seat tube. The seat tube is designed so that it wraps around a significant portion of the rear wheel.

The motor pumps out 500 watts of energy.

The bike, which Lightweight says is a fully functional prototype, produces 7.8 Ah for a range of 80km (50 miles). The motor weighs about 2.95kg (5.5lb) and the whole bike weighs less than 15kg (33lb).

Lightweight declined to name the battery manufacturer or provide other specifics. But Jeniche said it is "a new kind of battery – new internal chemistry, really safe, super long capacity."

The motor also features an energy recovery system, so the battery recharges while braking.

Lightweight categorizes the Velocité as a fast pedelec, and says it can easily reach the 45 kmh (28 mph) speed limit for the category.

It is, said Jeniche, bringing sportiness and style back to the fore in the e-bike sector.

While company officials say the technology is ready for production, the Velocité's future is uncertain. But Jeniche hoped that elements of the project could be incorporated in future vehicles — such as delivery vehicles for use in cities.

"What you're seeing is a technological demonstration," Jeniche said. "We're not sure if this is the final design. We're not sure if we're doing it as a product. The topic of the government-funded project is e-mobility, finding new ways of reducing CO2 emissions, being more efficient, lighter, and stylish." ■ ML



Lightweight Velocité

Cyber Motions
ECO power Hubs-enrich cycling life

ANT+ compatible

EUROBIKE A5-230

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- No Battery change required.
- ANT+ compatible.
- Friendly applications to E-bike

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Miranda

The European Bike Fundamentals.



BMC creates Swiss R&D lab and sets its designers free

Ever wonder what a bike company could create if it allowed its engineers and designers to ignore all the industry's rules and trends and act freely?

BMC did. So it created the Impec Advanced R&D Lab at its headquarters in Grenchen, Switzerland, and let its team of 18 run with their imaginations. Yesterday, BMC unveiled the results — a concept bike with modular components that is not realistic today but, the company says, could be in five years.

Because the entire process, from the original concept drawings to manufacturing, can be done in-house, the development timeline is faster than what would be possible if designers were sending drawings to Asian factories to build prototypes, Stefan Christ, BMC's head of development, told a group of media gathered at the BMC booth early Tuesday morning to learn about the concept bike.

A total of 11 BMC employees worked on this project.

"We have the core know-how inside so we can go faster. That is a real advantage for BMC," Christ said.

In four months, the team came up with a modular aero road bike that can integrate various add-ons, such as an enclosed drivetrain, integrated pump and tools, electric motor, battery or a water bottle. The idea is that the rider would

choose the modules he or she wanted and piece together the bike.

The standard parts of the bike were designed to reduce drag and increase speed. It uses a single-sided fork, a dual seatpost topped with a one-piece carbon shell and a twin stem concept to reduce turbulence in the front of the bike.

The bike also uses disc brakes, a technology BMC believes in, said Torgny Fjeldskaar, the company's design director. However, he added, problems such as as overheating on long descents and the lack of aerodynamic properties with discs were cause for further investigation.

BMC developed a prototype system to reduce drag. It incorporates an air duct that pulls the air flow into the caliper and rotor.

"This is something we're experimenting with. We've filed a patent, but clearly we need to do more testing," Fjeldskaar said.

Prototypes of the concept bike were manufactured at BMC's factory in Grenchen, and one is on display at the BMC stand. ■ **NF**

STAND
B3-401



BMC concept bike

Leatt goes full force into full-face gravity protection

Leatt, the company famous for its neck brace, is expanding its protection efforts to the head with its first full-face gravity helmet.



Leatt full-face helmet

The helmet, which comes in full carbon fiber or a fiberglass/carbon fiber composite, focuses on low energy impact protection and anti-rotation.

"I think it's going to be the most advanced helmet on the market in 2015," Guenther Taferner, Leatt's sales manager for the German market, said yesterday.

Taferner may be biased, but the helmet comes from a brand that was started by a brain surgeon, so there's a chance it's onto something.

The basis for the added protection comes from the 360-degree Turbine Technology — quarter-sized pieces of gel that line the inside of the helmet. The pieces are made with the putty-like Armourgel material, which hardens immediately upon impact. Lab testing shows that the "turbines" reduce the force to the brain by 30 to 50 percent in a collision.

Leatt also reduced the volume of the outer shell by 10 percent, which translates into a reduction of rotational force to the brain by 30 percent, Taferner said. Finally, the V-Foam inside the helmet is in-molded, meaning no air can travel between the

outer and inner shell, which creates a stiffer and stronger structure.

The helmet is CE, CPSC and ASTM certified, and will be sold globally for €449 (\$595) for the carbon-fiber version and €349 (\$460) for the composite model.

The helmet is shaped to integrate with Leatt's neck brace, the mainstay of the brand.

Leatt started in the moto industry and branched into downhill mountain biking around 2007. Since then, it has developed a full line of chest, knee, arm and leg protection, as well as hydration packs.

The majority of its business is still on the moto side, but Taferner said the bicycle side is growing faster. That trend is likely to continue as Leatt prepares to expand into more enduro-oriented product.

It's already started in that direction with a lighter weight, lower profile chest and back protector. Taferner believes an enduro helmet will follow soon. ■ **NF**

STAND
B3-108

REINRAD EUROBIKE A5-505



REINRAD
2015

Celebrity designer Philippe Starck and Moustache unveil an electric bike line

Celebrity designer Philippe Starck has designed luxury hotels and restaurants, yachts (including one for the late Apple founder Steve Jobs) and any number of chairs, lighting, kitchen utensils and more.



Starckbike with Moustache Sand (left) and Snow bikes with protective covers

Yesterday at Eurobike, Starck added another product to his enormous portfolio: electric bikes. Speaking with humor and passion, Starck unveiled a line of distinctive bikes that he developed with Moustache, the three-year-old French e-bike brand.

"I am not a bike specialist," Starck began. "I am too fat and too old."

Although he is most passionate about motorcycles, Starck said he bought a Moustache bike one day because he liked its distinctive design and needed the exercise.

"And suddenly, my life changed. You see, I am alive — still fat, still old, but alive," he said. "And my life changed because electric bikes bring people like me to the bicycle, and that is very, very good."

Starck wound up buying six Moustache bikes. He was so impressed with the brand that he approached co-founders Emmanuel Antonot and Greg Sand about collaborating.

The result is a four-bike line called "M.A.S.S.", for "mud, asphalt, sand, snow." The line will be branded

"Starckbike with Moustache."

Along with the bikes, which are going into production later this year, Starck designed a line of accessories, including eyewear, glasses, gloves and bags. Starck also worked with Giro on a sleek helmet concept (see related story, this page).

The fat tire sand and snow bikes include a unique touch — a cover that wraps around the frame to protect the battery. On the snow bike, the cover is made of faux fur.

"It looks like a joke, but it's not," Starck said. He noted that an e-bike battery loses power in extremely cold conditions, so the wrap helps it stay warm.

Of the hundreds of products he has designed, Starck said he's made only one bicycle before working with Moustache. It is an urban bicycle crossed with a scooter called the Pibal, which he designed for the city of Bordeaux, France. Riders can either pedal the Pibal or stand to one side and use its low-to-the-ground platform as a scooter.

He said he's inspired by fixies because they reduce a bicycle to its essence. Simplicity, or "taking away" from a product, is a hallmark of Starck's industrial design philosophy.

"I love the beauty of the fixie," he said.



Philippe Starck

"It's a piece of art."

Starck, 65, gave a rousing defense of electric bicycles and their ability to expand mobility — and reduce automobile use — for everyone.

"I believe deeply in the e-bike, which can bring people to this intelligent way of locomotion. For me, there is nothing more harmonious, there is nothing more modern, there is nothing more human, than the bike," he said.

Antonot said frames for the four new lines are in production, and complete bikes should be delivered early next year. Although pricing hasn't been established, the bikes will probably retail for about €7,000 (\$9,225), although the price should come down as more models are introduced.

"This is in production. It's not a dream product," Starck said. "We have to do it, and not to dream it." ■ DM

Giro pops the cork on a new helmet concept

When Philippe Starck called on Giro two months ago to discuss a helmet concept, the company had just the idea: A bicycle helmet lined with cork instead of the typical EPS foam.

A cork-lined helmet has been in the works at Giro for some time, said Eric Horton, Giro's creative director. It's an attractive material because cork is a renewable resource. The helmet liner uses scrap pieces of cork that are leftover from making bottle stoppers.

"We were kind of waiting for a project like this to come along," Horton said yesterday. "The cork thing has been in the background for us for some time."

The request from Starck revitalized the efforts, he said.

"It took the project from being

just a design exercise to something really much more: We wanted to move away from something that's not really sustainable," he said.

Horton said Giro is confident that a cork shell would pass applicable European and U.S. helmet standards. Manufacturing it is more of a challenge.

The most striking feature of the Giro helmet prototype is its aluminum shell, which Giro carved out of a block of aluminum with a CNC machine.

Starck also designed a helmet visor that can slide out of the way, cover only

the eyes, or provide full-face coverage as needed.

An aluminum-clad helmet is probably more of a fantasy than one lined with cork, Horton said.

"It's something that really needs to be explored further before we could commit to producing it exactly like this. But it's certainly an interesting challenge," Horton said.

Even if the Starck helmet prototype doesn't come to market, Horton said it is a refreshing design challenge.

"Sometimes," he said, "it takes somebody from outside of our purist world to have some new ideas." ■ DM



Eric Horton (left) with the prototype helmet, and Philippe Starck.

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Patchnride repairs flats without wheel removal

Alexander Deiser flattened minutes before the end of a 12-hour road race. The repair job lost him precious time: After having been in the lead, he finished third.



Alexander Deiser and the Patchnride (Photo: CR)

This painful experience led to a eureka moment – there must be a quicker way of fixing a flat, he thought.

Deiser is showing his \$30 (€23) solution, the Patchnride cartridge system, here at Eurobike. He's already demonstrated consumer demand for the Patchnride after a successful fundraising campaign on the crowd-funding website indiegogo.com.

Deiser started with a goal of \$5,000 (€3,790) at the beginning of August and has so far raised \$46,000 (€34,800 Euros) from 1,168 pledgers, with another month to go.

The Austrian native has lived in

the United States for 25 years. This is Deiser's first foray in to the bicycle business.

The patent-pending system works by inserting adhesive and a patch into the tire through the puncture hole via a thin nozzle. A thin rubber tag remains which is pulled upwards and then the repair zone is pinched for 15 seconds.

The repair is permanent and doesn't require wheel removal, said Deiser. Each fix requires a new "patch pod" cartridge, which cost about \$12 (€9).

"The technology behind Patchnride eliminates traditional repair methods such as messy sealers, or getting your hands dirty with greasy bike chains and wheel removal," Deiser said yesterday.

The cartridge system is available in two variations: a road patch pod for clincher and tubular tires, and an MTB patch pod. A tubeless version is in development.

The first, and limited, production run will take place in November, with a larger run in January.

For certain punctures and some bikes – especially those with hard-to-remove wheels – Patchnride could be a convenient solution to a problem that's plagued cyclists since the introduction of the pneumatic tire in 1888. ■ CR



Gazelle hopes Concept e-bike will help it expand in Europe

Royal Gazelle presented an ambitious concept e-bike yesterday, which the Dutch market leader says it will bring to production in some form by the end of 2015.

"The e-bike market is growing and coming," Jaap Merkus, CEO of Gazelle, said yesterday at the presentation of the Concept E-bike. "In the Netherlands, our Orange Innergy is the best selling model,

but it is suitable for the global market? We want to become a premium bike brand in Europe and we are

looking for partners to cooperate. Giugiaro Design is one of them."

Giugiaro Design is a well-known Italian design studio that did the initial work on the bike.

Gazelle showed two versions of the Concept E-bike to the media

yesterday. The prototypes on display were so premature that the press was not allowed to take pictures, because many details may



STAND
FG-E1

change as Gazelle engineers take the concept to a reality. But the general idea was clear.

The e-bike has a newly designed, horizontally

split frame. The battery and Impulse motor are integrated into the lower part of the frame.

LED lights are integrated into the fender. The Concept E-bike will be introduced as a regular e-bike and speed pedelec. ■ AH



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Cervélo revamps its S5 and R5ca aero bikes

Cervélo has long been at the top of the pack when it comes to aerodynamic road bikes, so much so that it actually employs a dedicated aerodynamicist to test its bikes and components in the wind tunnel.

Even though Cervélo's 4-year-old S5 quickly made a name for itself in triathlon and time trial circles for its stiffness and speed, engineers starting working 18 months ago to improve the already-fast bike. The company unveiled the new version yesterday here at Eurobike.

According to the company's product manager Heather Henderson, the new S5 is 21.3 watts faster than the previous version, achieved by shaving drag from the least aerodynamic parts of the bike. The handlebars, for instance, eat up 30 percent of a rider's speed, while the frame and front wheel each take up another 16 percent.

Cervélo engineers developed a new aero carbon fiber bar that is 4.4 watts faster than than its competitors. It will be spec'd on the S5 and sold aftermarket in North America and Europe.

Cervélo also stiffened the ride by using new shaping and manufacturing that resulted in a 35-percent increase in headtube stiffness and a 6-percent increase in stiffness at the bottom bracket. There were dozens of other small, but important, changes made to the frame that improved the ride quality and speed, said engineering project manager Graham Shrive. Things like internal battery integration for Di2, a cable management system that accommodates mechanical, electronic or hydraulic shifting, and increased wheel and tire clearance.

The S5, which will be available in October, comes in a frameset for \$4,500 (€3,415), an Ultegra build for \$5,500 (€4,175), a Dura Ace build for \$8,500 (€6,450) and the top-of-the-line Dura Ace Di2 for \$10,500 (€7,970). Other components include Hed Jet6 Plus 25-mil-rimmed wheels, Rotor 3D+ cranks and Continental Grand Prix tires.

Cervélo also showed an updated version of its R5ca frame, which is handmade at a carbon-fiber facility in Garden Grove, California. The all-around, classic road bike frame was first launched in 2010 and demand has far surpassed supply, Henderson said.

In this latest iteration, engineers shaved 28 grams off the fork and increased its lateral stiffness by using new layups and materials. The frame gained 3 grams as engineers strengthened some of its non-load bearing

sections. The Southern California factory, which employs 12, can only produce about one frame a day. Those willing to shell out \$10,000 should get in line soon. ■ NF



Cervélo showed an updated version of its R5ca frame at Eurobike yesterday



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11 companies grab gold at Eurobike Awards

Last night 56 companies were announced as winners of the 2014 Eurobike Awards, with 11 delighted manufacturers taking Gold Awards. Selected from 500 entries, the winning companies will be able to use the honor as a mark of excellent quality and design. Munich-based Velospring was presented with the Green Award for sustainability.



The Stromer team celebrates its Gold award for the Stromer ST2 Sport e-bike.

For the first time, this year's awards were organised in association with the German Designer Club (DDC). A six-person panel of experts judged the entries for the competition, now seen as one of the most prestigious design awards in the industry.

"The Eurobike Award denotes products that represent outstanding design, quality and functionality. However, even within this select group, there are products that stand out. These exceptional products set new standards and push the envelope in the industry," said Stefan Reisinger, head of Eurobike.

See all 56 winners of the Eurobike Awards in Foyer West.

Winners of the Eurobike Gold Awards 2014: Commuter - Canyon

Canyon is well known for its racing bikes and mountain bikes. Its new Commuter model shows that it's equally at home on urban streets.

The judges said: "There was virtually no other competition entry where we so quickly agreed that it deserved a design award...We view the Gold Award for



this product as an incentive to the bike industry to dare to venture into more design."

Rafael Ueberbike

Rafael has redesigned the triathlon bike with its Ueberbike. Combining a single-sided fork with integrated brakes provides good aerodynamics and allows for speedy repairs in competition.

The judges said: "This triathlon model fully lives up to its name of Ueberbike. For us it was love at first sight."



Elite Hybrid HPC SLT

Cube's Elite Hybrid HPC SLT 29

opens a new weight class for e-mountain bikes. A high-quality, lightweight carbon frame houses the Bosch drive unit in a shock-resistant and elegant manner.

The judges said: "At last an e-mountain bike that's also low in weight." It weighs 16.9kg (37.2 pounds).



ST2 Sport - Stromer

With the ST2 Sport e-bike, Stromer goes further with its integration concept and adds digital connectivity to a cloud-based platform for interaction with a smartphone.

Schaap Jacket - Triple2

The Schaap Jacket from sustainable bikewear specialist Triple2 is made from Tecnowool, which combines the natural look of wool with the technical advantages of synthetic fibers.



Kickr - Wahoo

With a radical new design, the Kickr indoor bike trainer from American manufacturer Wahoo has smartphone integration with bluetooth and ANT+ technology. The judges said: "The trick with this trainer is that the back wheel is taken off."



Vial Evo D - AX-Lightness

The Vial Evo D has exceptional test results for weight and riding stability, but this is a racing bike suitable for daily use and for riders weighing up to 170 kg (375 lbs).

The judges said: "It's not just the weight and rigidity that are unusual in this racing bike: The frame, fork and the majority of the components are German-made."



Dealer Center - Winora Staiger

The Winora Staiger Dealer Center is a well-thought-out point of sale tool for its

retail partners. A 23-inch touchscreen display provides detailed information about the manufacturer's product range and availability of individual models.

Aeroad CF SLX - Canyon

Canyon's Aeroad CF SLX is a synthesis of aerodynamics, stiffness and lightness, without making any sacrifice on comfort. This is made possible by consistent system integration of frame and components.



ilu - Curana

Belgian bike equipment specialist Curana and German light manufacturer Busch & Müller worked together to design this attractive bicycle light, which integrates into the mudguard.

Transformer X - Topeak

Topeak's Transformer X is a portable bike stand and pump combo.



Winner of the Eurobike Green Award 2014:

Munich-based Velospring has been awarded the Green Award for its shock-absorbing Sen Comfort bicycle grips.



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U.S. e-bike maker's bold European plans

The premium electric bicycle was born in Europe, while the United States is still a small piece of the global market. So the plans that Robert Provost and Daniel Del Aguila are laying may seem brash. They intend to bring their U.S.-made, aggressively styled electric bikes to Europe from their factory in Florida.



ProdecoTech Titano 29er

Provost and Del Aguila are co-founders of ProdecoTech, which is making its Eurobike debut this year. "We're looking to find the right distributor," Provost said. "We have enough interest now from people wanting to meet us that we're going to go see them."

ProdecoTech specializes in making affordable but powerful e-bikes with designs that appeal to younger consumers.

Going to Europe presents some challenges to the young e-bike company. Until this year, all of the bikes ProdecoTech makes have been throttle-controlled. They didn't make pedal-assist bikes because Americans weren't interested in buying them.

That's starting to change. And as ProdecoTech started to add pedelecs to its U.S. line, Provost and Del Aguila began thinking about Europe.

"We see more people in the U.S. market are requesting pedelecs," Provost said. "20 to 30 percent of the bikes we build will be pedelecs. And if we're going to build a pedelec for the U.S. market, you might as well go to Europe as well."

ProdecoTech has dabbled in Europe in the past, shipping a container here and individual bikes there to customers in Austria and other countries.

In Friedrichshafen, ProdecoTech is showing five bike models. The StrideMatic is an urban bike with a step-through frame that features SRAM's E-matic system.

A 29er with a titanium frame, the Titano, uses a friction drive in the front hub and a sleek design where the battery is concealed in a fake water bottle. It's also bringing a version of its Scorpion model.

The partners had worked together in the electronics business and later opened a powersports store in southern Florida. But they became intrigued with electric bicycles.

When they began laying the foundation for

ProdecoTech, Provost and Del Aguila decided to conduct market research in some unlikely places.

"We did home shows, boat shows, auto shows," Del Aguila said. In 2008, they decided to get a booth at the huge LA Auto Show, and show prototypes of electric bikes to passers-by.

"Nine out of 10 people had no clue what they were looking at," he said.

They asked consumers to try a bike, and then asked what they thought.

"All of those shows became a focus group. We were asking people, 'now that you know there is something called an electric bike, what would it take for you to buy this bike?'" Del Aguila said. "That's how we came up with the principles of how we started."

Price was a big issue. At the time, consumers balked at paying over \$1,000, so ProdecoTech developed its early models to stay under that price point.

While their price points have risen since then, ProdecoTech's ability to control its manufacturing helps it keep costs down.

This year, for example, the company agreed to make SRAM and its family of brands its exclusive supplier of drivetrains, brakes, suspension systems and other components, from SRAM, Truvativ, RockShox and Avid — giving them more significant discounts on pricing.

"We've never built the bikes to what we believed they should be," Provost said. "We've always built the bikes that the public wanted." ■ DM



ProdecoTech Scorpion 27

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2015 Bikes: Women's bikes

What women want: Well-designed, nicely equipped bikes that ride well

The industry, it would appear, is at long last solving one of its most perplexing questions: What do women want?



Not surprisingly, the answer isn't much different from what men want: well-engineered bikes with appropriate design and geometry, outfitted with quality parts.

This philosophy is reflected in the female-specific bikes for model year 2015 that you'll find at Eurobike. As with men's bikes this year, the underlying theme is often one of adventure.

Endurance road bikes sport disc brakes and clearance for wider tires, enabling riders to tackle the gravel and dirt roads often found on off-the-beaten-path, all-day epics. Mountain bikes are lighter, with more travel, so riders can climb and descend big-mountain terrain.

Not all women are looking for epic adventure. Stylish, well-equipped and dependable urban bikes remain an important part of the market as well, especially in Europe.

Liv steps out. Women's bikes are finally getting top-level spec that is equal to

their male counterparts.

"There's a new momentum behind women's cycling in general. Brands are starting to figure out how to meaningfully speak to the women's market in a way that's actually sticking and people are responding to it," said Amanda Schaper, the global product marketing specialist for **Liv Cycling**.



Avail Advanced SL 0

LIV CYCLING STAND
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Giant Bicycles' female-specific brand.

Schaper cited such brands as Giro, which last year released its flattering and comfortable line of New Road apparel that women actually *want* to wear while riding, along with Rapha and Juliana Bicycles.

"Everyone's starting to do it in an authentic way that's cool, hip and lifestyle-driven instead of cheesy pink and coral," she said.

Liv is using Eurobike as its official coming out as a standalone brand. The strategy has been in the works for several years under the direction of Bonnie Tu, one of Giant's co-founders and the creator of Liv, originally called Giant for Women.

Although Liv will share a booth with Giant, it has split off from its parent company to underscore its commitment to the women's market. It has rebranded all bikes, apparel and accessories from Liv/giant to simply Liv.

"We're really trying to make that push to create individual identities for the two brands," Schaper said.

The centerpiece of the Liv line is the Avail Advanced SL 0, a top-of-the-line, carbon-fiber endurance road bike, spec'd with disc brakes, a full Dura-Ace Di2 electronic groupset and Giant's P-SLR 0 carbon rims, built around a lightweight 900-gram frame. With a retail price around \$8,000, the Avail Advanced doesn't skimp.

All Liv bikes incorporate women's-specific geometry developed by female engineers and product managers.

Liv's "Fit, Form and Function" philosophy results in geometry that puts the ideal balance point over the bottom bracket for efficiency and comfort. The women's-specific fit uses optimized stem lengths, handlebar width and drop and



Cannondale Felicity

crankarm length, as well as a shorter brake reach.

The entire range isn't in Friedrichshafen, but the revamped Avail line also includes an Ultegra Di2 version and trickles all the way down to the Shimano Claris level. With sizes covering a wide range from XXS (39.5 cm) to Large (53.5 cm), women of all heights should be able to find a good fit.

The tribe of Juliana.

Another women's-only brand that is sure to draw eyes at the show is **Juliana Bicycles**, which spun off from Santa Cruz Bicycles three years ago and continues to gain a loyal, tribe-like following.

Juliana focused first on the U.S and then expanded its efforts across the pond. Its European launch this spring was at the Tweedlove Festival in Fort Williams, Scotland.

"It's been pretty well received," said Katie Zaffke, Juliana's brand manager. "I don't know the total numbers, but there's a lot of potential for the future."

Earlier this summer, Juliana released its swankest model yet, the Roubion, a 6-inch-travel (150mm) trail slayer based on the same frame as the Bronson, one of Santa Cruz's most successful models.

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Bobbin Girl Scout

Its matte turquoise frame and high-zoot build kit option has already attracted a lot of attention.

Through ad campaigns shot in the picturesque and remote mountains of New Zealand and the French Alps, Juliana is seeking to appeal to women who seek atypical adventure.

With its very capable climbing and descending prowess based on the tried-and-true VPP suspension, the Roubion is meant for the big-mountain grunts and high-alpine descents that are the hallmarks of a ride that leaves you dirty, exhausted and grinning.

Contessas that Count. At **Scott Sports'**

massive booth, the Swiss brand has an impressive offering for the female contingent — as



many as 40 Contessa women's models.

The bikes are largely unchanged from model year 2014. The Solace and Speedster road bikes, Scale hardtail mountain bikes, Spark full-suspension mountain bikes, Genius full-suspension trail bikes and pricepoint hardtails create a robust range.

Many of the Contessa geometries have been tweaked. On the Solace endurance road bikes, for example, the toptube is 10mm shorter and the headtube 10mm longer than on the corresponding men's versions.

The Solace Contessa does not yet offer a disc brake model, but with Scott releasing a disc brake-equipped model on

the men's side, expect the technology to migrate to the Contessa line soon.

Let's Tango. Cannondale is jumping on the disc-brake bandwagon for its women's line.



The brand, which has a historical following in Europe, is expanding its women's road bike line with a new version of the popular Synapse for 2015.

The alloy frame bike is outfitted with Shimano's new 105 drivetrain and brake levers, Promax Render brakes with a 160-millimeter rotor in the front and 140mm in the rear. Rack/fender mounts let it transform into a practical commuter. The best part? The Synapse 105-5 is priced at a reasonable \$1,570 (€1,185).

For ladies who prefer to shred dirt instead of pavement, Cannondale is launching the Tango 29 1, a hardtail, alloy 29er, hung with an 80-millimeter RockShox Reba SL fork.

It's designed with a super low standover height using Cannondale's Delta V-style front triangle and compact women's-specific geometry, so smaller riders have the confidence of bigger wheels without the issues. For \$2,060 (€1,550), the Tango is a lot of bike for not a lot of coin.

Another highlight is the Felicity city bike. The errand-running, grocery-grabbing, master of all tasks runs \$870 for an alloy frame built with fender mounts, mechanical disc brakes and

SRAM's I-Motion 3-speed internal rear hub.

Return of the classics. The Felicity represents another trend in women's bikes that will be



reflected this week at Eurobike: Stylish, lifestyle-driven city bikes that mimic classic Dutch bikes will pepper the Eurobike displays.

At the high end of the category, English-made **Pashley** returns to Eurobike with some of its classics, as well as at least one more recent addition.

The much-loved Princess Classic sports a swooping step-through lugged and brazed hand-built frame, a Sturmey Archer 3-speed internal gear hub and hub brakes and a retro Brooks B66s saddle.

Finishing touches include gold-lined mudguards, a bell and a wicker basket, all for about \$1,000 (€755). The bright red, white or blue Britannia has a similarly classic look and appeal, but steps it up to a 5-speed Sturmey Archer internal gear hub with a Brooks B67s saddle, a hub-driven dynamo headlamp and integrated rear LED light for about \$1,125 (€850).

The Aurora is Pashley's newest model, returning for a second year. The 8-speed commuting and touring bike uses a traditionally lugged and brazed frame made with lightweight Reynolds 531 tubing.

A Brooks B17s saddle and handmade leather grips complement the ivory white frame for elegance. At \$2,160 (€1,630), it's isn't inexpensive but it is well equipped.

Bikes that just work.

London-based **Bobbin Bicycles**



returns to Eurobike for a third year to show updated versions of its Bramble and Birdie classic city bike models and the Girl Scout, a new female-specific version of the Scout retro touring model.

The \$835 Girl Scout hails back

to the touring bikes of the 1970s with its Hi-Ten and Cro-Moly steel frame, 16-speed drivetrain, Sturmey Archer downtube shifters, rear rack and two bottle cages. Bobbin keeps prices low by using generic and lower-cost parts, but that has enabled the brand to appeal to a new set of customers.

"It doesn't have any top spec, but our customers don't buy on spec. They just want the bike to work," said Sian Emmison, founder and managing director of Bobbin Bicycles. "It's also quite nice to use these components because they don't change year on year."

That means Bobbin's retailers — a select number of boutique bike shops primarily in the U.K., mainland Europe and North America — can maintain high margins. They aren't forced to discount because of changing model years or spec, Emmison said.

The female market has been vital to Bobbin's success, accounting for 80 percent of sales. Emmison said Bobbin is focused on giving women what they need in an urban or touring bicycle.

"We work closely with many new-breed bike boutiques, often headed up by women or couples, who employ female staff, have a fresh approach and tailor their displays and service to toward those female, and male, consumers with high standards and an aversion to chauvinism," she said.

Bobbin is looking to expand into Italy, South America and Australia and New Zealand, as well as pick up a new distributor in North America. ■ NF



Cannondale Tango SL 29

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* OEM carrier system of slide2go, tested by TÜV, universal for stem and rear racks. Falter E bikes with Bosch/Shimano-display are from the factory fitted on the handlebar with the slide2go carrier system.

Mobile bags of Konnix with touch-screen, waterproof, available in different sizes and colors.



Schindelhauer remains an urban trend-setter

It was in 2009 when four friends, all avid urban cyclists, launched what they hoped would be a trendy urban bike brand in Friedrichshafen.

Skeptics didn't give the newcomers much chance of surviving in a tough market with their sleek but expensive city bikes.

But their young brand, Schindelhauer Bikes, is now celebrating its fifth anniversary, and has become a trend-setter for Germany's urban cycling scene.

"Due to our philosophy that we had right from the beginning and still do today, along with a healthy

growth rate and several unique innovations in the field of urban riding, we have been able to make our way in the bicycle industry," company co-founder Jörg Schindelhauer said.



Frieda

Schindelhauer said one secret to the brand's success is its authenticity. Schindelhauer and his colleagues came out of the urban fixie scene and have seen many newcomers come and go.

Martin Schellhase, the company's co-founder and general manager, said Schindelhauer Bikes has stayed in business because it has stayed ahead in design and technology.

For example, Schindelhauer was a pioneer in equipping its urban bikes with belt drive systems to create a "purist design." Today, all Schindelhauer bikes are equipped with the Gates Carbon Drive. For 2015, Schindelhauer will sell Pinion gearbox-equipped bikes.

The Schindelhauer founders say it is important to create "beautiful bicycles with exceptional everyday practicality" for the market.

"We are part of those creating the world of urban cycling culture and not following it. Our bicycles stand for sustainable timeless design as well as for high-end materials," they say. "At Schindelhauer, it's not a question of quantity but quality we want to grow with. This is our recipe for being optimistic about the coming years."

One reason for optimism is Schindelhauer's increasing worldwide dealer network. Schindelhauer Bikes are now sold in 24 countries and has dealers in such cities as Hong Kong, London, Melbourne, Milan and Paris.

Since 2013 the company has been based in Berlin, the center of Germany's urban cycling scene. Bicycle assembly remains in Magdeburg (160km, or 99 miles, to the southwest), with the exception of the custom Ludwig bike line. Ludwig bikes are assembled in Berlin under the supervision of engineer Sebastian Taege.

For 2015, Schindelhauer is launching its second women's model, the Frieda, for commuters. It's equipped with a Shimano Alfine 8-speed hub, Curana's D-light fenders, high-end Supernova lights and a Tubus carrier.

Pinion gearboxes appear on the Wilhelm line for 2015, starting with the Wilhelm XVIII, featuring the original 18-gear Pinion system. The Wilhelm IX and Wilhelm XII will follow in 2015, equipped with Pinion's new gearboxes.

Finally, the Siegfried has been succeeded by the Siegfried Road, which will feature a trendy leather-taped dropbar. ■ JB



Team Schindelhauer: (From left) Engineer Sebastian Taege with company founders Stephan Zehren, Martin Schellhase, Jörg Schindelhauer and Manuel Holstein.

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After lighting up on Kickstarter, FlyLites looks to shine at Eurobike

Some jerks with a slingshot inspired a couple of Australians to invent a safety device for cyclists that they are showing at their Eurobike debut.



Fly6

"I was riding on my own a couple of years ago and I got shot by some young guys coming past in a vehicle, who had a slingshot," said Kingsley Fiegert. "That spurred the idea for a safety device to perhaps encourage a more healthy relationship between motorists and cyclists."

Out of that unpleasant experience, Fiegert and his business partner, Andrew Hagan, founded the company FlyLites. Their first product, the Fly6, is a video camera coupled with a red flashing taillight.

The rear-facing video records a continuous two-hour loop. Hagan says a Fly6 has already helped police prosecute a motorist who hit a cyclist from behind.

"Sure, there are GoPros and Contours and all the other action cameras that people use to protect themselves, but there was not one designed just for a bike," Hagan said.

"Because we're cyclists, we could design it with all the features cyclists need," he added. "They love it, particularly for its long battery life."

Hagan and Fiegert raised initial

funding on Kickstarter, where they went from zero to hero in just two days.

"We launched our Kickstarter campaign on Feb. 10 with a goal to achieve A\$95,000 during the 30-day campaign," he recalled. "We raised that A\$95,000 in two and a half days, and finished off making A\$266,594."

It was a clear sign that there is huge consumer demand for a safety device like the Fly6.

All of the Kickstarter funders received their products on time, by mid-July, and FlyLites is now selling to consumers. The two admit that they are unknowns to most of the bike industry, but hope to change that at Eurobike.

"Being a new business with a new product, we haven't really launched to the market outside of our Kickstarter campaign," Hagan said. "So Eurobike will be the first time that we show off our product to the bicycling trade."

Still, he said, the company has sold Fly6 units to 28 countries.

"Generally we're a B-to-C business where we sell direct to the customer through our online shop," Hagan said. "It all came down to the price point we wanted to sell at. The margins are actually quite lean for us, but we allow

one bike shop per city to sell Fly6."

The Fly6 runs for five hours on a charge. The unit comes with an 8GB flash card that stores the recorded video. By upgrading to a 32GB card, cyclists can store eight hours of video.

The company founders are working on new versions and plan to show a prototype at Eurobike that incorporates several enhancements to the first-generation Fly6.

"We're also designing a front light version, but we're in the early days of development," Hagan said.

Although it's been on the market for only a few weeks, Hagan said the Fly6 has already resulted in at least one successful prosecution of a motorist who would otherwise have escaped uncharged.

"A guy was riding with his buddy on the road. A driver came up from behind, was obviously distracted and hit his riding buddy," Hagan said. "The guy with the Fly6 didn't get hit but he captured the incident. The driver fled, but the Fly6 showed his number plate and the police prosecuted him successfully." ■ PL



Kyle Strait

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RIDE YOUR STYLE

Find out how cycling advocacy can unlock 200,000-plus jobs

Cycling is not just good for the environment. As green business models become increasingly popular, cycling is good for business.



The ECF is working to create more cycling jobs in Europe like this one.

At this afternoon's Advocacy Summit, the Cycling Industry Club of the European Cyclists' Federation will introduce a new study that seeks to identify the jobs potential of the cycling industry.

Called the Green Jobs Study, the report stems from a new collaboration between Europe's cycling industry and advocacy groups.

The final study is scheduled for publication this fall, but preliminary estimates suggest that a greater investment in cycling could create more than 200,000 jobs.

The study underscores the vision laid out by the European Bicycle Manufacturers' Association for the re-industrialization of Europe. EMBA has focused on identifying business models needed to bring bicycle manufacturing back to the European Union.

"Making synergies with all possible partners is the way to grow the market and create more and sustainable jobs. Now is the time to work together," said Kevin Mayne, the ECF's director of development.

There have been several successful examples of ECF's collaborative work. One is filtering EU opportunities for more jobs in Small and Medium-sized Enterprises (SMEs).

The EU increasingly recognizes SMEs as the backbone of the European economy. The EU's Horizon 2020 project — the world's largest research and innovation program — promises up to €17 billion (\$23 billion) in capital, support and key technologies for SMEs through 2020. The ECF and Cycling Industry Club believe this offers opportunities to unlock funding for cycling jobs.

Another success story is raising billions for cycling infrastructure. ECF is an advocate for EU funding to substantially help cycling

businesses grow. After extensive campaigning by ECF, the EU could earmark more than €6 billion (\$8 billion) to underwrite cycling infrastructure projects through 2020.

Studies suggest that every one billion euros invested in cycling infrastructure creates up to 16,000 full-time jobs, a great bulk of which are in manufacturing bikes and equipment.

Finally, the ECF is working to expand the market through EuroVelo and cycling tourism. EuroVelo, the ECF-coordinated European cycle route network, crosses the entire European continent and ensures high quality cycling routes for daily cycling and cycling tourism.

It is comprised of 14 routes spanning over 45,000km (28,000 miles). The benefits of increased cycling tourism for the cycling industry are evident: More cyclists require more bikes, more equipment and better services. ■

Don't miss today's Advocacy Summit

Learn more about how cycling advocacy can help your business at today's Advocacy Summit. The summit runs from 4:30 to 6 p.m. in Room Brüssel, Conference Center East, Foyer East, on the 1st Floor. It's sponsored by the European Cyclists' Association, Europe's umbrella cycling advocacy organization. The focus of this year's summit will be the Valuing Cycling Project and ECF's Green Jobs Study. The Green Jobs Study is the first step in a collaboration between the cycling industry and advocacy groups. Final results will be published this fall, but initial estimates show that cycling investment could create more than 200,000 jobs in Europe.

To register for the Advocacy Summit, email [Elina Baltatzi, e.baltatzi@ecf.com](mailto:Elina.Baltatzi@ecf.com).

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2015 Apparel: Fibers and fabrics

Apparel brands engage in high-tech arms race to cover your arms, legs

There was a time when you knew where you stood with a cycling jersey. It was what it was. Either natural and woolly, or synthetic and shiny ... oh so synthetic and shiny. Rain jackets were good for about five minutes in a light drizzle, and your knickers would sag to your knees after just one or two washes.



Bellwether

Now, there's a fabric for every situation as mills and factories around the world create new and ever more specialized fibers. It's led to something of an arms race among clothing manufacturers. These days, it seems, fabrics will do everything except ride the bike for you.

Wonder shorts. If your shorts can't ride the bike for you, what can they do?



According to **Castelli**, its new top-of-the-line Free Race Aero Bibshort will make you go faster: the Vortex dimpled fabric on the legs improves aero performance, disrupting the airflow to smooth the legs' passage through it, much like the dimples on a golf ball or on Zipp's

aerodynamic carbon wheels.

It'll save you 10 watts at 50 km/h (31 mph), or so the company claims — if, that is, your "cottage of wattage" will propel you that fast.

Lesser riders will be comforted to know that the Forza fabric on the inner leg has 30 percent Lycra content, for a snug stretchy fit, and that the shorts have also been engineered to improve blood flow.

Athletes increasingly recognize the role



Alé PRR



Castelli Free Aero Race

of compression in improving performance during as well as after exercise. Brands including 2XU and **Skins** have built..... businesses around compression, and others are squeezing in on the act.



The **Alé PRR 2015** line of bib shorts mixes its fabrics within the short to provide compressive muscle support to the legs and graduated compression in the peripheral zones, while providing support for the abs and lower back as well. The straps are constructed from a light, quick drying carbon-fiber mesh.

Carvico's new Vita fabric also offers compression while also being 20 percent less hefty than classic charmeuse fabrics. It passes the LycraSport tests that prove its fit, flexibility and movement. In addition to all of this, it's also eco-friendly because it's made from 78 percent recycled materials.



Peleton-perfected. In the race for the high-tech-fiber bragging rights, having a pet team of pro testers at your disposal is a bonus. Castelli says its new Free Aero Race was tested with its pro racing partner, the Garmin-Sharp team, but it's not the only company stressing its connections to the extreme and uniquely demanding laboratory that is pro road racing.

English company **Dare2B** developed its premium AEP range with 2006 Tour de France winner Oscar Pereiro. AEP employs what the company calls "Body next to skin" technology, thanks to a material that facilitates odor control and moisture wicking.



On the colder side of the English/Scottish border, **Endura** boasts of its new factory, where it makes all the team kit for the WorldTour Movistar team — and where it can also produce cycling kit for everyday cyclists in a variety of designs, using the same aerodynamic fabrics and to the same high specifications.



"Endura can now credibly claim to offer the most advanced custom

printed aero clothing on the planet," the company says. "Clothing has a bigger overall impact on drag than either frames or wheels, so racers searching for an aero advantage can now access substantially bigger gains by using an Endura WT aero suit than investing in aero wheels."

Louis Garneau's Power Shield jersey, meanwhile, has been blessed by the French Europcar team. It uses a Polartec fabric that offers up to 20,000g/m²/24h of breathability (translation: "a whole lot of water transfer") while still remaining stretchy and windproof.



Finally, **Craft** has partnered with eVent for its new three-layer weatherproof Tech Rain Jacket that it supplies to the Orica men's and women's cycling teams.



"We cannot compromise on function," a Craft spokesman said. "In some situations, we are aware that the Tech Rain Jacket might even be a lifesaver for riders at the very highest level in the worst conditions." Mere mortals who don't plan to test their mortality on a fun ride can currently buy a jacket in Sweden, parts of Europe, Israel, Australia and the United States.

Print is not dead. Rain's not the only hazard you're going to come across when you're out on your bike. Indeed, if you happen to be riding in **Bellwether's** Forza Jersey 5175, you might well be in a very hot country that could use more of the wet stuff.



Its Cooltemp fabric uses nanotechnology — embedding crystals into the fibers that are cool to the touch and consequently absorb and dissipate body heat, lowering skin temperatures by a claimed 2-4 degrees F (1-2 degrees C). It also employs Coldflash, cooling spheres printed on the inside of the



Vita fabric

sponsored by

Free Aero Race Bibshort

In 2007 Castelli introduced the first Free Bibshort that revolutionized cycling shorts with the incredible feeling of freedom it provided. For 2015, Castelli re-engineered every detail making the Free short more comfortable and more aerodynamic. It's designed not to overly compress the muscles, therefore helping blood flow in the capillaries, getting oxygen to the muscles. In terms of aerodynamics, wind-tunnel results a full 10 watts faster at 50 km/h. The revolutionary Giro Air leg band provides more stretch and distributes the compression over a larger area. The minimalist Free bib construction lay perfectly flat and doesn't affect temperature control since it doesn't add an extra layer over part of your torso, making it easier to dress for hot weather. The two-layer Progetto X2 Air seat pad is used with its ventilated skin-care layer and multi-density padding to ensure excellent comfort no matter how long your epic ride is.

www.castelli-cycling.com



Endura Pro SL

garment that react with sweat, wicking it away in a cooling and comforting fashion.

Finally, NanoVent fabric, used selectively across the garment, again employs nanotechnology and has direct vent inserts that aid cooling.

Eschler, a Schoeller company, also has been printing on fabrics. Its Flash two-layer knit combines good aerodynamics, a soft feel and stretch with high abrasion resistance. This is thanks to a polyurethane-based coating into which small, very hard ceramic particles are printed in a pentagonal pattern. The idea is to save wear and tear to the garment but also, more important, to protect riders' skin in an accident.

Shimano's printed offering, meanwhile, does the opposite of

SCHOELLER STAND
B5-505

created DVStretch. This features eVent's ePTFE membrane in laminations with unprecedented stretch. Finished fabrics can stretch up to 85 percent and recover fully. The combination of stretch, protection and porous structure make it suited for high-intensity sports such as cycling, running, Nordic skiing, climbing and light trekking, a spokesman said.

Gore Bike Wear is presenting its new Alp-X Pro line, which offers total windproofness but also breathability, combining its well-known Windstopper soft-shell with hardshell levels of water resistance.

Gore also announced an extensive cooperation program with 7Mesh, making this Canadian debutante one of only a select group of cycling brands to

GORE STAND
B5-404



7mesh Revolution jacket



Shimano

Bellwether's. Its light, compact Explorer Metallic Lite windbreaker features a metallic printed pattern lining that reflects infrared radiation released by the body, warming up the layer of air between the fabric and the skin and helping to keep the rider warm and comfortable.

All-weather performance. Inclement weather is often the true test of a garment's fabric. eVent makes waterproof, breathable materials more stretchy — a key consideration for tight-fitting clothing in active sports — while not compromising their protective powers. Working with the Italian laminate specialist ITTTAI-Bel Punto, eVent

SHIMANO STAND
A1-200

have access to its new fabric.

7Mesh's founders come to the cycling industry with more than 80 years' experience between them in technical apparel, mostly with Arc'teryx.

7Mesh will use Gore materials across its product line, which includes the Revolution jacket — a versatile, robust piece for men and women that features a snap-on, snap-off under-helmet hood and which is designed to accommodate everything an extended cycling trip — road or MTB — can throw at it.

"It's almost unheard of for us to license start-up companies to use Gore materials," a Gore official said. "The 7Mesh team brings fresh insight into cycling apparel. Their deep understanding of our technologies and track record of excellence and innovation

make our partnership a natural choice."

The 7mesh Spring 2015 collection uses four different Gore technologies, including the cycling outerwear debut

7MESH STAND
B5-608

of Gore-Tex Pro, Gore's most rugged material intended for extended use.

7mesh will also be using Gore-Tex Active, WindstopperActive and Windstopper Soft Shell materials in its collection. ■ ML

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Devinci gets attention for lifetime warranty

If you represent a brand that's trying to break into the fragmented and competitive European market, it helps to have a good sales pitch.

Devinci, a Canadian bike maker that is exhibiting at Eurobike for the first time, has a very effective conversation starter: It offers a lifetime warranty on its carbon downhill and enduro mountain bike frames.

"The lifetime warranty really is a good way of showing the end user all of the R&D that we put into our product, because we're the only bike company that offers a lifetime warranty on carbon, long-travel bikes," said David Régnier-Bourque, marketing manager for Devinci.

Devinci, based in Chicoutimi, outside of Québec, Canada, is far from a new bike company. It's been around since 1990, and in Canada produces a full range of bikes — including the Bixi bike share bicycles used in such cities as London, New York and Washington, D.C.



Devinci Spartan Carbon RR



B4-103	31155 / 32154	TEMPUS 1051

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All told, Devinci produces 120 models for the Canadian market.

But trying to promote a whole line would be overwhelming at Eurobike for a brand that is trying to get its foot in the door, Régnier-Bourque said.

"It's too much to show to new dealers," he said. "So we're focusing on the dual-suspension bikes. If they look at other bikes that we offer and are really interested in them, they can purchase them."

Mountain bikes are an obvious focal point, because retailers can see at a glance that Devinci bikes are very different.

"We wanted to have a unique product. Just by looking at it, people can see that it's different," he said.

Devinci is also creating a name for itself in mountain bike racing. It's been putting money into enduro and downhill race teams and is getting results: Steve Smith won last year's World Cup Downhill title on a Devinci bike.

The company is making a big push in the fast-growing sport of enduro racing. Another Devinci-sponsored rider, Damien Oton, is currently in second place in the rankings on the new Enduro World Series circuit.

"We invested a lot in marketing to get the best downhill team," Régnier-Bourque said.

"Having a unique product with a unique suspension design and a race team performing on that product — that's a combination that creates demand," he added.

Earlier this month, Devinci launched a full-carbon version of its top-end enduro bike, the Spartan Carbon RR, which it is highlighting at Eurobike.

The 27.5-inch bike uses a Split Pivot suspension for 165mm of rear travel and 160mm up front with the RockShox Monarch Plus RC3 shock. A low stand-over height coupled with a very low center of gravity improves handling.

The Spartan Carbon RR carries an MSRP in the United States of \$7,499 (€5,650).

Devinci markets the Spartan as a good cross between a freeride adventure bike and an enduro race bike.

Devinci attended the Taipei Cycle Show for the first time in 2011, but held off from showing in Friedrichshafen until it found a German distributor. Shocker Distribution will handle the Devinci brand.

"The key thing for us is choosing the right partner," said Giles Hayes, Devinci's international sales coordinator.

North America remains Devinci's most important market and is responsible for about 60 percent of its sales, with Europe accounting for 10 to 15 percent, and the rest is split up among other regions, Hayes said.

Devinci manufactures all of its aluminum frame bikes in Québec and all bike assembly is performed in Canada. ■ DM

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Kids, dogs, groceries, and kayaks — there's a bicycle trailer to haul them

The urban bicycle mobility movement across Europe has breathed new life into cargo bike sales. It's also boosting sales of bicycle trailers.



Used Y-Surf

While many are built for specific purposes, a growing number of bike trailers are multifunctional — letting a parent transform a child carrier into a baby stroller or jogger, for example.

Today's range of bicycle trailers target all kinds of transportation needs. People are hauling their groceries, children, luggage, tools, furniture and more (and don't forget their pets).

They can choose among trailers with one, two, three or even four wheels (the three and four wheelers are typically found on trailers that transform into joggers and strollers).

Unsurprisingly, trailer makers are focusing on multifunction trailers that can do it all. Here's some of what you'll see at Eurobike this year.

Several larger suppliers like **Thule**, the Swedish rack and carrier supplier, are investing in this newly attractive product category.

Thule got into the market when it acquired Chariot, a Canadian manufacturer of multifunctional



Thule Glide

THULE STAND
A7-500

kids' trailers, in 2011. Now, Thule has announced that it is changing the name of all Chariot products to Thule.

"The name change lays the foundation of the a Thule product category, 'Active with Kids,'" the company's Fredrik Erlandsson said.

Although it isn't a trailer, Thule is marketing a stroller for active cyclists and runners who have small kids. The Thule Glide uses a fixed front wheel for stability at pace. The ergonomic handlebar adjusts to many positions, and a hand brake improves control on steep terrain. The passenger, meanwhile, gets to enjoy the benefits of a rear suspension system.

The **Winora Group's**

XLC brand is another larger supplier that is jumping into trailers. With the backing of Winora's parent company, the Accell Group, XLC has been expanding its parts and accessories range internationally.

"Our new trailer range was developed in cooperation with German trailer expert Zwei plus zwei," XLC product manager Burkard Schuster said. "We are starting with three models debuting here on Eurobike: a kids trailer — offered as a one- and a two-seater — a dog trailer and a transportation trailer."

The XLC Mono and XLC Duo transform in seconds from a trailer to a stroller and walker. Schuster believes these multifunctional kids trailers will be especially popular.

Messingschlager,

one of Europe's leading bicycle parts and accessory importers, is expanding its bicycle trailer range under the M-Wave name with a foldable dog trailer that includes an additional front entrance, rollover bar, rain protection



Messingschlager M-Wave dog trailer

MESSINGSCHLAGER
A5-100

shopping bicycle trailers," marketing manager Martin Buchta said. So, why not pets?

When Thule acquired Chariot, the Canadian company's German distributor, **Zwei plus zwei**, lost its distribution rights. So Zwei plus zwei has since focused on building its own Croozer trailer brand.

The brand now includes multifunctional kids trailers along with pet, cargo and mini trailers (for smaller pets or soft toys for kids).

Zwei plus zwei (the company name means "Two plus two") also offers a large line of accessories for every trailer, including sun, rain and storage covers. With a handlebar console, users can attach drink holders with Velcro straps.

Zwei plus zwei's new Croozer Kid Plus is available in one- and two-seater versions, each of which converts into a stroller or walker.

The company's Lena Winterstein said the trailer was awarded TÜV Rheinland's "toxproof seal of approval," which means no harmful substances were used to make the trailer.

The company also picked up a Red Dot design award for the trailer earlier this year. Also new at the company's booth are its new Croozer Cargo and Croozer Dog trailers.

U.S. supplier **Wehoo** is bringing new ideas to the category.

Its iGo, iGo2 and iGo Venture are single-wheel pedal trailers, which means kids can pedal along with their parents.

The trailers use a single wheel so they will fit on narrower trails. Wehoo also offers a range of accessories, such as pannier bags, a cargo basket and canopies.

To secure their precious human cargo, the Wehoo trailers use foot straps and an adjustable three-point harness with a chest buckle.

Ecom21 is Wehoo's exclusive German distributor.

Tout Terrain's trailer range serves the off-road, tour and urban markets.

The tour trailer line is a natural extension for the German company, which is known for its custom, high-end touring bicycles. Its 9.5kg (21 lb.) one-wheeled Singletrailer cushions a child with a spring suspension offering 200mm of travel.

"The five-point seat belt ensures additional safety," the company says. And with a width of just 45cm (18 inches), the Singletrailer is narrower than a mountain bike.

Singletrailers have been on the market for a while, but Tout Terrain this year is launching a single-wheel cargo trailer,

ZWEI PLUS ZWEI
A2-403

WEHOO STAND
FG-0211

TOUT TERRAIN STAND
A2-110

sponsored by

XLC

The new bicycle trailers XLC DUO and XLC MONO are genuine all-rounders. In a few simple steps the trailer can be converted into a stroller or a jogger.

Free with each XLC child trailer delivery, the following components are enclosed: drawbar, axle-mount-hitch, hitcharm, safetyflag, a stroller wheel and a big 16" front wheel.

More features are extra-large windows for all-round visibility and a combi rain- and insect- mesh.

The innovative folding system folds the trailer quickly into a compact size. The easy to use brakes blocks both wheels when implemented. In combination with a baby carrier from Weber both models XLC DUO and XLC MONO, are also suitable for babies up to the age of 9

Months or weight of 9kgs. The child cockpit is robust and has a 5-point safety-belt for children's safety. The trailer's low centre of gravity guarantees perfect driving behavior.

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STAND
A4 - 200



and universal QR hitch.

"M-Wave is already selling several multifunctional kids and luggage and



Tout Terrain Mule

the Mule. It's made for serious bicycle tourists.

Peter Hornung, a carpenter and architect, is a newcomer to the bicycle trailer market. He is showing products from his young cargo trailer brand **Hinterher**.



For 20 years, Hornung worked as a carpenter in downtown Munich. Traffic and parking became so bad that he switched to a bicycle so he could reach his customers on time. The experience led him to design the kind of trailer that someone like him would find useful.

"First I thought about a cargo bike. But then I would have to run up and down the stairs to get my tools," he said. "I was looking for something that was small, multifunctional, rigid and

high-quality — a cargo bicycle trailer that could be easily converted into a handcart with handles, as well as a maneuverable hand truck that I could take up to customers' apartments."

He also wanted something that would fold compactly.

Hornung now sells two versions of his Hinterher trailer: the HH Mini, with 16-inch wheels, and the HH Max with 20-inch wheels.

Both trailers use a patented drawbar. The frame of the trailer's bed is made of CNC-milled aluminum that is offered in 10 colors.

"The aluminum bed is the heart of my trailers," Hornung said. His latest offering includes rickshaw-style drawbars of aluminum with wooden handles. With these new drawbars, the Hinterher trailer transforms into a cargo trailer that can

be pulled by someone on foot. Hinterher is exhibiting at trailer producer Weber's booth.

Used has imported CarryFreedom trailers for years, and recently acquired the trademarks to the CarryFreedom brand. Bob Giddens, Used's general manager, and his team are expanding the line with several parts and accessories that work with the folding bike trailer.



One new offering is the Y-Surf, a

U.S. fat bike pioneer **Surly** offers two hefty models: Bill and Ted, both made of 4130 CrMo steel.



The larger Bill is 1,608mm by 610mm (5 feet, 3 inches by 2 feet) while the Ted measures 813mm by 610mm (2 feet, 8 inches by 2 feet).

They are unique because they can haul significant loads. Surly's hitch system is made to be as universal as possible, so it doesn't matter if the bike is a 29er or a 20-inch bike, has a full-



Surly Bill trailer

mounting kit that lets cyclists haul a surfboard, kayak or paddleboat. The rail design guarantees "that the board cannot be blown around by wind and there is still space for all your gear as well," Giddens said.

suspension frame or disc brakes, or has rear racks and fenders. They will probably be able to attach.

The trailers accommodate hub widths from 120mm to 145mm, and users can align the centerline of the trailer to match the centerline of the bike.

America is a big country, and so are their bicycle trailers.

The bed stays level, important for long items that hang off the back like lumber, tubing, ladders, etc. ■ **JB**



Even chimney sweeps can use a Hinterher trailer



A Hinterher trailer on an HP Velotechnik trike

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Shimano says its Steps works whether it's freezing or baking

Shimano is showing its new Steps mid-drive e-bike system here at Eurobike. Beginning this spring, Shimano delivered limited numbers of the system to the German dealer associations ZEG and Bike&Co.



A Corratec Classic Lady with the Shimano Steps system.

specifically designed for the Steps system. It has been treated with a low-friction Sil-Tec coating.

The drive unit offers significant protection against dust and water as defined by IPX6 standards (which covers protection from water that is projected from all angles).

Its components are designed to be ridden year-round: Shimano says they can operate in temperatures ranging from -10 degrees C (14 degrees F) to 50 degrees C (122 degrees F).

A future-oriented feature is the ability of the Steps system to integrate with Shimano's electronic Di2 internal gear hubs, the Alfine 11-speed and 8-speed and the Nexus 8-speed. The system automatically reduces motor power while shifting for a smooth performance.

Steps also connects to a computer for set-up, firmware updates and diagnostics as part of Shimano's "E-tube" software which covers all Shimano electronic bicycle systems. ■ GE

This phased approach was intended to sort out any issues concerning servicing of the system. Shimano has now begun deliveries to other bicycle manufacturers.

The Steps system is designed for pedelecs, or pedal-assist bikes, that are most common in Europe. At its heart is a 250-watt motor that weighs only 3.1kg (6 pounds, 13 ounces) and is one of the lightest drive units on the market.

Steps offers three levels of power support. Field tests have shown that in normal power mode, the Steps 418 Wh battery can power the system for a distance of about 85km (53

miles), and in high power mode for 60km (37.5 miles).

Shimano found that the maximum range of the Steps system is about 125km (78 miles) in eco-mode when used on flat roads at a speed of 23 kph (14 mph).

The battery recharges in four hours and mounts either on the rear carrier or the down tube.

According to Shimano — and of interest to end-users — the battery is expected to last for at least 1,000 recharge cycles, which is about twice that of many competing systems. That means a battery could last for the life of the e-bike.

Shimano is also delivering a reinforced chain that was



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monocoque

TIMANIA SEAT CLAMP
uncompromized

Velospring's wooden grips are shockingly beautiful

Velospring, a German company that is debuting at Eurobike, is focusing on a single product: ergonomic handlebar grips that absorb shocks and are beautifully made of walnut.



Velospring founders Klaus Mildenerger (left) and Alexander Moretti

"More and more urban cyclists are asking for cool sustainable lifestyle parts and accessories with comfort features," said Klaus Mildenerger, the founder and general manager of Velospring "Velospring's Sen Comfort grips offer a mix of both."

All grips are made out of walnut from Freiburg in southern Germany.

"The region is increasing the number of walnut trees through systematic re-planting," Mildenerger said.

A Velospring partner carefully selects appropriate pieces of walnut that will be used to make the grips. They are machined, after which Velospring inserts a metal, patent-pending shock absorption mechanism.

The grip surfaces are meticulously oiled and polished. Mildenerger said the final coating is with an oil made "only of natural tree sap and oils."

The final result is like a uniquely sculpted work of art, because every grip is different.

Mildenerger said the grips are functional as well as beautiful.

"Rides on rough, tarred roads and cobblestones are tiresome," he said. "Our grips are able to absorb shocks through an internally located spring. Shocks are not transferred to the arms and shoulders. Moreover, the impact on the wrists is significantly reduced."

Here at the show, Velospring shares a booth with Speedlifter maker BySchulz GmbH. ■ JB



Q&A: Dutch designers To divine the future of bicycle designs, look at electric bikes

Three well-known Dutch bicycle designers — Peter van der Veer, Jorrit Schoonhoven and Basten Leijh — attend Eurobike every year to scope out the latest trends. We asked them what they are looking for here in Friedrichshafen.



Peter van der Veer

Van der Veer is owner of Van der Veer Designers, whose clients include Gazelle, Yepp, New Loox and Dahon.

Schoonhoven is new business director of PI Development and owner of Scoof, which designs electric mobility products. He's also worked for Batavus and Geoby Electric Vehicle.

Leijh is owner of Bleijh and partner and creative director of the Pedalfactory. He has worked for Giant and is now in charge of the wooden Sandwhichbike.

The *Show Daily's* Arnauld Hackmann conducted the interviews:

ESD: What general design trends do you expect to see at Eurobike?

Van der Veer: I expect the e-bike once again will have the most dominant appearance at the show. Important in the e-bike segment is the rising popularity of the speed bike version.

Schoonhoven: E-bike development is in my opinion at an early stage. Most e-bikes consist of a regular bike where the motor and battery are [added on]. During Eurobike we will see several concepts with the motor and battery more integrated into the frame. We will also see that the target group for e-bikes broadens to commuters and mothers. And it is the youth's turn.

ESD: Thanks to Bosch, mid-motor drives have gained considerable ground. Will the mid-motor dominate the market, or will they remain alternatives to front and rear hub motors?

Van der Veer: I expect that mid-motors will dominate the market. Basically, I find the mid-motor

solution to be not so bad, but the engine at that spot will always need a reduction box to reduce the rotation speed of the motor. On a slightly larger hub-motor you can build a gearless direct drive system. Such a system is always quieter and has less wear and tear. I see a hub gear combined with a surrounding brushless motor as a more ideal system for city bikes.

Schoonhoven: The mid-engine is a first step to the integration of the motor in the frame. The Bosch motor is great, but it is still an engine that is stuck to the frame. Bosch has given a great boost to the e-bike market. The Bosch brand has ensured that confidence in the e-bike has increased enormously.

Leijh: It's a nice step forward and indeed a first stage of integration.

ESD: The automotive industry is increasingly focused on e-bikes. Is this a refreshing and inspiring development, or threatening and unwanted?

Van der Veer: The more designers are focusing on the bike, the better it is. I won't mind car designers coming up with as many ideas as other designers, from any sector.

Schoonhoven: The bicycle industry can learn a lot from the auto industry. Several car manufacturers have already put down a vision of 'mobility' instead of selling a car. The e-bike will play an important role.

Leijh: The major bike brands have a wait-and-see attitude. That is extremely dangerous because unknown brands can come up suddenly with a golden solution — just like the Tesla syndrome. [There is a] high probability that these solutions will come from the automotive industry. For me this is very desirable because there isn't very much change in the bicycle industry. However, it is unfortunate that this industry doesn't have the insight to change from the inside.

ESD: In the bicycle industry, the success of the e-bike claims much of the attention. Is this — if you look at bike design — at the expense of regular city bikes?



Basten Leijh

What will the city bike look like in about 10 years?

Van der Veer: All development dollars in the bicycle industry are largely reserved for e-bikes or e-bike related development efforts. That can only come at the expense of other items.

In 10 years the city bike will, I hope, still be a relatively light and maintenance-free product that is offered through the Internet for a very reasonable price. The city bike of 2024 will therefore have removable parts and will be easy to assemble with few tools.

Schoonhoven: The success of the e-bike is a blessing for the entire bicycle industry. Importantly, the e-bike is the only electric vehicle that earns money. This lifts the entire industry to a higher level. The next generation of e-bikes will also contribute to the disappearance of the second car. We are already seeing this trend in the major cities.

Leijh: I also think it's a win for the industry. I see all kinds of different designs for me both for the area in the city and a hole in the area between e-bike and e-scooter. Also, I like the challenge of designing for a target group that's not used to taking the bike. ■ AH



Jorrit Schoonhoven



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2015 Tires: MTB

Fat chance: Tire makers live large as they embrace the next big trend

As athletes keep pushing the boundaries of what is deemed rideable terrain on a mountain bike, tire manufacturers are improving their products to keep up. Meanwhile, the market continues its shift from 26-inch to 27.5- and 29-inch-wheels, while the proliferation of fat bikes is forcing tire factories to retool.



Schwalbe ProCore

Tire makers started the process of expanding their ranges to the larger sizes last year. The work continues for 2015, as not all tire models and widths have become available in all three sizes yet.

For example, **Onza Tires** expands its mountain bike range with 27.5x2.4-inch varieties of its existing Greina and Citius models, both in lightweight, foldable Kevlar-bead versions or in wire-bead versions including reinforced carcasses for downhill applications.

The Ibx all-around profile is going to be available in a 2.25-inch width for both 29-inch and 27.5-inch wheels, filling another gap in the lineup. With its enduro-specific EDC carcass, Onza has an interesting new technology on hand as well. Its skinwall tires are a standout.

Continental will be showing its sturdy, all-mountain Trail King in a 2.2-inch width for 29ers and in both 2.2- and 2.4-inch widths for 27.5-inch wheels.

WTB follows suit by expanding the choice of wide tires for bigger wheels with two new models: The Trail Boss is available in a width of 2.4 inches for both 27.5- and 29-inch wheels. Its profile promises good traction over a wide range of weather conditions and surfaces. The Breakout is a bit wider at 2.5 inches and only available for 27.5-inch wheels. With tightly spaced knobs and a round shape it combines low rolling resistance and predictable handling on hard-packed surfaces.

Another interesting new tire for enduro riders is **Kenda's** Nevegal X Pro. It's lighter, with an optimized tread.

Schwalbe has redesigned its popular all-around Nobby Nic tire from scratch, adding a new and tougher Snake Skin sidewall, and making it available in all three wheel sizes for 2015.

While the 26-inch version is also



Kenda Juggernaut Pro

available in a 2.1-inch width to fit old frames with scarce mud clearance, the 27.5- and 29-inch versions will come only in 2.25- and 2.35-inch widths.

Continental has been delivering prototypes to its sponsored riders in various formats throughout the season. These tires are easily recognizable by the add-on "Projekt" to the model name. By combining their proprietary Protection and Apex carcass technologies, Continental is also working on enduro-specific tires that offer a lot of puncture resistance without being overly heavy. The target weight is about 800 grams (28 ounces).

Downhill tires swell up.

Another Projekt focus at Continental is its downhill-oriented Der Kaiser and enduro-specific Der Baron. The GT Factory Racing team have been riding 27.5-inch versions, and they will hit the commercial market as a 2015 product.

With the Griffin, **Maxxis** is rolling out a new downhill tire for both 26- and 27.5-inch wheels. Optimized for dry, fast courses, this new model is available in two different compounds and in a width of 2.4 inches.

The same goes for Kenda's new downhill tire, dubbed the Honey Badger.

MAXXIS STAND
A5-402

WTB STAND
B3-206B

ONZA STAND
B1-406

KENDA STAND
A7-401

SCHWALBE STAND
A5-300



Schwalbe Jumbo Jim



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BOOTH#: B2-501





Onza Citius

The knobs in the center section are split, so they offer a low rolling resistance at speed and still have enough bite to transfer hard braking forces to the ground.

A special mention has to go out to the ProCore double chamber system developed by Schwalbe and Syntace. The idea behind it is pretty simple and

straight-forward: By combining a tubeless tire with a second air chamber that is kept close to the rim, the pressure in the main chamber can be lowered to 1 bar (14.5 psi)!

As a consequence, traction and control in rough terrain are enhanced dramatically, while the danger of a pinch flat is almost non-existent.

In addition, the tubeless tire is held in

place safely by the second air chamber, which is pumped to a significantly higher pressure.

Racing teams have been testing the ProCore system throughout the season. At Eurobike, Schwalbe intends to discuss more details of how it intends to promote the ProCore, and to which market segments.

Fatheaded brands. Spend any time in the halls, and it's obvious that this is the year of the fat bike. Obviously, these bikes need very special tires as well.



At first, specialists such as Surly, 45NRTH and Origin8 dominated the market for such voluminous tires. Another early adopter of fat bike tires is **Vee Tire**; the Thai manufacturer already offered four fat bike treads for 2014 and has already redesigned all of its fat bike tires for 2015.

Vee Tire is bringing no less than six treads for 26-inch rims, along with the Trax Fatty for 27.5- and 29-inch rims. On top of that, the Snowshoe and Snowshoe XL models come with a new rubber compound that Vee Tire claims will offer more grip at sub-zero temperatures.

As always when a new market segment emerges, the big players aren't

slow to jump on the bandwagon. Fat bikes are no exception. Maxxis rolled out two new tire models at the Taipei Cycle Show in March. The Mammoth is 4 inches wide and fits 26-inch rims, while the Chronicle, for 29-inch rims, is significantly narrower at 3 inches.

Both tires combine a fast-rolling center section with aggressive knobs on the shoulder for cornering traction.

Schwalbe enters the fat bike market with the Jumbo Jim, available in 4- and 4.8-inch widths. According to Schwalbe, the 4-inch version is a svelte 990g (35 ounces).

Kenda is showing its first fat bike tires. The Juggernaut comes in either 4- or 4.5-inch widths, with either a Kevlar or steel bead.

Last but not least, WTB is opening up an interesting niche with its Trail Blazer model, first seen at the Sea Otter Classic on Rocky Mountain's intriguing Sherpa concept bike.

Fitting a 27.5-inch rim with a width of 2.8 inches, these tires are designed to convert an ordinary 29er into a "fat bike lite."

In warm weather, folks can ride their 29ers as normal, then swap out the wheels for winter and enjoy most of the advantages of a fat bike without having to actually buy one. ■ LVR



WTB Breakout



Continental Projekt tires

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Eurobike Booth
A5-503

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New Products 2014

Pure Fix Romeo

STAND
A2-506



A flip-flop hub on the white-on-white Romeo lets riders switch between single-speed and fixie. It comes standard with a front brake, 700x28 tires and two water bottle braze-ons. The Pure Fix one-year warranty is activated with professional assembly from a bike shop.

SRAM Force CX1

STAND
A3-204
+ TEST TRACK



The SRAM Force CX1 groupset is a high-performance 1x11 cyclocross drivetrain that blends the best of SRAM's XX1 MTB and road technologies. The single-ring, 11-speed drivetrain has a clean look and optimal gear selection for cyclocross. It's 205g (7 ounces) lighter than the Force 22 2X.

rh+ Olympo Triple Fit Contador

STAND
B5-406

With the rh+ Triple Fit System, sunglasses can be adjusted from the front and the sides for a custom fit. The bridge nose, which is coated with an allergenic silicone, can be widened or narrowed. Extensible temples adjust within a 6mm range so riders can fine-tune the length. And the lenses are interchangeable.



Velo Senso Miles VL 1684

STAND
B2-503

Senso's VL 1684 is intended for long-distance riders who seek a light design but not at the expense of comfort. Weighing 127g (4 ounces), the VL 1684 incorporates a light foam layer for that extra touch of padding.



Abus Hyban

STAND
A5-500

For adults and youth, the Hyban is suitable for city, commuting, BMX, skate and other everyday uses. Thirteen air inlets and five outlets provide optimal ventilation. A LED rear light high on the helmet ensures visibility in low-light conditions. An optional rain cap or winter kit provides comfort in any weather.



Airace iGauge Veloce A

STAND
A5-108

The iGauge is another in Airace's Bluetooth-equipped line of pumps, which lets users read the pump pressure on a smartphone through the Airace iGauge app. The pump is good for up to 240psi (16.5 bar) — and even at high pressure its secure Presta valve will not disengage. Included batteries last 550 days in stand-by mode, and about 380 days if used 10 minutes a day.



Aki Be All BR-C SV

STAND
B2-406

This high-performance city commuter bike features a carbon frame, more commonly seen in racing models, for a more graceful ride. Disc brakes provide safety in inclement weather, and a Shimano Alfine Di2 internal 11-gear electronic hub has a wider gear ratio than many regular bikes. The 2-speed front hub allows riders to shift when stopped.



Novatec Fat Bike Hubs

STAND
A6-405
+ TEST TRACK

Novatec has the fat bike fad covered with a line of high-performance fat bike hubs, available in both common axle dimensions for the fat bike market. Novatec's D101SB front hub (O.L.D. 135mm) and D102SB rear hub (O.L.D. 170mm) fit narrower fat bikes, while the D201SB (O.L.D. 150mm) and D202SB (O.L.D. 190mm) fit bikes with wider axle spacing.



Arisun Mount Baldy

STAND
A3-607

The Mount Baldy is part of Arisun's TLR, for "Tubeless Ready Technology," line. TLR tires reduce rolling resistance and eliminate the inner tube. Because there is no friction between the tire and the tube, riders can lower the pressure for a better ride. The Mount Baldy is one of several TLR models in the Arisun line.



Slide2go Easy Click

STAND
B5-605

Slide2go's new safety system, the Easy Click, is a safe and simple way to attach a basket or bag to the bike. The basket or bag is inserted in the Slide2go housing and locks automatically with a click. To unlock, just press the red button.



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New Products 2014

A2B eSocialBike

STAND
A4-605



The eSocialBike technology, developed by Sitael, enhances the A2B experience. The eSocialBike system provides route planning and GPS while monitoring diagnostic and maintenance information directly from a chip in the bike's battery compartment. It helps A2B owners manage maintenance, receive warranty notifications, report problems, and stay in direct contact with their retailer. A2B will incorporate the eSocialBike system on selected models.

Fabric Cell

STAND
B1-409



The Cell uses a unique structure of hexagonal air-filled cells, which does away with the need for foam and a cover. The construction borrows from technology used to make high-end running shoes. Like all Fabric saddles, the Cell uses a unique three-part construction technique, removing the need for seams and stitching.

Gaerne G-Kobra

STAND
B5-603

Gaerne's new mountain bike shoe is lighter than its predecessor and is free of pressure points, thanks to the patented Boa L5 closure system. A new Gaerne MTB 3Density Sole combines nylon and fiberglass to be durable, light and thin. Studs on the side and heel are made of THSR-Icegrip for dry, wet and icy conditions. Two removable front studs offer traction in muddy terrain.



Vaude Bike Alpin 25+5

STAND
B5-400

One of the five members of the Vaude Classic Series, the Alpin gets an update for Vaude's 40th anniversary. It and the other packs are available in a Green Shape edition, which means they feature eco-friendly manufacturing using Bluesign-certified materials. Torso lengths have been revised, and the helmet holder is fast, simple and intuitive.



iXS Dagger D'Claw Edition

STAND
B3-100

iXS launching the D'Claw Edition of its familiar Dagger knee pad in cooperation with Darren 'D'Claw' Berrecloth. The Dagger's compact, lightweight design and two hard shell components give it its characteristic appearance. The AeroMesh material is antibacterially treated to neutralize odors. It's available in four sizes.



Dahon Qix

STAND
A4-405

The 20-inch Qix offers a larger seating position and range. Vertical folding technology means the Qix rolls directly into a folded position with little effort. A rear carrier with a built-in guide wheel lets users roll it when folded. The Qix includes an 8-speed SRAM drivetrain and Dahon's micro dual Pivot caliper brakes.



Steadyrack Classic Rack

STAND
A3-812A

The Steadyrack Classic Rack fits most bikes and wheel sizes. A unique swivel action lets users keep the bike in the center, or move it to left or right for storing several bikes side-by-side.

There's no lifting – just balance the bike on the rear wheel and push it into the rack.



KTM Macina eGnition GPS+

STAND
A4-300
+ TEST TRACK

KTM's latest 27.5-inch, full suspension e-mountain bike is a fast all-mountain performer, powered by a Bosch Performance Line e-bike system. Its 160mm Fox Float CDT BV rear shock, 3D alloy rocker and 150mm front travel (Fox 34 Float) make bumps melt away. The frame uses internal routings for a clean look.



Giant Reign 27.5

STAND
B3-300
+ TEST TRACK

Featuring 160mm (6.3 inches) of travel with its Maestro Suspension system, an ALUXX SL aluminum frameset and 27.5-inch wheels, the new Reign 27.5 is strong and efficient for trail riding and enduro racing. Shock mounts are air or oil-compatible.



Innova Hadar

STAND
A3-602

Innova's racing tire, the Hadar, has a low-profile design for extra grip and good rolling resistance. Innova's dual compound combines traction with handling performance. It weighs 165g (6 ounces) in 700x23c.



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New Products 2014

Jyrobike

STAND
A6-303A



After a successful Kickstarter campaign, Jyrobike is showing its auto balance bike that it says can help a child learn to ride a bicycle in an afternoon. It uses a patented "Control Hub" in the front wheel that acts as a gyroscope to keep young riders upright when they tip or wobble. The Control Hub fits any 12- or 16-inch bicycle, or can be bought with a complete Jyrobike bike.

Winora DealerCenter

STAND
A4-200

The Winora DealerCenter bridges the gap between brick-and-mortar and online distribution. It is an interactive information and service center for IBDs. It gives retailers and customers access to product images, equipment details, geometry data and real-time availability for every model. With a 23-inch touchscreen, the terminal supports a growing number of apps and videos.



Storck Adrenic

STAND
A3-100

Two rockers isolated from the rear triangle ensure precise response and reaction-free suspension characteristics in Storck's new full-suspension Adrenic. With 120mm of rear travel and 130mm up front, combined with 27.5-inch wheels, the Adrenic is made for trail riding.



Cannondale Trigger

STAND
A6-200
+ TEST TRACK

The Trigger is one of the most versatile bikes Cannondale has made, with a new Fox Dyad rear shock that handles any terrain. It's for the rider who only needs one bike in the garage.



5Links2 165

STAND
B2-406

Invented in Japan, the 5Links folding bike looks like a normal bike when open but folds compactly for use on public transportation — even when there is luggage on the rear rack. The 5Links2 is equipped with a Shimano 5-speed hub, and a sister bike, the 5Links2 169, has a 9-speed hub.



Knog Qudos

STAND
B1-504

Qudos is a high-powered light for action video cameras. Three stacked LEDs, clip-lock housing, and choice of black or silver finish makes the Qudos a perfect companion for a GoPro or other action cameras and DSLRs. The Qudos delivers 400 lumens, a 72-degree beam, and is waterproof to 40 meters (130 feet), but weighs just 150g (5 ounces).



Biknd Jetpack

STAND
B3-206

The customizable roller bag protects performance bikes from the perils of air travel. Unzip the wide opening, insert the bike into the fortress-like interior and use the adjustable, safe-locking mechanism to secure the rear axle in place. Inflatable walls shave weight and absorb shocks from all sides. Roller wheels and convenient handles make getting to and from your destination simple.



Dr. Pad Doc 89

STAND
B5-406

The Doc 89 is dedicated to female cyclists. The padding provides cushion without limiting movement. Thanks to Dr. Pad's patented Cutting Technology, the chamois is lighter than competitors'. No padding parts are sewn, so there are no threads to irritate when rain or sweat make them wet. No glue is used in the padding to improve breathability.



Borealis Echo

STAND
B3-206

Borealis Bikes from Colorado Springs, Colo., is the latest brand in Shocker Distribution's product line-up. The Echo is the second carbon fat bike from Borealis and is designed around the Rock Shox Bluto fat bike fork. The Echo is surprisingly light for its size, especially when combined with Borealis' Carbondale tubeless carbon rims.



Selle San Marco Bioaktiv

STAND
B3-405

Selle San Marco's Bioaktive line of comfortable, anatomical saddles are made for recreational, city and active riders. For 2015, riders can choose from Biofoam, Gel, Open and Fusion styles in two sizes: small, with a high-performance-oriented narrow width; and large for those who desire comfort.



New Products 2014

Super B Travelling Tool Case

STAND A7-413

The TB-98800 traveling tool case from Super B is a mechanic's best friend. Its handle and wheels make it easy to transport. Inside its three drawers is a comprehensive and most practical assortment of professional bike tools.



Protective Rain Glow

STAND B2-401

Protective's high-tech rain gear features an elastic material that recharges in the day so it can glow in the dark for better visibility on after-dark commutes home. It includes additional reflective logos and piping for safety.



Zipvit ZVO Electrolyte Drink

STAND B4-405

ZVO is an electrolyte drink that increases fat burning, relative to conventional sports drinks, and helps maintain the immune system while training. ZVO provides 1.6g of glutamine for the immune system and replaces seven electrolytes. ZVO uses natural flavors and colors and does not contain chemical additives.



Miranda Infinium Crankset

STAND A1-417



With a spindle and chainring made of titanium with a carbon-matrix nanocoating, the Infinium has an unrivalled strength-to-weight ratio. The incorporated ChainFlow technology improves wear resistance and puts an end to dropped chains. The Infinium 32T set weighs about 590g (1.3 lbs), with other configurations available later this year.

Koga Solacio Disc

STAND A6-100

Koga's premium marathon racer keeps riders in a comfortable posture thanks to a higher head tube, shorter top tube and somewhat longer chainstays. It's equipped with hydraulic disc brakes. Shocks are absorbed by the 27.2 mm seatpost, a Koga Comfort Race saddle, 25mm Vredestein Fortezza tires and shock-absorbing Koga Comfort handlebar tape.



LOHAS Cyber Dynamics

STAND A5-230

Cyber Dynamics assists the cyclist with three levels of power assist. Its slim profile integrates with controls, battery and other sensors. It transmits ride information to ANT+ compatible cycling computers, and to Bluetooth-compatible smartphones. The Cyber Dynamics motor even has a built-in security alarm and fits several wheel sizes.



DT Swiss OPM O.D.L

STAND A3-402

The new top model in the DT Swiss fork range has three-way damping called O.D.L., for "open, drive, lock." In the open mode the fork is plush for optimized downhill traction. Drive mode is for technical climbs, while in lock-out mode the fork is completely closed — ideal for sprinting or riding on concrete. A remote control is an option. It's available for 26-, 27.5- and 29-inch wheels with travel from 100mm to 150mm.



Citrus Scooter

EXTRAENERGY FOYER EAST, 2ND FLOOR

The Norwegian design company Peter Opsvik AS designed the Citrus for mobility indoors as well as on city streets and transit vehicles. It's like a kick scooter with an electric drive that provides compact assistance for anyone. The designer is seeking partners for production and distribution. A prototype is on display at the show.



Kalkhoff Agattu Premium Impulse 8R/8

STAND FG-E1

Kalkhoff Agattu Premium Impulse 8R/8 is a fully equipped "E-Activity" bike. Its unique shift sensor system is combined with maintenance-free Gates Carbon Drive belt drive. It comes with either a coaster brake or freewheel. Kalkhoff has sold more than 250,000 bikes in Germany from its Impulse line.



Shimano Enduro M200 Shoe

STAND A1-200

The SH-M200 is Shimano's new premier enduro shoe for more aggressive riders. It incorporates Shimano's "Torbal," or "torsional balance," system for maximum contact between rider and pedal. A "dual density extra-cushion" insole provides stability with shock absorption and cushioning for the foot.



New Products 2014

SKS Airboy / Airboy XL

STAND
A5-400



SKS' original mini pump returns with a beautiful design. The two-chamber, two-plunger pumping system is efficient but tiny enough for a jersey pocket. The smaller Airboy pumps up to 8bar (115 psi) and fits Presta and Dunlop. Its big brother, Airboy XL, has higher volume per stroke and produces 5bar (75 psi).

Magura MT7

STAND
A2-204



From motorsports, the MT7 offers maximum braking performance and stability in Magura's MT Next range. The four-piston forged caliper, with a unique four-pad setup, fits the heavy demands of enduro and DH. The aluminum, two-finger brake lever, with tool-less adjustment, and adjustable bite point provide the ergonomics for perfect brake control in demanding conditions.

3T Rigid Team fork

STAND
A1-422

Rigid is an all-carbon-fiber rigid 29er fork for expert off-road racers. It accommodates tires of up to 2.5 inches. The post mount supports disc rotors of up to 180mm. The left fork blade is reinforced to counteract braking stresses, and has a recessed channel for the brake hose. It's available in Team and Team Stealth versions.



Seatylock Foldylock

STAND
A7-315

The folding Foldylock combines high security with a fresh design and is available in three colors. The Foldylock unfolds into a 90cm (35-inch) sturdy lock. When folded in its case, it mounts on the bike frame using bottle holder fixing screws or two straps.



Melon Urban Active Helmet

STAND
A2-504

The Urban Active isn't just beautiful — it's won a Red Dot and Eurobike award — but it's functional. Combining retro design with advanced helmet technology, the Urban Active looks like a BMX shell from the 80s but is more than 30 percent lighter than classic shell helmets.



Rennrad 2 in 1 Bike

STAND
A5-505B

The Rennrad balance bike helps kids focus on the fundamentals of balancing, leaning and steering. A simple design builds confidence and eliminates fear because kids can keep their feet on the ground and learn at their own pace.



Votec VD

STAND
FG-WA132

The VD is Votec's new downhill bike, with 200mm of active suspension travel, a long and slack downhill geometry and a design optimized for the 27.5-inch front wheel. Available in Comp and Elite versions: the Comp with Rock Shox Kage RC and a Rock Shox Boxxer RC, and the Elite with Rock Shox Vivid Air at the rear and a Manitou Dorado Pro at the front.



Hydrapak SoftFlask

The collapsible SoftFlask is easy to use and packs tightly for storage and transport. It's molded top and bottom, and incorporates a wide opening for a high performance bite-valve with a twist lock. It's RF welded for superior bonds, and recently won an ISPO design award.



MovaNext Lux carrier

STAND
A6-303A

MovaNext's new bicycle carrier attaches easily with its patented clamping system, and its folding system means it takes up little space in the trunk. It carries up to 60kg (132 pounds) and is suitable for all bicycles and e-bikes. Through its tilting system, users can always access the car trunk.



Guee G-Mount

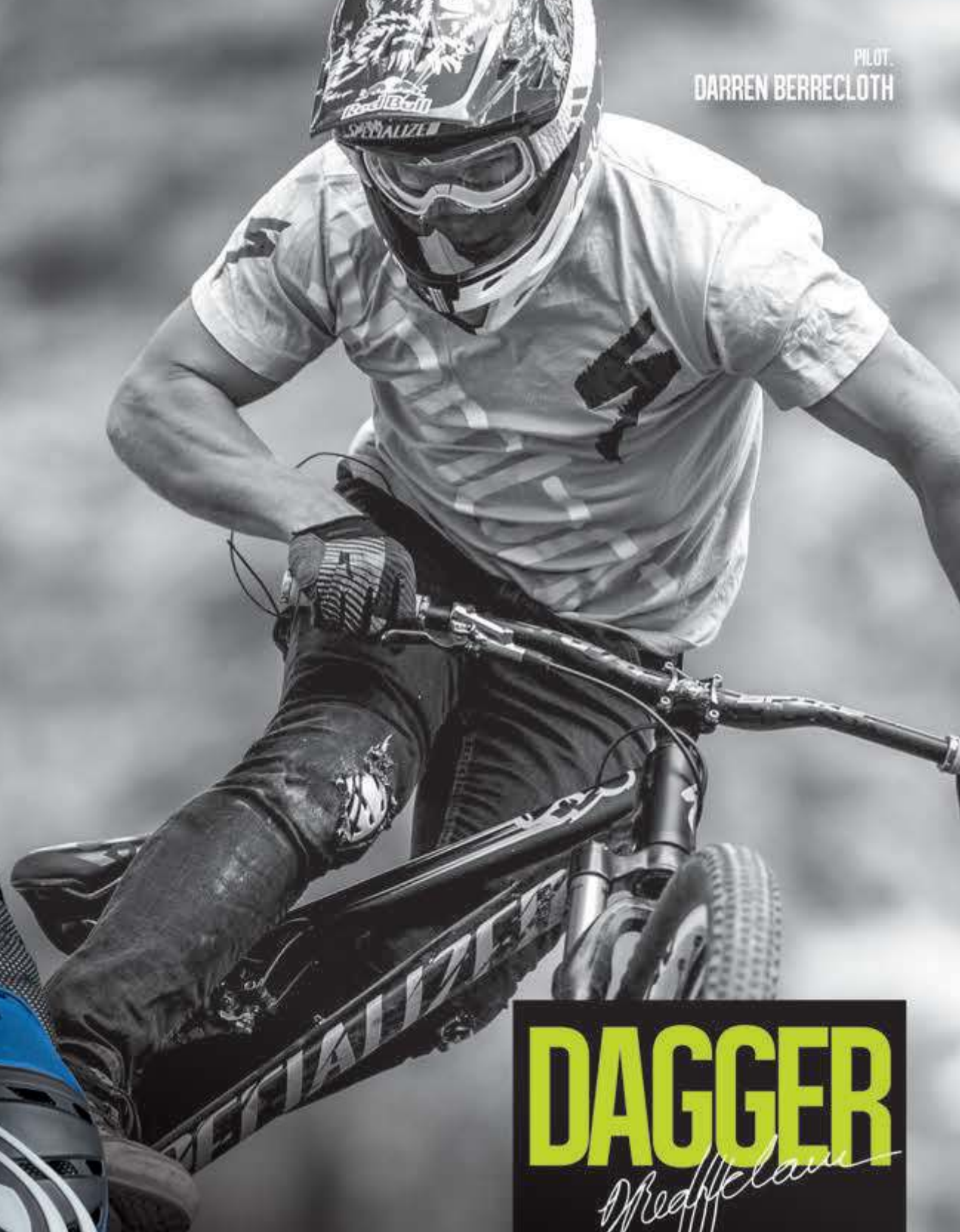
STAND
B1-104

With all the accessories cyclists carry — from phones to computers to lights to GPS units to sports cameras — it's hard to mount everything on limited handlebar space. Guee developed the G-Mount to hold just about any device on the handlebars using interchangeable brackets. Four bright LED lights and a USB charging port are built in.





PILOT
DARREN BERRE CLOTH



DAGGER

Darren Berre Cloth

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Big businesses are turning to cargo bikes for urban deliveries

There's a trend in major European cities that is not to be overlooked: The transportation of goods by bicycle — or, more precisely, by cargo bikes — is booming, both for private use and for commercial businesses.



DHL, the international cargo carrier, uses cargo bikes for some urban deliveries.



The 2014 International Cargo Bike Festival took place in Nijmegen, the Netherlands.

"Our cargo bike storytelling has been an eye-opener for authorities and companies," said Bernhard Ensink, secretary general of the European Cycling Federation. "We brought them to the International Transport Forum, the World Bank conference on sustainable logistics in The Hague, and to members of the EU parliament."

Cargo bike enthusiasts gathered in Nijmegen, the Netherlands, earlier this year for the International Cargo Bike Festival.

Most logistics companies that use cargo bikes are small or medium-sized concerns. But big international cargo carriers including DHL, FedEx and TNT also are beginning to incorporate cargo bikes in their delivery fleets.

"This is because up to 70 percent of delivery costs are in the last mile, and they can save money and increase efficiency," said Randy Rzewnicki, project manager of the ECF's CycleLogistics program.

Launched in 2011 by the European Union in cooperation with the ECF, CycleLogistics set out to boost cargo transportation by bicycle in 15 countries. Similar programs are underway in several countries and cities.

The CycleLogistics program ended in April and has been replaced by CycleLogistics Ahead, which is more focused on business applications for cargo bikes. The EU also underwrites Pro-E-Bike, designed to promote the use of e-bikes for the commercial transport of goods and people in eight pilot cities.

Rzewnicki believes that more than 50 percent of motor vehicle trips now used to move cargo through cities could be shifted to bicycles. He said individuals,

not companies, could see the biggest gains.

"Our studies show that over 90 percent of all shopping trips can be done by cycle," Rzewnicki said.

The potential bodes well for the bicycle industry, as cities look for existing or new transportation solutions.

"There are 2,000 to 3,000 cargo bikes today in London. We estimate that sales of cargo bikes will increase by up to 20 percent in 2014," said Andrea Casalotti, who imports cargo bikes to the United Kingdom.

The growth of cargo bikes is in some respects a return to the past.

Bakers and craftsmen often relied

designed to cater coffee, keep ice cream frozen or grill hamburgers. Heavy-duty bikes can carry up to two pallets of goods, while others serve as shopping carts for people's daily needs.

The cargo bike movement now sports its own association, the European Cycle Logistics Federation. Founded in April with more than 140 members, the federation has its own trade and consumer show and organizes a festival and conference.

Members include delivery companies, couriers, pedicab operators and suppliers of cargo bikes and other cycling logistics equipment.

■ Uwe Weissflog



The inauguration ceremony of the European Cycle Logistics Federation.

on transport bikes early in the 20th Century. In the 1970s, a small, backyard workshop in Christiania, a "freetown" in Copenhagen, became the cradle for a rebirth of the industry.

Now there are many choices on the market including cargo bikes with high-end alloy frames, full suspension, electric assist, two, three, four or even as many as eight wheels. There are even cargo bike trucks — essentially, pedal-powered vans.

Customers can choose between longtails, front-loaders, cargo bikes that carry up to eight kids at a time, and bikes

Uwe Weissflog is managing director of inMotion mar.com, a Stuttgart, Germany, marketing and technical documentation firm that caters exclusively to the two-wheel mobility, outdoor and sports industry. Visit the company at www.inmotionmar.com.



Knog's Qudos lights the way for GoPros, iPhones



Hugo Davidson with the Knog Qudos and Expose Smart (in hand). (Photo: JB)

Knog, the trend-setting Australian company known for its quirky LED lights and accessories, has launched a new product category: high-powered lights for action video cameras like a GoPro.

Knog released the product, which it calls Qudos, at the July OutDoor show and is showing it here at Eurobike.

Hugo Davidson, Knog's co-founder, said his team came up with the idea when they were trying to use a GoPro in the dark. The results were unsatisfying, he said.

"Since then we've been working on a compact and portable video light with adjustable brightness and mounting versatility. It was our goal to develop a

light that met all specifications of the GoPro," Davidson said.

The result is a 150g (5-ounce), 400-lumen light that can be mounted with a GoPro 2, Hero 3, Hero 3+, Sony and any other action camera with GoPro mounts, according to Knog.

Davidson said Knog is now looking into other uses for portable, high-powered video lights.

Another new product along these lines is Knog's Expose Smart, which Davidson described as a high-powered video light for the iPhone4 and iPhone 5.

And, he said, there's more to come. "With this product category, we are for sure eyeing industries outside of the bicycle world. Qudos is the beginning.

More will follow," he said.

The Qudos kit offered by Knog includes a GoPro mounting bracket and two mounting screws.

With an included cold shoe bracket, the Qudos can be mounted on digital SLR cameras and tripods.

The Qudos comes with a 1,000mAh lithium-polymer battery that can be recharged through a micro USB cable.

Depending on the light intensity used (the Qudos offers three levels) a single charge will last between 0.7 and four hours, according to the company.

Available in black or silver, the Qudos is waterproof to 40 meters (131 feet). ■ JB



After more than a century of use, cargo bikes are the newest trend

They've been around since the 19th Century, but cargo backs are back in style.



Pfiff Jumbo

Consumers are rediscovering their utility, while delivery companies are finding them to be affordable and efficient, especially when electric cargo bikes are added to the mix.

After electric bicycles, cargo bikes have been one of the most successful categories in the bicycle industry in recent years.

You see them these sturdy bikes with front carriers on many city streets, as cargo bikes become the bike industry's version of the SUV and the station wagon.

More brands are catering to this trend with bikes that combine ease of use with retro style. Unfortunately, some brands have chosen low prices over quality — and in this category, cheap is expensive.

Cargo bikes appeal to a wide

demographic of young and old cyclists who are looking to customize their bikes.

Industry officials expect we will soon see cargo bikes that allow users to swap out different types of containers, and the continued electrification of vehicles for carrying heavier loads or larger volumes.

The recent International Cargo Bike Festival, which took place in the Netherlands, spoke to the growing interest in this category (see related story, previous page).

"The bike is a good alternative to motorized transport. In the inner city, the bicycle is often as fast or even faster than the car, and in any case friendlier to humans and the environment," festival organizer Jos Sluijsmans said. "By making greater use of the bicycle, the city remains viable and additionally accessible for the required traffic."

All of these kinds of products and innovations ensure that an old concept like the cargo bike remains modern — and popular.

Pfiff Vertriebs, has designed four cargo bikes that can haul up to 60kg (132 pounds).



Hass Pino Porter

Its Chukudu is a three-wheel scooter that's particularly handy for order picking in a warehouse or factory.

Its Kuli and Porter cargo bikes are reminiscent of old-fashioned bikes used by bakers or postal carriers, and include a "billboard" space that can be used for advertising.

The Jumbo is a three-wheeled cargo bike that hauls up to 60kg (132 pounds) in a big front box. Priff describes the Jumbo as a bike "developed by professionals for professionals," and says the front box can haul a small workshop where it's needed. It has dimensions of 850mm by 640mm by 530mm (2 feet 8 inches by 2 feet 1 inch by 1 foot 8 inches).

Hase Bikes

is known for its recumbents, and has launched a cargo bike version of its popular Pino recumbent tandem. The captain's seat up front is converted to cargo space by adding the waterproof Porter Bag. It mounts on the front seat and unfolds to hold 80 liters (nearly 3 cubic feet) of gear weighing up to 40kg (88 pounds).

Riders can add a second, low-riding carrier for additional carrying capacity.

Because hauling all of this cargo can be a workout, Hase is also offering an electric drive system that can be retrofitted on other Hase models from 2014. ■ AH



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Bike Exchange is one Internet firm that cooperates with IBDs

Bike Exchange is a large, fast-growing bicycle industry Internet company. But that's where its similarities end compared with Wiggle, Chain Reaction and the like.



Ryan McMillan, CEO and part owner of BikeExchange.de

Bike Exchange does not stock or sell physical products. It makes most of its revenues from IBDs who pay a monthly subscription fee, then use Bike Exchange to drive business into their stores.

Now that they're entrenched within Australia's bike industry, Bike Exchange is looking to grow internationally, starting with a German site it launched earlier this year at www.bikeexchange.de.

It is exhibiting at Eurobike for the first time to drive more traffic to their website and introduce the company to retailers.

"We've got a launch team of six staff based in Würzburg that we're looking to expand over the next six months," Bike Exchange co-founder Jason Wyatt said.

Wyatt explained the concept behind Bike Exchange, and why it's different from those other big sites that give IBDs fits (see related story, next page).

"Bike Exchange is a marketplace for buying and selling bikes," Wyatt said. "From a retailer perspective, we let you place unlimited ads for both bikes and accessories to the thousands of people who are on our site, looking to buy

them."

Wyatt said Bike Exchange drives traffic into IBDs' stores instead of taking it away from them.

"About 90 percent of bikes sold are actually still in store," he said. "The core objective is to get that person to come into your store and buy more bikes, more accessories and more parts from your local store. We also have launched 'Click and Collect,' which will be launched in Germany by the time we get to Eurobike, where they can buy online and then pick up the item in store. That's already launched in Australia and we've seen some great success for Australian retailers."

Founded in 2007, Bike Exchange won the Telstra Australian Business of the Year award in 2012. It offers between 65,000 to 70,000 products for sale at any one time, from Australian retailers as well as private customers. It also operates a site for New Zealand retailers.

Bike Exchange operates similar websites for other types of products, including furniture, kids and baby products, and home renovation and building supplies.

Bike Exchange's Australian website, www.bikeexchange.com.au, attracts about one million visitors a month.

Heading the German operation is Ryan McMillan, who spent a couple of

years with the parent company to learn the business model.

"He's a chartered accountant, ex-KPMG, who has worked in Europe for a long time and married a German girl," Wyatt said.

The transition to a new country and, especially, another language has been time-consuming, he said.

"It's been a big learning curve as we had to translate everything and be 100 percent tailored to the German market," Wyatt said. "Then we've gone around and got a great core group of retailers on board. We've got some really fantastic early traffic from customers who are wanting to buy from those retailers in the German market."

Like the Australian site, the German site also accepts private classified ads from individuals. "People continually trade their bikes, which in turns drives more sales into retailers as well," he added.

For Germany, Bike Exchange has added a new service: an event ticketing system.

"There's definitely many more tour operators and events," Wyatt said. "So we see it as a good opportunity to help German retailers and event operators come together in one marketplace and drive more sales into their businesses."

■ PL



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- 5. Smooth and comfortable riding.

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26x1.95	44-559	299



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METRO TROOPER



METRO CRUISER



METRO RUNNER

'Chain Reaction Cycles' — 3 words that anger IBDs, delight suppliers

It's just three words: Chain. Reaction. Cycles. Together, these words drive independent bicycle retailers crazy, even as they delight suppliers.



Chain Reaction ships bicycle products to a dizzying number of countries.

Founded by the Watson family and based in rural Northern Ireland outside of Belfast, Chain Reaction Cycles is an Internet-based bicycle retailer that offers more than 90,000 products and posts annual sales in excess of €190 million [\$250 million].

About 40 percent of its sales come from outside the European Union.

Many IBDs loathe the business so much that some created an protest website.

The e-commerce giant evolved from a tiny, mom-and-pop bicycle store, Ballynure Cycles, founded by George

and Janice Watson in 1984. Their first sale was a chain link that cost pennies.

In 1989, the Watsons moved the store to a slightly bigger location in the village of Ballyclare. It's now a barber's shop — a very small barber's shop.

With the move came the decision to rename the business Chain Reaction Cycles. The company launched its website the following year, in the early days of the Internet.

The website was an initiative of Chris Watson, son of the founders.

Today, Chain Reaction is the Royal Mail's largest customer in Northern Ireland. The firm mails more than 40,000 parcels a week.

Instead of working from print-outs or hand-held gizmos, packers are told via a computerized voice in their headsets what to pack, where it's located and where to put it.

Even though it doesn't exhibit at Eurobike, Chain Reaction is expected to have a significant presence.

The Watson family was sixth on this year's *Sunday Times* "Irish Rich List" with a reported personal fortune of some €250 million (\$330 million).

Parcels on Chain Reaction's conveyor

belts have address labels from a dizzying collection of countries. Chain Reaction employs support a global staff, including native French, Spanish, German, Italian, Japanese and Russian speakers.

In one industrial unit there's a bikes-in-boxes operation that looks — and operates — just like an independent dealer's workshop.

Some of Chain Reaction's other industrial units — thanks to expansion, the outfit has five — are on normal industrial estates. But one is down a long gravel road, hidden by rolling green hills on which cows mooch about — a view that could be on a TV commercial for "real Irish butter."

Chain Reaction Cycles is also possibly the only British bicycle retailer to sponsor a number of traffic circles. Twelve of these roundabouts have been branded with Chain Reaction logos, including some close to the firm's two-year-old, 14,000-square-meter (150,000-square-foot) headquarters.

The roundabout

sponsorship is not to generate sales; it's public relations and is good for attracting staff. Chain Reaction now boasts a workforce of nearly 600.

The retailer has also opened a 930 square meter (10,000 square foot) flagship store — with walls and windows, and staff you can prod — on the outskirts of Belfast. It also operates a smaller store at one of its warehouses.

Chain Reaction has grown to become one of Northern Ireland's largest employers. Not bad for a family business that sprang from premises the size of a postage stamp. ■ CR



Chain Reaction's new retail store on the outskirts of Belfast, Northern Ireland.

BLKTEC

blktec-cycles.com



The M1 Stem

UD full carbon monocoque two piece stem. The M1 is designed with internal cable routing and able to house a Di2 three-port and five-port junction box to offer a clean, smooth cockpit. The BLKTEC doesn't just look good, it also utilizes the BLK8 carbon fibre technology, which guarantees that BLKTEC components have a higher strength to weight ratio than any other products available on the market.

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2015 E-bikes: Hubs

With groundbreaking systems on tap, don't count hub motors out just yet

Mid-drive motors for electric bicycles are all the rage at Eurobike. But there's a lot of life left in the more traditional market for front and rear hub motors.



In fact, some of the systems on display at Eurobike suggest that a technology-inspired hub renaissance may be brewing.

New to Eurobike, **Kappstein** has what appear to be groundbreaking products that combine a motor and a gearing system in a rear hub.

**KAPPSTEIN STAND
ZH-208**

The KA3S combines three hub gears, while the more radical KA1 Turbo contains an automatic gearbox but is able to switch between 40Nm and 90Nm of torque.

Both motors will be available in a range of different anodized colors. Commercial production is set to begin late this year in Germany.

Despite its German-sounding name, Kappstein actually got its start in Australia. A group of bike enthusiasts, with connections to academia in the field of mechanical engineering, wanted to create innovative bicycle components.

One of Kappstein's first products, the FlipFree, is a hub that lets a cyclist ride in a fixed gear or freewheel mode.

Next came the Doppio, a bottom bracket drive system that lets cyclists quickly shift between two gears.

The new motors could be a big step forward for Kappstein.

"The big issue with rear motors has always been that they could not be used with gear hubs, for example on city bikes," said Christian Gerlach, managing director of Kappstein.

"With a rear motor with integrated three speed gear mechanism that can be shifted on the handle bar [the KA3S], one can utilize the advantage of an efficient motor plus three hub gears," Gerlach added.

He noted that the KA3S can be combined with the Doppio for a six-speed bike.

The KA1 Turbo, meanwhile, is a direct

drive motor with an automatic gearbox that can produce a significant amount of torque when required.

If a cyclist is climbing a hill or starting from a stop, the sensor kicks in and boosts the torque level to 90Nm. The 250W motor otherwise operates at a 40Nm direct drive motor.

"We believe reaching a torque of 90Nm with a 250W motor is quite unique," Gerlach said.

From **Zehus**, an Italian company, comes what may be an even more ambitious product: the Wize hub. Zehus says the compact hub manages to pack a battery, motor and control unit into one package. Riders control the riding characteristics through their smartphones.

**ZEHUS STAND
A4-714**

Zehus said the software controlling the system is quite sophisticated. For example, riders can put the hub into Bike+ mode for automatic operation. The motor will kick in when needed, such as when climbing hills, turn itself off or even go into regeneration mode — when it recharges the battery — at efficient times.

The Wize can also be ridden like a typical pedelec that provides power with every turn of the pedal, or as a conventional bike with no power assist.

The company's most ambitious claim — one that will certainly be scrutinized by potential customers as well as competitors — is that the battery never needs charging when used in Bike+ mode.

Typical regenerative systems manage to capture only about 5 percent of the energy used in braking or going downhill. So, how has Zehus managed to get around these limitations?

Giovanni Alli, a senior engineer at the company, said he studied the efficiency of the human body's ability to burn "fuel"

(i.e., food). That led to the idea that the human "engine" and the e-bike motor could work together more efficiently.

Essentially, the Wize hub siphons off a little bit of energy from the cyclist by adding negative torque at times when the rider least notices it. In effect, Zehus claims to have invented the e-bike equivalent of the Toyota Prius, whose batteries are charged on the go by braking and by the engine.

Its 250W gearless motor is powered by a 160Wh battery. The hub fits 20-inch rims and larger and weighs 3kg (6.6 lbs). It will undoubtedly get a lot of attention on the test track.

A similar idea hails from Taiwan's **Hubs Master**. Its

**HUBS MASTER STAND
A5-230**

Cyber Dynamics hub motor contains just about everything needed for an e-bike: motor, battery, controller and charging port. It is Bluetooth-enabled, so riders can use a smartphone as a wireless handlebar display. With ANT+ connectivity, the system also links with a rider's heart rate monitor.

Meanwhile, established hub motor manufacturers are not standing still.

BionX is showing its lighter and more power D system hub motor, which it launched at last year's Eurobike. The D series comes with an extended three-year warranty on the battery. BionX says the D series provides a 250 percent increase in power during a standard start.

**BIONX STAND
A6-407
+ TEST TRACK**

BionX says its retailers will profit from a simplified service process.

Swedish firm **Höganäs** is launching its Eclino system, touting "outstanding hill climbing ability (high torque), easy installation, high energy efficiency and



Kappstein

efficient use of raw materials (via reduced use of copper and permanent magnets)."

**HÖGANÄS STAND
FGO-103**

The Eclino includes a handlebar-mounted, remote control option. Power is provided by Varta batteries.

Canadian e-bike brand Ohm is debuting bikes that feature the 5kg (11 lb) rear hub Eclino motor system. It comes in 250W and 500W versions.

A2B, owned by Indian giant Hero Eco, is showing a range of bikes, the Obree and Orsted, which are made in Germany.

**A2B STAND
A4-605**

They are powered by rear hub motors from Neodrives that have built-in torque sensors and controllers.

UK recumbent trike maker **Inspired Cycle Engineering (ICE)** is also offering Neodrives motors on its most popular touring trike models, the Adventure and Sprint.

"We have rigorously tested a number of pedelec systems on the market, and



A2Bs Obree using Neodrives



Jyrobike

this came out top” said Neil Selwood, director of ICE. “Not only is the power and speed output excellent, the battery is really superb, giving a whole days’ touring from one charge. It makes multi-day tours a real, and practical, option.”

ICE STAND
FW-313

E-bike innovations even extend to children’s products.

JYROBIKE STAND
A6-303A

Eurobike newcomer **Jyrobike**, a UK company, isn’t strictly an e-bike firm, but its learning bicycles feature an unusual technology.

Jyrobike claims a child can learn to ride a bicycle in a single afternoon because the Jyrobike balances automatically.

The magic happens in Jyrobike’s patented Control Hub, mounted in the front wheel. The hub uses a motor and gyroscope technology to keep its young riders upright.

Because a bicycle becomes more stable at higher speeds,

Jyrobike has incorporated a motor-driven flywheel (essentially, a fast-spinning disc) inside the front hub. The resulting gyroscopic force automatically balances the bike. So even at slow speeds, a child will have high-speed balance.

The Control Hub is available as a standalone product that can be used on a 12-inch or 16-inch bike.

Jyrobike is also selling complete 12-inch and 16-inch bikes using the system. The bike also features a wireless remote control, so a supervising adult can reduce the force of the flywheel as the child gains

confidence and balance.

The system also includes “Megasonic” effects, such as a bugle call and a roaring dinosaur. The Control Hub also can be removed, reducing the weight of the front wheel by 60 percent.

Developed in the UK, Netherlands and the United States, Jyrobike raised more than \$100,000 on Kickstarter.

An adult version is planned for 2015. No word on whether it will include dinosaur roars.

Richard Peace

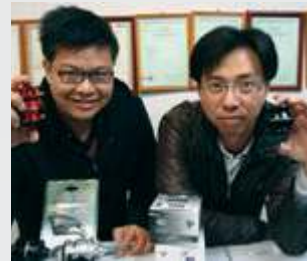
Richard Peace is a freelance cycle journalist and publisher (www.excellentbooks.co.uk)



OHM XU800 using the Hognas Eclino system

Dynamo hub maker SP is now the picture of health

Six years ago, three young Taiwanese business partners launched Shutter Precision, a company that made smartphone camera shutters. But their business foundered and they sought a new direction.



Vic Chen with SP general manager Borjou Lin (Photo: JB)

They received a valuable piece of advice from the man who essentially created the Taiwan bicycle industry, Giant co-founder King Liu.

“He said to us, ‘Why don’t you do something within the electronics field for the bicycle industry?’” recalled Vic Chen, Shutter Precision’s marketing manager. “That’s how we, after much discussion and research, ended up in hub dynamos, where we can use the electronics know-how from our camera shutter business.”

Today, backed by Kun Teng Industry, a large manufacturer of bicycle hubs, Shutter Precision makes only hub dynamos. Sold under the SP brand name to avoid confusing consumers, the dynamos are on display at KT’s booth.

Hubert Chen, the CEO of KT, said hub dynamos are such a difficult product that KT quit making them.

“That’s why I was so happy when these young guys knocked on my door. The hub dynamo business gave me a lot

of headaches,” Chen said.

“You can’t do a good job in this field when you have a larger hub production on the side,” he continued. “I burned through a lot of money. Now, both of us — KT and SP — benefit from our partnership. They have the electronics know-how you need for producing hub dynamos.”

KT makes hub shells for SP. SP assembles the hubs at its headquarters in Dali, Taiwan. KT handles international distribution for SP.

Vic Chen said SP focuses on high-end, lightweight dynamo hubs. “Our lightest weighs just 360 grams [13 ounces] and has an efficiency rate of 72 percent,” he said.

In April, SP moved to a larger factory. “Our new facility is prepared to produce 100,000 hub dynamos a year,” Vic Chen said. That’s an increase of 30 to 40 percent over its previous capacity.

KT’s Hubert Chen is also happy with the partnership.

“These young guys can concentrate on R&D. Without innovations it would be difficult for them as a newcomer,” he said. “They have some great ideas and patents in their pockets. If they have a problem, KT provides them with advice and assistance.” ■ JB

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2014 Eurobike No: A7-413

Shimano's trickle-down tradition brings a flood of technology to the 105 group

Shimano traditionally brings its technology from high-end groups down to its more affordable groupsets after a certain period of time.



The new Shimano 105 group

In 2012, Shimano overhauled its top-of-the-line Dura-Ace mechanical group, creating a benchmark for its mechanically actuated groups. In 2013, it brought the Dura-Ace technology down a step to Ultegra. This year the complete technology has been introduced on its mainstream 105 group.

This means Shimano's 11-speed, high-performance mechanical system is now available to cyclists at a budget

price.

The completely new 105 group boasts many new features: improved shifting, lighter components and more powerful brakes.

What's interesting is that the 11-speed 105 mechanical group offers essentially the same performance as Dura-Ace, but at a much lower cost.

The 105 system includes Dual Control Levers with the same top-of-the-line

light and short stroke action and precise click shifting and hood ergonomics; front and rear derailleurs that are more compact; the same polymer coated cables used on Ultegra, and the same Sil-Tec coated chain as used on Dura-Ace and Ultegra. The asymmetric chain has outboard plates to aid front shifting, and inboard plate for better rear shifting.

Other components are taken from the 11-speed mechanical Dura-Ace and Ultegra groups. All three groups now share the same four-arm crank design, new symmetrical dual-pivot brakes and cables, 11-speed cassettes with 12-25 and 11-28 as well as a 11-32 cassette that should attract everyday riders.

The 105 brakes feature twin bearings for reduced friction. They're more efficient and have impressive braking power. To accommodate road cyclists who are moving toward wider tires as well as commuters, the brakes are compatible with tire widths up to 28c.

As with the Dura-Ace and Ultegra groupsets, the new 105 group includes a direct-mount version, which uses aero twin post front brakes, and a rear caliper under the chainstay.

Chainrings are available in 34, 36, 39, 50, 52 and 53 teeth. They also have the same 110mm perimeter circle diameter (PCD) for compact and

traditional chainsets, so one crank fits all chainring sizes — making life easier and less expensive for cyclists on a budget.

From an engineering perspective, all components are the same on the 105 as on the 11-speed Dura-Ace and Ultegra groups. It's little wonder that the new 105 group has the same effortless, fast gear changing and the same precision.

Riders can shift front and rear under load, and the 105 system responds effortlessly. For most cyclists, it will be difficult to tell the difference between a 105 group and an Dura-Ace group, at least when they are new.

Of course, because Shimano uses less expensive materials for its 105 components compared with its more expensive siblings, a 105 group may age more quickly than an Ultegra or Dura-Ace system.

The new 105 SS rear derailleur accommodates cassettes up to 28 teeth, while the GS version handles cassettes of up to 32 teeth. If used with a compact front crank, this allows a very wide gearing setup.

The new 105 group, in black or silver, is already available at retail. The old 105 was sturdy, but this new version is well worth a slightly higher price tag. ■ GE



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This EZ pump head requires only one hand to do simple Push-on & Pull-off to engage with tire valve. Furthermore, a crispy click sound confirms the positive engagement. EZ head features revolutionary "double-lock" and "fixed insertion" system. Externally 8 clamps "bite" into threads of valve stem and internally rubber grommet is squeezed by perimeter force to air-tight with tire valve. This double-lock mechanism is triggered by fixed amount of insertion. Most old style pump heads requires two hands to do the job and only relies on top-down force to squeeze rubber grommet to grip with tire valve. Sometimes you need to do it more than one time to get effective engagement. No guess work with EZ head.

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THE OLD GOODIES

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PATENT: 135498 / 5,960,815 / ZL97221241.8 / M 318073 / 7,866,335 / ZL200720006855.0



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The Land of Rising Fun

A fixture at Eurobike since 2003, the Japan pavilion is always good for quirky and creative bicycle products from smaller Japanese makers. Organized by the Japan Bicycle Promotion Institute, the pavilion this year features 11 companies including debutants 5Links, Aki Corporation, Honjo and Mindbike.

Morihiko Iozumi, a Tokyo dentist-turned-designer, created the original 5Links mini-folding bike seven years ago. A believer in convenient multi-modal urban transport and reduced CO2 emissions, Iozumi designed the 5Links. The name comes from linking five modes of transport: plane, train, car, boat and walking, although it also reflects his concept of using one travel tool on all five continents.



Morihiko Iozumi with a folded 5Links2

Iozumi is launching a revamped version, the 5Links2, here at Eurobike. Featuring a slim body, very quick folding and easy to pull along, the 5Links2 is available in 9-speed and internal 5-speed versions.

The U.S. fixie boom led to a revival of family-owned aluminum fender maker Honjo. "Today we sell 20 percent of our entire production to North America. Compared with this, European sales are very small," marketing manager Tomoyuki Shimamura said yesterday. He hopes Honjo's appearance in Friedrichshafen will change that.

Otomo's Mindbike is another unusual creation from a Tokyo designer. Takeo Sunami dreamed up a bicycle that comes in a flat pack and uses only nuts and bolts for assembly. The extruded aluminum tubing allows the frame length to be quickly changed for riders from children to adults, while attachments fit instantly to any section. One of those attachments, which Mindbike is debuting at Eurobike, is a Sunstar electric drive.



Mindbike from Otomo

Muller was founded by Yoshiko Tezuka, an artist and designer. Fed up with cheap Chinese bikes flooding her home market, she wanted to create "something with a cool name, a good design, made out of metal and made for speed." Her Muller bikes use Japanese steel and stainless steel frames equipped with Icaro carbon wheels by Argentinian designer Gabriel Delponte.



Yoshiko Tezuka

Innovative accessories maker Crops is launching a modular locking alarm system at the show. The Linkstation alarm fits to the bottle cage mounts and comes with a basic Crops double-bladed K4 lock, but is compatible with any of Crops' K4 locks. The alarm volume is adjustable from 60dB to 120dB. Linkstation is designed to accept other accessories in the future such as GPS.



Crops plans to begin production in October. The Linkstation will retail for about US\$105 (€80).

A major force in the Japanese bike industry, Aki Corporation is spotlighting its Be All models. "The focus of Be All is as a mobility brand with internal gear shifting. The brand is in many Asian countries and we are now searching for European distributors," Aki's Shinji Nishida said yesterday. Aki is showing a 700c and four 20-inch models, including one with Shimano electronic shifting.



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fig. XXIX RAPID X

Fat bikes leave an indelible footprint from Alaska to the halls of Eurobike

You can barely move on the show floor this year without seeing acres of rubber courtesy of the aptly named fat bikes. But is it just a manufacturer's fad, or are these bottom-heavy monsters useful and in demand from riders?

As a cruise through the Eurobike halls yesterday demonstrated, the fat bike category has split into myriad specialties, catering both to the leisure rider as well as the extreme rider who takes part in such ultra-endurance races as the Iditarod Trail Invitational (ITI), a 350-mile dash across Alaska.

One thing every fat bike maker seems to agree on is that they're a whole lot of fun to ride — and to design.

"We thought it might be cool to have a fat bike so we said, let's try it out. We had a lot of fun with it. In the end it was the fastest carbon fiber project we ever made because all the guys were so enthusiastic about it," said Johannes Thumm, the product engineer in charge of Canyon's debut fat bike, the Dude.



Canyon's Johannes Thumm



Rocky Mountain

Thumm added, "We think they make sense not only as a snow bike, or for sand or mud. We realized they're great bikes for having fun on a trail in dry conditions."

The Dude will be available in four configurations, with the main difference being a rigid or a suspension fork.

Another thing people agree on is that the new RockShox Bluto fork, the venerable suspension company's first fat bike-specific suspension fork, is good news for the niche.

Thanks in part to this new kit, the market has expanded from extreme riders to leisure consumers.

"We were pretty much waiting for



the Bluto from RockShox," said Anja Koehler, marketing coordinator for Rocky Mountain. The Vancouver bike brand launched its first fat bike, the Blizzard, at Sea Otter earlier this year.

"We pretty much designed the bike around the suspension fork," she said. "We wanted this to have the best MTB ride we could. It changes the ride if you have the suspension fork."

Michael Schmid, sales manager at Advanced Sports, concurred.



"If you want to use it as a fun bike on trails you really need a suspension fork," Schmid said. His company is debuting three fat bikes at Eurobike, two from its SE brand and one from Fuji.

Schmid forecasted the bikes would get winter use in Scandinavia, but conceded that casual users are going to be the main market in Europe.

"I think it's a second or third bike: the normal or sportive, the MTB, and then this, more for fun," he said.

"It's more than just a short trend," Schmid added. "You really have advantages with this bike, especially if you want an all-year-round bike that can do everything on all terrain."

Salsa launched two new bikes for 2015 along with a new version of its Blackborow.



At the top of the line is the race-equipped Beargrease, aimed at the endurance athlete.

"Our carbon-fiber race bike is XX1-spec, carbon fiber rims, super light out of the box, [and] was designed for the ITI," said Benton Hunt, global sales manager of Salsa, referring to the Iditarod race.

Joining the Beargrease is a 5-inch version of the Blackborow along with Salsa's new full-suspension fattie, the Bucksaw.

"For us, the fat bike is the fastest-growing category for sure," Hunt said.

Even kids are getting in on the fat bike trend.

The S'Cool 20-inch fat bike — the only 20-inch fattie around, won a Eurobike Award last night.

It's not only a fun bike but is sturdy and stable for kids, the brand's Peter Hildering said: "It pretty much stands on its own."



S'Cool

The last word goes to Surly, which was the first word in fat bikes. It has launched the Ice Cream Truck at this year's show.

"It has modern, aggressive trail geometry with a slack front end," said Alex Zidarevich, who is in charge of international and OE sales.

He noted that the press-fit bottom bracket allows wider chain stays and a shorter rear end.

"We wanted something we could go out to the trail and rip on just as fast," he said. "That's where the Ice Cream Truck came."

Will the fast-developing fat bike fashion stick?

"Europe is definitely catching up. It's going to be a little slower," Zidarevich said. "In the States it's been popular for a few years, and now everyone's jumping on. It's coming. But 29+ is catching up quicker." ■ ML



Surly Ice Cream Truck and Pugsley

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Danny Shane apparel works with golfers to road cyclists

If cycling really is to be the new golf, Danny Shane may well be come the official supplier.



Shane Hunt

The Austin, Texas, company was founded by Shane Hunt, a former CEO of a golf and sportswear company, who was searching for distinctive, modern road cycling clothing that also respected the tradition of the sport. When he didn't find it he decided to make his own and the company is now five years old

"In my mind cycling was somewhat in a rut, apparel-wise. Brands either had that race pedigree or they used boring solid colours."

In Hunt's view, the fabrics used also were in need of a shake-up. Danny Shane uses a proprietary fabric blend with 50%-55% bamboo white ash. It's an eco-friendly solution, as well as being naturally soft, odor-resistant, breathable and wicking. And because the bamboo fabric is woven directly into the recycled

polyester, the benefits do not come out in the wash.



"We're always looking for ways to be sustainable and planet-friendly," Hunt said, adding that the company was moving into Merino wool and other natural materials.

Danny Shane is popular with PGA Tour golfers in the US, and Hunt is planning to expand further into casual wear, other sports and also launching a dedicated women's line.

"Cyclists haven't been able to extend mountain or road clothing brands into their life away from the bike, to create that cycling look and feel. Golf always had that advantage – you could always wear a golf polo shirt in the workplace," Hunt said.

The brand is also on the march globally, with a new distributor in Southeast Asia to add to existing ones in Japan, Australia, Scandinavia, the UK and Canada," Hunt said.

It's the company's first year as an exhibitor at Eurobike and in its first day Hunt reported a deal with a 30-strong store group. ■ ML

Original Syncro Shift developers are back with improved Syncrobox

The business brains behind the 1990s EGS Syncro Shift is back in the bike industry as the CEO of French start-up IXOW. Christian Gauthier said Ixow's flagship product – Syncrobox – was a "different and improved version of the Syncro Shift technology."



Syncro Shift, introduced in 1996, allowed the control of the front and rear derailleur from a single handlebar twist-grip and was aimed at novice cyclists. EGS went into receivership in November 1999.

An older Gauthier – "I'm also wider than back then," he joked – unveiled Syncrobox at a press conference yesterday. Ixow's bread-and-butter products include bicycle component retention devices such as secure seat collars, wheel skewers and lockable, swiveling stems, but it's the 100 Euro Syncrobox system that Gauthier believes will power the company. Ixow employs 30, five of whom worked for EGS in the 1990s.

Shimano will be taking an interest in Gauthier's reappearance. The Japanese company bought the EGS patents in July 2000 for \$232,000. Shimano did little with the patents but earlier this year introduced "Synchronized Shift" on its XTR Di2 groupset. The front and rear derailleurs are operated by a single,

programmable lever.

"I have a lot of respect for Shimano," said Gauthier. "The fact that Shimano introduced Synchronized Shift shows that the time is now right for the concept of one-handed gear changing. While Shimano's system is aimed at expert riders, we are very focused on novice cyclists who are often afraid of seemingly complex bicycle gears."

EGS was founded by Gauthier and industrial designer Frank Savard. The two are now among 12 shareholders in Terranere, the parent company of Ixow. ■ CR



Frank Savard (left) and Christian Gauthier



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Transport Guide

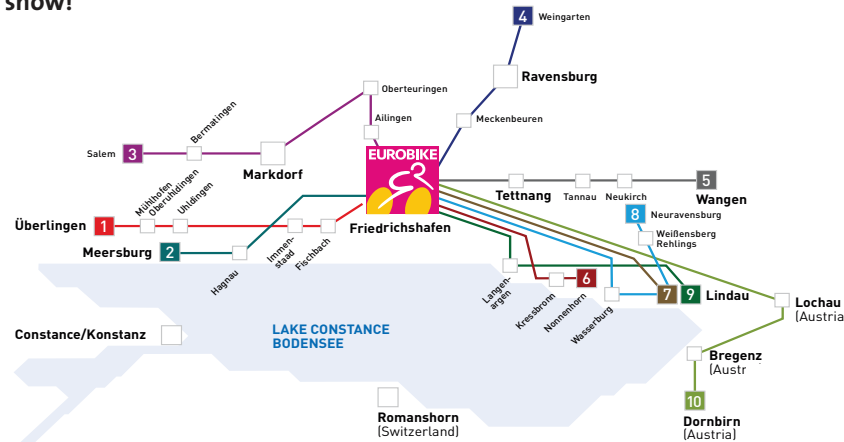
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1 Hotel Shuttle Überlingen – Ulhdlingen – Immenstaad – Fischbach

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 Dormier*	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/Fähranleger*	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 Schwane*	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 Linse*	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 – Tettngang

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
Tettngang Bärentplatz*	7:35	9:20
Tettngang Seestraße*	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 Torkele*	7:25	8:55
Nonnenhorn Hotel Haus am See*	7:30	9:00
Kressbronn Strandhotel Nonnenhorner Straße*	7:32	9:02
Kressbronn Hauptstraße*	7:35	9:05
Söhren Langengenerstraße*	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 (Island/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 – Weillensberg – Lindau – Wasserburg

Bus Stop/Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach*	6:59	8:34
Neuravensburg Gasthof Hirschen*	7:02	8:37
Weillensberg/Rehlings B12*	7:09	8:44
Lindau-Reutin Rathaus*	7:12	8:47
Lindau Bertlinerplatz/Lindauark*	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 – Eriskirch

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
Eriskirch-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, KIKI / gegenüber Sheraton*	6:35	8:55
Bregenz Hotel Deutschnann*	6:55	9:15
Bregenz Bahnhofplatz*	7:00	9:20
Bregenz Hafen Inach Kreuzverkehr 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	8:00	9:00	10:00	11:00	12:00
26.8.					
27.8.	7:30	8:00	8:30	9:00	10:00
28.8.-29.8.	7:30	8:00	8:30	9:30	11:00
30.8.	8:00	9:00			

FRIEDRICHSHAFEN Airport/Flughafen – EUROBIKE

August 27-30/27. bis 30. August 2014

Bus Stop/Haltestelle	From/Von	every/alle	30 min	18:30 [19:00*]	18:40 [19:10*]
Airport/Flughafen	(8:00*)	8:30			
EUROBIKE Entrance East/Eingang Ost	(8:15*)	8:45			

MEMMINGEN Airport/Flughafen – EUROBIKE

Departure Memmingen/Abfahrt Memmingen	8:00	10:00	13:00	16:00	19:00
26.8.	9:00				15:30
27.8.-30.8.	8:00				

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 ("Bodenseefähre") 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/Staad/Konstanz/Staad – Meersburg

Departure Constance/Abfahrt Konstanz	From/Von	every/alle	30 min	18:30 [19:00*]	18:40 [19:10*]
Mon-Fri/Mo-Fr	00:05	05:35			
Sat-Sun/Sa-So	00:05	06:05			

CATAMARAN | KATAMARAN Constance/Konstanz – Friedrichshafen

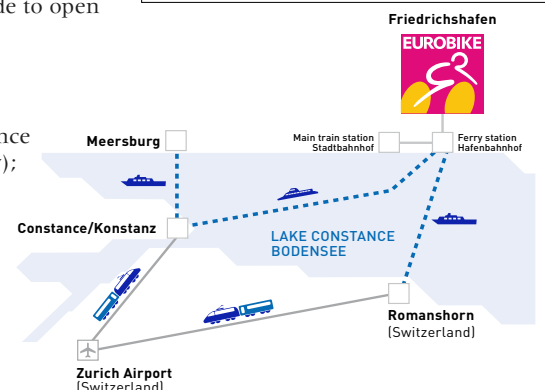
Departure Constance/Abfahrt Konstanz	From/Von	every/alle	40 min	19:02	19:02
Mon-Fri/Mo-Fr	06:02				
Sat-Sun/Sa-So	08:02				

FERRY | BODENSEEFÄHRE Romanshorn – Friedrichshafen

Departure Romanshorn	From/Von	every/alle	40 min	20:36	20:36
Mon-Fri/Mo-Fr	05:36				
Sat-Sun/Sa-So	07:36				

FERRY | BODENSEEFÄHRE Romanshorn – Friedrichshafen

Departure/Abfahrt Friedrichshafen Ferry Station/Hafen	From/Von	every/alle	60 min	20:41	20:41
Mon-Fri/Mo-Fr	05:41				
Sat-Sun/Sa-So	07:41				



Riding & Dining after the show

Take a flight on Tett nang's plane



There is no airport in Tett nang, a cozy town 10km (6 miles) east of Friedrichshafen. Nor is there a runway or a control tower.

But Tett nang does have an airplane. Actually, it's a trendy, alternative pub named "Flieger" ("plane"). It's right in town at a former freight train depot.

Today's bike ride starts at the Messe Friedrichshafen lake, as do all of our rides, and goes for about 20km (14 miles) through Schussental, a valley northeast of the Eurobike grounds. Through it runs the Schussen, the largest tributary north of Lake Constance. The flat valley road is ideal for a relaxing, leg-stretching, late afternoon ride.

The route runs through the smaller villages of Ettenkirch, Appenweiler, Hungersberg and Eschach, and takes riders through countless apple orchards that are typical of the area.

The route then heads toward Ravensburg, but FkU doesn't recommend actually riding downtown. Although Ravensburg is picturesque, it's also the region's most urbanized area next to Friedrichshafen. Traffic will be heavy at this time of day.

Instead, the route skirts Ravensburg and heads east to Eschach. From here the path climbs slowly to a series of rolling hills. Instead of apple orchards, you'll ride through fields of hops and cherry orchards. Locals call this the "cherry route."

The tour reaches Tett nang from the north. Here you'll find the Flieger for mid-ride refreshments.

Years ago this small bar was located in a dilapidated station. It had belonged to a freight train line that had gone out of business some 50 years earlier. Local authorities launched an extensive renovation of these old transport routes two years ago and made improvements to this "forgotten" area.

The Flieger's menu is nothing fancy — mostly finger foods, apart from drinks and, especially, beer.

A major attraction at the Flieger is live music. Bands play several days of the month on a stage inside the

barroom. It's a big draw for the bar. For a schedule, visit www.flieger-tett nang.de.

Meanwhile, no pub in southern Germany is complete without a beer garden. When the weather is nice, the Flieger features a pleasant beer garden of its own where guests can relax.

After one or several (hopefully alcohol-free) beers, riders can shift into higher gear and fly back to the Messe Friedrichshafen grounds. The remaining 10km (6 miles) of the ride are moderately downhill.

As always, Team Freundkreis Uphill recommends that all cyclists carry lights for these late afternoon rides — especially if they plan on taking a short flight on the Flieger.

■ Roland Hecht



The Flieger Pub (Photo: 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 publish one ride in each issue of the Show Daily.

Today's loop is a 35km (22-mile) ride to Tett nang. Total climb and descent: About 277 meters (910 feet). Altitude range: 100 meters (328 feet). Download the map to your GPS device by scanning the QR code or visit <http://www.gpsies.com/map.do?fileId=zshponzptfvbkmbny>



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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, pedals **Info:** Boot und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, www.bootundspass.de. **Info:** Bootsvermietung "Fluck", Tel. +49 (0) 7541 21746, +49 (0) 171 6509249, www.bootsvermietung-friedrichshafen.vpweb.de
- 13 **Panoramafel** – 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 **Moleturn** – 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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