



# SHOW DAILY



**WELCOME TO DEMO DAY**  
See p.26 for maps and event guide!

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Ride tomorrow's trends today at Eurobike Demo Day

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Dropper posts are everywhere — even road bikes

**34 Plus-size models**  
They're not fat — just well-proportioned

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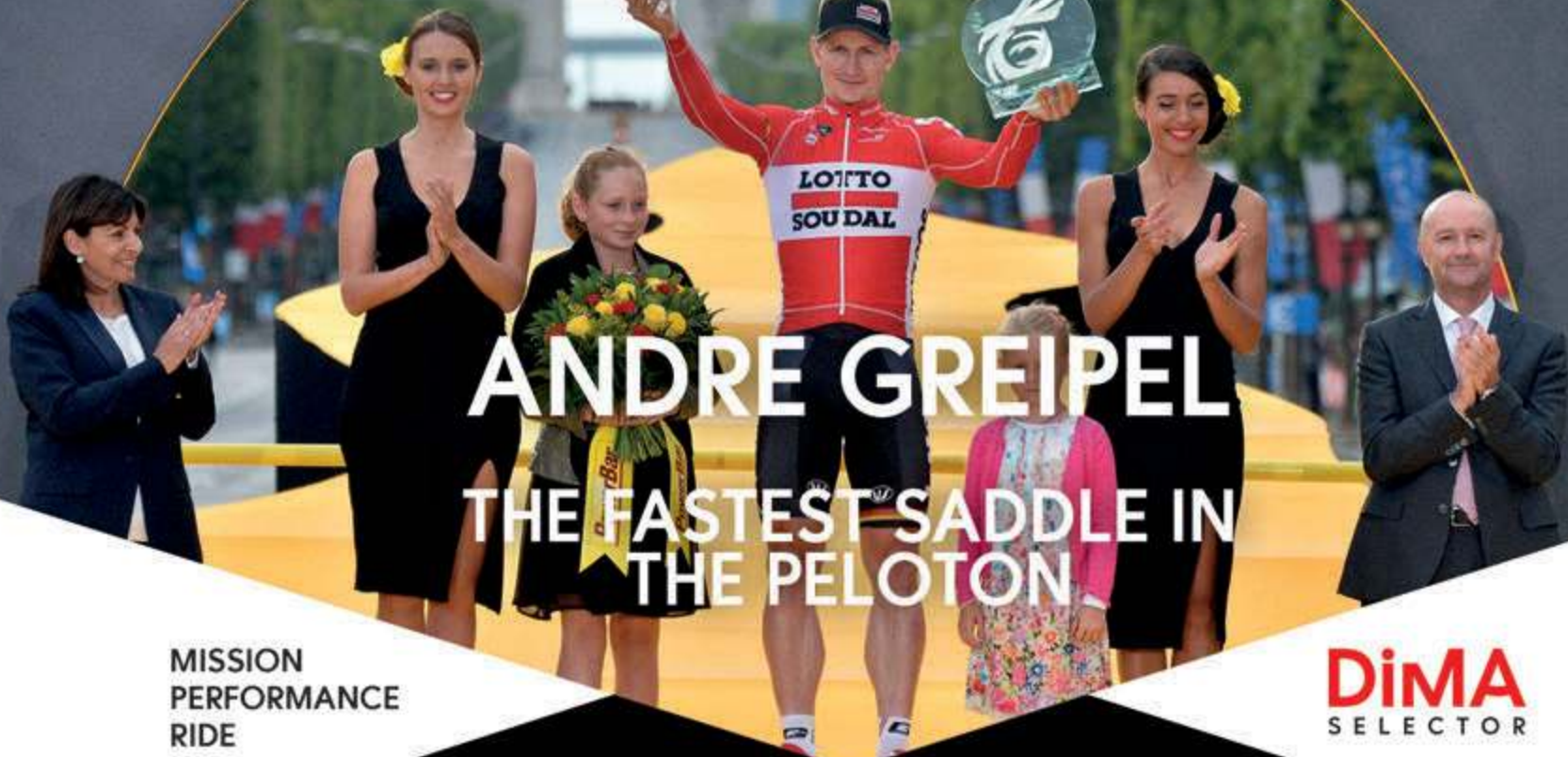
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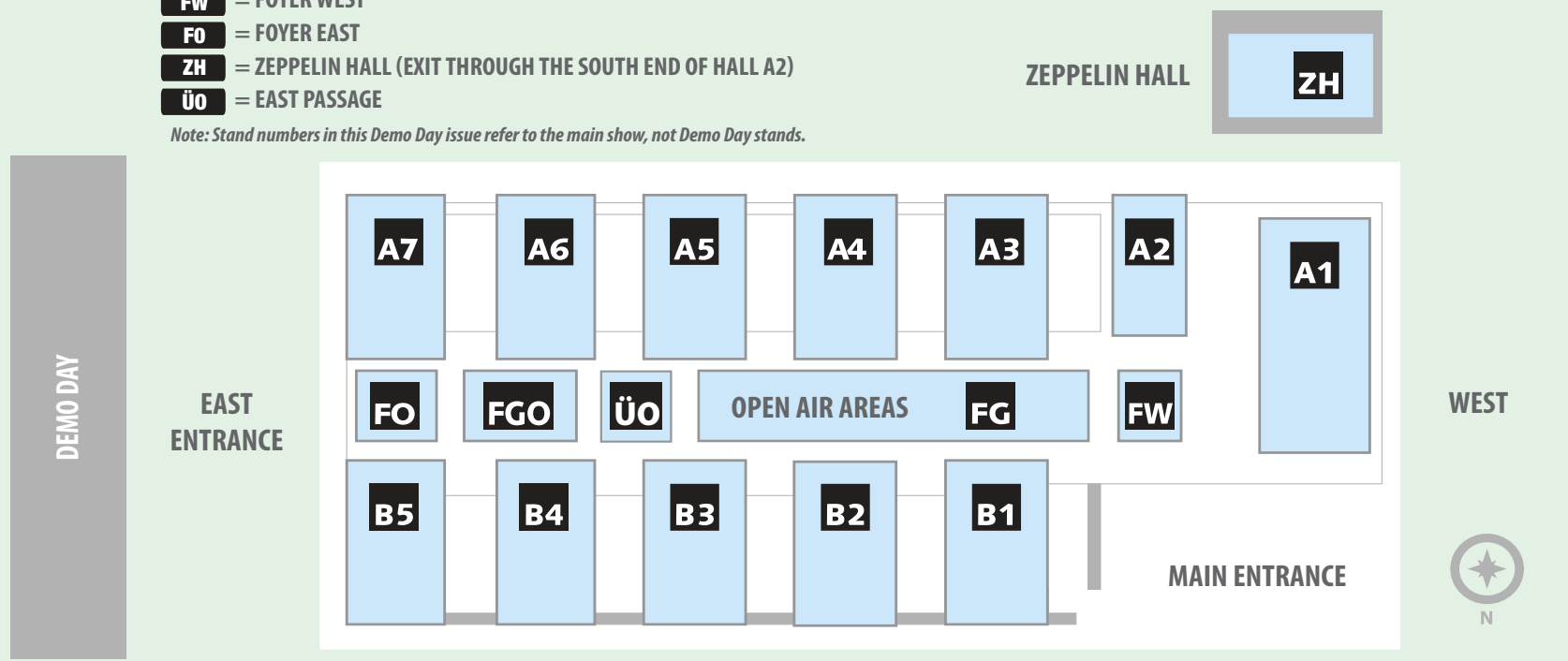
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On the cover: Taking a test ride at the new Eurobike Media Days (see p.17) (Photo: Messe Friedrichshafen)

## A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE")
- FG-O** = OUTDOOR AREA EAST ("FREIGELÄNDE OST")
- FW** = FOYER WEST
- FO** = FOYER EAST
- ZH** = ZEPPELIN HALL (EXIT THROUGH THE SOUTH END OF HALL A2)
- ÜO** = EAST PASSAGE

Note: Stand numbers in this Demo Day issue refer to the main show, not Demo Day stands.



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# Welcome to tomorrow at today's Demo Day

Welcome to the ninth annual Eurobike Demo Day, where trade visitors can ride the bikes that will be making news in 2016.



Good clean fun: Visitors at last year's Demo Day had a blast despite a little drizzle and a lot of mud.

Demo Day is open from 10 a.m. to 5 p.m. Visitors will find nearly 170 brands on display from 121 exhibiting companies. See pages 26-27 for an exhibitor's list, and maps of the venue and test tracks.

One trend at the forefront at Demo Day is the explosion in the number of e-mountain bikes on the market.

Haibike alone is offering more than 65 models for 2016 (see story, page 18).

Many smaller companies are offering technically innovative takes on the idea, like the Heisenberg (see page 8), which uses technology developed by BMW, or the €22,500 (\$25,100) Trefecta, which boasts a top speed of 100 km/h (62 mph) — stretching if not shattering the definition of an electric bicycle.

For less moneyed consumers, bike brands are demoing an abundance of "plus-size" mountain bikes. These are bikes with tires that are about three inches wide — fatter than typical mountain bike tires but more svelte than a true fattie. (See our overview story on page 34).

Cross-country and gravel bikes continue to make inroads on the traditional road bike market as consumers look for go-anywhere machines, even if they'll never come near a "cross track."

This is the second year that Eurobike has hosted Demo Day at its convenient location on the Eurobike show grounds.

Last year's demo, the first in the new location, was "really well received," Eurobike head Stefan Reisinger said. "Feedback was very positive from our participants on the exhibitor side as well as the visitor side."

Reisinger said Demo Day is about the same size and has the same number of exhibitors as last year. "There's a few dropouts and a few new ones," he said.

Last year's Demo Day drew 2,642 trade visitors and 784 journalists from around the world.

"I expect there will be about the same number of people attending. It will depend very much on the weather," Reisinger said.

Drizzly, overcast weather dampened last year's Demo Day, yet it still drew more visitors than past demos. Eurobike formerly used a venue in Argenbühl that was about an hour's drive from the show grounds.

The Demo Day exhibition area, which covers one of the main parking lots at the Eurobike show grounds, has plenty of room to grow if there's demand, Reisinger said.

Reisinger is also upbeat heading into the main Eurobike show, which opens at 8:30 a.m. tomorrow.

"We expect good business because it was a good selling season in Europe," he said. "In the main markets, from all that we hear from our customers, it was a pretty good year." ■ DM



They make it happen: (from left) Sarah Kammerer, project coordinator; Stefan Reisinger, head of Eurobike; Klaus Wellmann, CEO of Messe Friedrichshafen; and Dirk Heidrich, Eurobike show director.

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## Demo Day Briefs

### Follow the leaders of Europe's industry on ride for advocacy

Follow the leaders of the European cycling industry — or ride alongside them — tomorrow morning when they join together to support urban cycling.

Executives from many leading companies will ride from the Friedrichshafen train station to Eurobike.

The group will meet at 7:30 a.m. Wednesday for coffee and a brief meeting. They'll depart from the station at 7:45 a.m. and arrive at the show grounds around 8:30 a.m. for a photo shoot and news conference.

Anyone who wants to join the ride should bring a bike if possible. Some Nextbike rental bikes also will be available at the station.

"We come to Eurobike to sell more bikes and accessories. The best way to do that is through advocacy and we decided to put advocacy first on our agenda at Eurobike," said Tony Grimaldi, president of Cycleurope.

Grimaldi is also chairman of the Cycling Industry Club, an industry group affiliated with the European Cyclists' Federation. The CIC is organizing tomorrow's ride along with other advocacy groups.

Executives from the Accell Group, Pon Holdings, Shimano, SRAM, Cycleurope, WTB, Tern and others are expected to participate.

The ECF believes that advocacy creates the biggest potential for market growth in cities and can bring billions of euros for public investment in cycling projects.

The ECF also sponsors Thursday's Advocacy Summit.

### Learn what's up and what's down at Eurobike panel

How's the selling season going in Europe? What are the trends and the outlook for the rest of the year?

Journalists can find out at this morning's Eurobike Industry Discussion panel, which is both as a review of market conditions and a preview of Eurobike.

The one-hour session starts at 9:30 a.m. in Room Berlin in Conference Center East, not far from the Demo Day grounds. Simultaneous German-English translation will be provided.

Wolfgang Köhle, the spokesman for Messe Friedrichshafen, will open the event, which will be hosted by Bernd-Uwe Gutknecht, a reporter with ARD-Sports.

Panelists include Siegfried Neuberger, manager of ZIV (Zweirad-Industrie-Verbandes); René Takens, CEO of the Accell Group; Scott Rittschof, senior vice president and general manager of the Cycling Sports Group; Ulrich Gries, CEO of Hollandrad.com; and Stefan Reisinger, head of Eurobike for Messe Friedrichshafen.

### Bergamont adds juice to full-sus Trailster lineup



Thomas Marquardt and the Trailster

Bergamont, **B3-400** now owned by the Scott Sports Group, is launching electrified versions of its full-suspension Trailster mountain bike at Demo Day.

The three pedelec versions will be equipped with the Bosch Performance Line CX system. An unusual touch is a reinforced fiberglass cover that protects the mid-drive motor.

"We created it ourselves for this pedelec line," said Thomas Marquardt, the head of research and development for Bergamont. "It is very rigid and light."

The Trailster will be offered in 27.5- and 29-inch versions. The line is designed for all-around trail riding and touring.

"With the additional e-support, it's also fun to ride uphill," Marquardt said. ■ **JB**

### Ghost scares up 3 new models in AMR platform

Ghost **B1-400** is debuting three models in its successful AMR, or "All Mountain Ride," line at Demo Day.

The company developed a new frame for the 27.5-inch AMR models that come with a "varying damper mount." The mount lets riders change the frame geometry and the amount of travel according to type of riding they plan to do.

"The frame geometry fits all options," said Marian Lukác, senior manager of design and marketing at Ghost.

Ghost's three new AMR models target the touring and trail segment (the Slamr model, with 130mm of travel front and rear); the all-mountain segment (Slamr+, with 150mm rear and 145mm front travel); and the enduro segment (the flagship Framr, with 160mm of travel front and rear).

Frames are available in carbon fiber or aluminum. ■ **JB**

### What's going on?

Throwing a party at your stand? Hosting an autograph signing? Serving coffee, beer or bratwurst to grateful visitors? Let the *Show Daily* know by 2 p.m., and we'll list it in the next day's calendar. Send the time, description, stand number and contact info to [EurobikeShowDaily@gmail.com](mailto:EurobikeShowDaily@gmail.com)

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A1-418



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## There's nothing uncertain about Heisenberg's creators

HNF GmbH and its e-bike brand, Heisenberg, may be unfamiliar names to most in the bike industry. But the people behind the new company are no strangers.



HNF co-founder Michael Hecken with the Heisenberg UD 1. (Photo: JB)

HNF **A2-203** is short for "Hecken, Nicolai & Friends." That would be Michael Hecken and Karl-Heinz "Kalle" Nicolai, the founders of Grace, which also made the Smart e-bike for Daimler's Smart automotive brand.

Heisenberg makes its debut here at Demo Day. Given its heritage, it's a safe bet the Heisenberg booth will be busy all day.

The company is showing seven models at Friedrichshafen. The highlight is the Heisenberg XF1, a full-suspension e-mountain bike that pairs a Bosch mid-drive motor with a Gates Carbon belt drive and Rohloff's legendary Speedhub.

The XF 1, Heisenberg's top model, will retail for €8,500 (\$9,325).

The most distinctive feature of the XF1 is the frame, which is made by hand at the headquarters of another company owned by Nicolai — an old farmhouse in northern Germany that's equipped with modern CNC machines.

It uses a swingarm technology developed by BMW, which HNF licenses for the bike.

The motor and rear wheel hub are integrated into the swingarm to maintain a fixed distance between the pedal axle and the rear hub.

"Due to this technology we can use a hassle-free belt drive on this bike," Hecken said.

Because the distance is fixed, the belt tension remains constant, allowing for constant transfer of power from the motor to the hub.

Company officials say the system allows up to 150mm of rear-wheel travel. Another benefit of the swingarm is that it allows the bike to operate with no pedal kickback.

A more affordable model is the UD 1, a unisex step-through bike for urban riders.

It also offers a belt drive that is paired with a NuVinci rear hub and a 400 Wh battery built into the downtube. HNF plans to offer a 25 kmh (15.5 mph) version as well as a speed pedelec version that goes up to 45 kmh. The UD 1 will retail for

€3,345.

Unlike most Eurobike exhibitors, HNF will sell through several distribution channels, not just IBs. It will offer entry-level bikes through such mass merchants as Media Markt, a big German consumer electronics chain, and will sell consumer-direct through its website.

Hecken said the wider distribution doesn't mean HNG treats its bikes as discount products.

"I still believe that there are other spots where you can introduce e-bikes to end consumers," he said.

Hecken and Nicolai have been working on HNF ever since Grace's former owner, Mifa, went bankrupt in September 2014. Hecken had been general manager of the Grace and Steppenwolf brands, both owned by Mifa.

Mifa had acquired Grace from Hecken and Nicolai in an effort to diversify into premium markets and lessen its reliance on manufacturing bicycles for the mass market.

Hecken said he quickly left Mifa behind after the bankruptcy.

"I don't look back," he said. "After leaving Mifa we worked hard to create HNF and Heisenberg. Now we are proud to be here at Eurobike with our own booth and a range of seven models we created within a record-breaking seven months."

Nicolai serves as chief technical officer, while Benjamin Bories, the former product manager of Smart Bike, shares general manager duties with Hecken.

The European Union and the German state of Brandenburg were early-stage investors in HNF GmbH through an economic development fund.

HNF is based in the Brandenburg town of Biesenthal, where Hecken and Nicolai also created the Grace brand.

HNF makes four of its seven models in Biesenthal, while the other three are sourced in Asia.

■ JB



# Focus expands its focus with e-mountain bikes

Within Derby Cycle, the Focus brand is the “athletic generalist” of the group, brand manager Andreas Krajewski said.



Focus founder Mike Kluge (left) and the company's Marc Faude with the new Jarifa i29 e-mountain bike.

Focus **UC-2** takes a broader market focus than, for example, its sister brand Cervélo, which is famous for its triathlon and high-end, aerodynamic road bikes.

“That’s not what Focus is heading for,” Krajewski said. “We have a time trial bike, but that’s because of our pro team. You won’t find any fat bikes under the Focus brand name, either. That would be too extreme.”

Focus does make mountain bikes, covering the all-mountain, enduro and cross-country categories. New for 2016 is a line of e-mountain bikes with 27.5- and 29-inch wheels.

The top-line models use Derby’s proprietary Impulse Evo e-bike system, which is a beefier and more powerful version of its Impulse 2.0 system.

Derby is unusual among e-bike brands because it uses its own e-bike system instead of buying from a drive specialist like Bosch or Brose. It introduced the Impulse Evo system this year on some models of its sister brand, Kalkhoff, which makes

commuter bikes.

Impulse Evo is mid-drive motor system with an integrated battery, smart display and a new Impulse smartphone app for navigation.

Derby uses the Impulse Evo system on its high-end Kalkhoff speed pedelec and some of its other Kalkhoff bikes as well as on its Focus e-mountain bikes.

Focus founder Mike Kluge, who now serves as a brand ambassador, said he is especially keen on the brand’s new top-line e-mountain bike, the Jarifa i29.

Like its Kalkhoff siblings, the Jarifa i29 uses an integrated battery in the downtube (the “i” in the model name stands for “integration.”)

The Jarifa i29 SL is equipped with a RockShox RS-1 fork, SRAM X1 11-speed drivetrain and DT Swiss M1900 wheels.

Derby Cycle is owned by Pon Holdings, the Dutch conglomerate.

■ JB

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# Marin seeks adventure on its 30th anniversary

Marin Bikes is still catching trends as it celebrates its 30th anniversary this year.

Marin **B4-100** is bringing a plus-size bike to Eurobike that’s designed for “adventure bikers.” Tom Brown, Marin’s Swiss-based director of international sales and marketing, said adventure biking is a promising niche category in the United States.



Marin Pine Mountain 1

Called the Pine Mountain 1, the bike has 27.5-plus wheels mounted on a gray chromoly frame that brings back memories of the ‘90s. The bike includes several mounts — rear carrier, three bottle holders and a front carrier — for all the stuff adventure bikers like to carry. Another model, the Pine Mountain 2, adds a suspension fork.

Marin is also launching a new platform it calls Gestalt, for what it calls “beyond-road” adventure and gravel bikes. The three Gestalt models use aluminum frames (with a carbon fork on the top-end model). “Gestalt” is German for “shape” — because Marin says these are the shape of bikes to come.

■ JB

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## VSF's new bikes are for 'retro-chic' riders

Known for its timeless city and trekking bikes, German brand VSF Fahrradmanufaktur is offering more sport-oriented bikes for 2016.



René Gähner with the VSF R-500

But even these models will maintain VSF's "retro-chic" styling.

VSF, **A6-300** a brand of Cycle Union, is known for its lugged steel frames, which the company says is part of its DNA. Its new models will also be built around steel frames.

"We're now transferring this DNA into the first VSF Fahrradmanufaktur sportive models," said René Gähner, Cycle Union's product manager. VSF is offering one cyclocross and one road bike for 2016.

Both use triple-buttet Cromor tubes from Columbus, the Italian tubing icon. They are powder coated using an environmentally friendly process — the 'cross bike in a gray matte and the road bike in a ruby red.

The CR-500 cross bike is equipped with a Shimano 105 groupset and weighs 10.5kg (23 lbs.). The R-500 road bike comes equipped with Shimano Ultegra and weighs 9.2kg.

Founded in 1987, VSF has its roots in the German Green movement. ■ **JB**

## Gates toughens its belt drive for trekkers

The Gates Corporation may be based in the United States, but it's making a strong play in Europe with its Gates Carbon Drive belt drive system.

At Demo Day, Gates **A2-203** is launching a version that's made for the distinctly European niche of expedition and trekking bikes.

"From the outset, Gates has focused on Europe because of the maturity of the European bicycle market, especially for electric bikes and commuter bikes," said Frank Scurlock, Gates' sales director.

Its new CDX:EXP sprockets are made for use with Rohloff hubs and offer extended range in "abrasive off-road conditions."

Gates boosted the durability of the sprocket by expanding its surface area by 25 percent, compared with its standard sprocket. It managed to increase the size while increasing weight by only a few grams.

The CDX:EXP sprockets are available in three front sizes and four rear sizes for consumers who want to upgrade existing CDX drives. The 39-tooth front sprocket is also designed for use with Pinion gearboxes.

A number of brands at Demo Day and on the Eurobike floor are showing 2016 bikes equipped with Gates



Gates CDX:EXP expedition and trekking sprockets

Carbon belt drive systems, including HNF Heisenberg (see related story, page 8); Cube, Kalkhoff, Stevens, and Cannondale.

HNF Heisenberg co-founder Karlheinz Nicolai is the European distributor for the Gates Carbon Drive

and works with Gates on research and development.

Gates is also working with Shimano on a front sprocket assembly for the Shimano Steps mid-drive system for e-bikes.

"Gates is seeing fast growth in the premium electric bike market because mid-drive motors wear out chains rapidly," Sellden said.

Scurlock said its sales are growing in the United States as e-bikes become increasingly popular.

"We are noticing that the European e-bike trend is picking up in North America, where both Focus and Kalkhoff introduced electric bikes this year with Gates Carbon Drive," he said.

The company is also working with Thun, the bottom bracket manufacturer, on a lower-priced belt drive system it calls CDN for OEMs in Asia and Europe. Gazelle

is using the CDN system on a new commuter bike it is showing here.

"Gates has come a long way since we first exhibited at Eurobike with just a couple belt sizes and one sprocket design," Scurlock said..

■ **DM**

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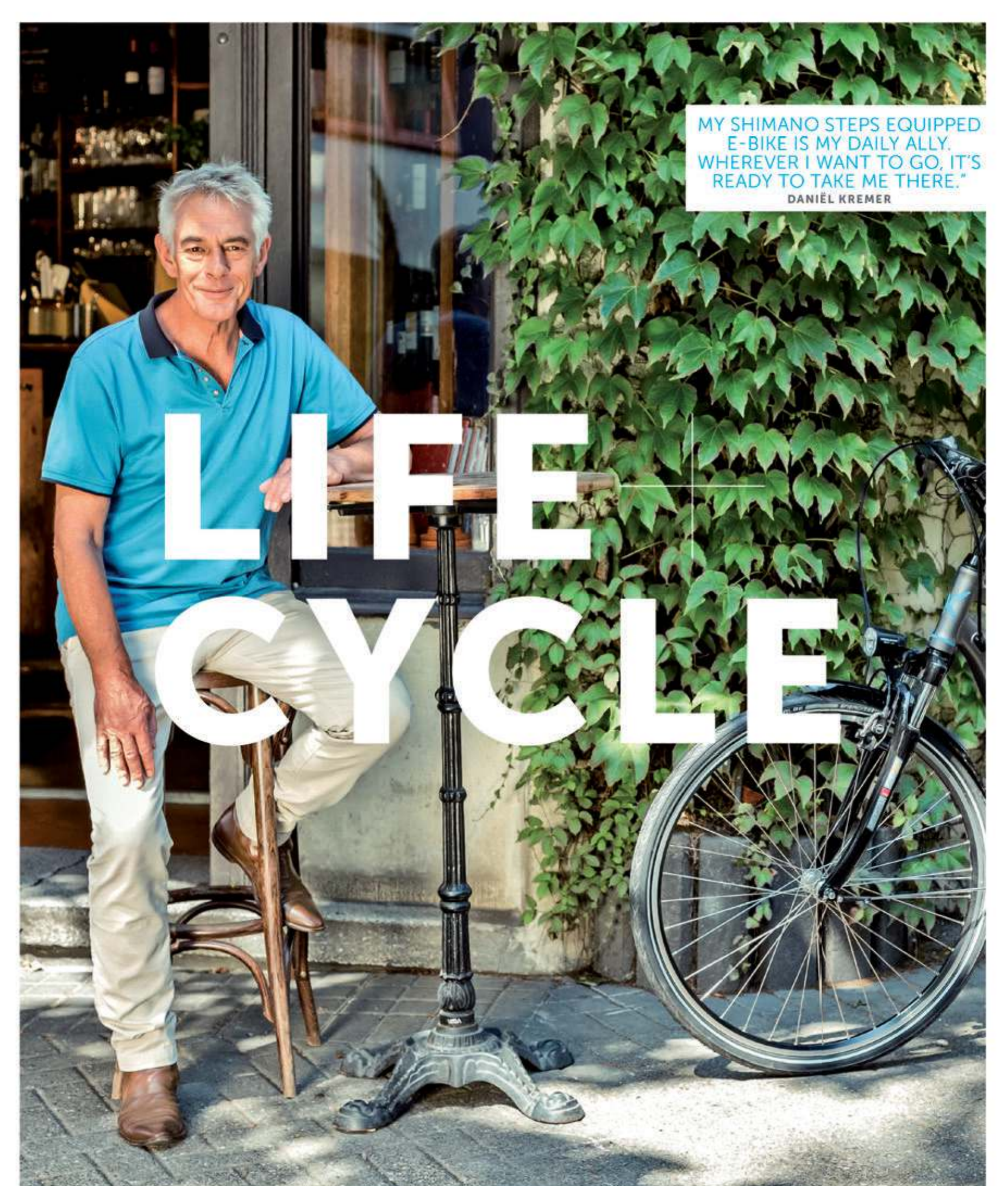
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## Storck launches first complete bike line

It might come as a surprise to some, but Storck has never offered a complete bicycle line until now. "We've had a few special edition models. But now we are coming out with an entire complete bicycle range," marketing manager Mario Kuban said.

For 2016, Storck **A3-100** is offering its Aernario Comp, Aerfast Comp and Durnario Comp equipped with either Shimano Ultegra or Shimano 105 groups.

"With our step into the complete bicycle market we are selling more aggressively. We are going against the trend and won't increase our prices," Kuban said.

He said Storck's pricing also would maintain margins for IBDs. Storck's Taiwan partner, Axman, assembles entry-level bikes for the global market to help keep prices down. Axman is Storck's distributor for Taiwan and China.

That allows Storck to sidestep European currency woes, especially for the Asian and American markets. Storck assembles all but its entry-level models at its Idstein, Germany, headquarters. ■ **JB**



Storck Durnario Comp

## Merckx adds aluminum to its heritage

Eddy Merckx, the legend, turned 70 on June 17. Eddy Merckx Cycles, the bike brand, has been honoring the legendary Tour de France winner with its Heritage Collection.



Rolf Singenberger with the Eddy Merckx Strasbourg71 (Photo: JB)

Now, Merckx **B3-505** is expanding the collection with a new high-end aluminum platform consisting of four road bikes and one gravel bike with disc brakes.

"While the Heritage Line is based on classic steel frames that are partly produced in Belgium, we are now offering — along with carbon bicycles — bikes with light aluminum frames," said Rolf Singenberger, the COO of Eddy Merckx Cycles.

Aluminum has become a rarity for the brand. About 95 percent of the Merckx product range consists of carbon fiber frames, marketing manager Peter Speltens said.

Instead of simply offering models made with cheaper carbon frames, the management team chose aluminum instead, reasoning that it could serve lower price points "without quality loss."

Its new gravel bike, the

Strasbourg71, is named after Merckx's win in the first stage of the 1971 Tour de France, which ended in Strasbourg on a gravel track. Merckx narrowly beat Roger De Vlaeminck in a sprint and went on to claim the yellow jersey in Paris.

The company designed the Strasbourg71 as a racing bike "that can take a few knocks," and says it can do double duty as a commuter bike (or, as they put it, a "commuter racing bike.")

Whatever the material it uses, Merckx knows its strengths.

Eddy Merckx Cycles "offers only road bikes. This is the message we want to communicate beyond the Benelux market to the world," said Peter Singenberger, chief development office. "That's one of the main reasons we are exhibiting here."

The company currently sells in 25 countries through 20 distributors.

Eddy Merckx CEO Rob Beset said he sees huge potential for the brand, with its iconic name — especially in the prospering Asian market.

"With Eddy Merckx we have a living legend on board who is known all over the world."

Merckx himself founded the company in 1980. Although he's now just an advisor to the company, officials say "The Cannibal" still visits the company every week.

■ **JB**

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# Eflow isn't just horsing around at show debut

Eflow, the stylish e-bike brand from Taiwan, isn't horsing around when it comes to Europe. It's exhibiting at Eurobike for the first time after establishing a European subsidiary that — for now at least — shares office space with a horse stable.

Headed by Bernd Adamski, Eflow's European headquarters in Fürth, Germany, is housed in an historic airport hanger that in the 1920s was a factory for Fokker airplanes.

Adamski also owns Aybee Sports, which sells Quintana Roo, a U.S. triathlon bike brand, consumer-direct to the German-speaking market.

The stable occupies several rooms on the ground floor, and the equestrians also use the huge hangar for riding, while Eflow and Aybee have offices on the second floor.

Eflow **FG-B9/3** is bringing nine pedelec models to Eurobike, but Adamski said the company considers itself to be an "e-mobility" brand, not just an e-bike brand. Next year it plans to introduce an electric scooter.

Adamski said Eflow is bringing urban bikes as well as e-mountain bikes with up to 180mm of travel. All bikes destined for the European market are warehoused and assembled at the new German offices, and receive quality checks before they are sent to customers.

Eflow's bikes are distinctive because they feature an oversized seat tube that also houses the battery.

Eflow is the brand of Fairly Bike Manufacturing Co., an OEM and ODM manufacturer in Taiwan.

Eflow Europe plans to focus initially on the German-speaking market before branching out across Europe. Adamski's initial goal is to reach 100 IBDs in Germany.

The historic airplane hanger that is Eflow Europe's headquarters is part of a larger, protected historic monument that is being transformed into a technology park.

Owners of the stable originally rented the entire 5,500-square-meter (59,200-square-foot) hangar and offices, but are building a new stable next door and plan to move there within the year. Eflow will become the new owner of the space.

"This here is too big for them," Adamski said.

If it's too big for horses, isn't it also too big for such a newcomer to the European e-bike market?

Adamski believes Eflow will eventually need the entire building, although it may take a few years. The hangar, for example, could be used as a warehouse. Until then, Eflow Europe will sublease space it isn't using.

"At the present time we don't have that on the radar," Adamski said. "We have so much to do, and are happy about the horses being ridden in the hall and the horse stalls around us."

Fairly Bike is a high-end electric bike specialist based in New Taipei City, Taiwan. Its family history in the bike industry stretches back some 60 years.

Fairly's first venture into e-bikes began in 1997, when it was tapped to be the manufacturing partner for EV Global Motors — the heralded, but ultimately unsuccessful brand started by American automobile legend Lee Iacocca. ■ JB



Bernd Adamski with one of the neighbors of Eflow Europe's offices. (JB)

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# BH and Twinburst ask: Why use 1 motor when you can use 2?

All-wheel drive is a common feature on SUVs and other automobiles that are made for traction in snow and ice. But an AWD e-bike?



BH Evo Big Foot Pro

Taking a cue from their counterparts in the car industry, Spain's **BH Emotion B3-204** has launched a second e-bike with hub motors on both the front and the rear wheels.

A new French company, **Twinburst, ZH-311** has also gotten into the segment. It is offering four dual-motor bike models for 2016.

On the BH system, sensors detect differential rotation between the wheels and automatically adjust the power levels for each motor — a 350W motor in the rear and 250W in front.

"Evo AWD e-bikes have three sensors; one torque and a rotation sensor in each wheel," BH Emotion's Alvaro Olasolo said. "The controller is able to sense when there is more than a 5 percent difference in rotational speed between the wheels and adjusts power accordingly, to prevent the wheels from skidding."

BH launched its first AWD bike, the Evo Snow, last year. Here at Eurobike, BH is adding a fat bike version, the Evo Big Foot Pro, to the mix. Both models get an updated controller to improve the AWD performance.

The company says the Evo Snow was inspired by demand from Nordic countries. It's also available in the United States.

"Most Evos sold were in Nordic countries, but Germany had good sales, too," Olasolo said, adding that South Africa and other sandy locations also were good markets.

The bikes offer four levels of power assistance, from 70 percent to 375 percent of rider effort. Riders can also choose to power only the front or the rear wheel.

The Evo Snow is a 29er, while the Evo Big Foot Pro uses 26-inch wheels with fat bike tires.

Upgrades include a winter battery cover, rear carrier for spare battery and GPS tracking for the Big Foot Pro.

Because the AWD bikes have combined motor power greater than 250W, and can reach assisted speed of 32 kilometers an hour (20 miles an hour), they are considered "off-road" vehicles in the EU.

Twinburst, from Marseille,

France, is launching four models of what it calls 2WD bikes: The BigJump, a full-suspension e-mountain bike; the Jump, a hardtail mountain bike; the Urban e-city bike; and the Trekk e-trekking bike.

Twinburst bikes incorporate regenerative braking systems on both wheels, which the company says increases the bikes' range by 30 percent to 100 percent.

An onboard computer oversees a traction control system which distributes power as needed to the front and rear wheels, changing the relative distribution as needed. For example, if one wheel begins to spin, the system cuts power to that wheel until traction is restored.

Twinburst says its controller also serves as an anti-lock braking system for both wheels and automatically adjusts the amount of braking force that's applied to the front and rear wheels.

Although the Twinburst bikes don't need smartphones to operate, a riders' smartphone serves as the bike's dashboard.

Protected in a waterproof, shock-absorbing case, the phone connects with the computer via Bluetooth and tracks speed, the engine's power, the battery status, and other functions.

The phone also works with the sensors in the pedal for GPS and mapping services. It also tracks the number of calories burned on a ride.

And to make sure the phone doesn't run out of juice, Twinburst includes a USB charging plug in the bike's cockpit.

■ RP/DM



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## Eurobike Media Days

# Bike journalists get the jump on trends

For the first time in its history, Messe Friedrichshafen added a dedicated demo event for the media earlier this summer.



The Tyrol mountains of Austria provided a picture-perfect setting for road and mountain bike demos. (Photos: Eurobike)

Some 120 journalists attended Eurobike Media Days in Kirchberg, Austria, from June 30 to July 2 to test the highlights for next season.

For bicycle journalists, the weeks before Eurobike are as busy as the days they spend here in Friedrichshafen at the show itself. Travelling from one manufacturer's media camp to another, they get the scoop on next season's news.

But the sheer number of press camps is becoming a challenge for journalists. Messe Friedrichshafen, the organizer of Eurobike, created Eurobike Media Days to consolidate at least some of the many pre-show press events.

Held in Austria's mountainous Tyrol region, the event offered a showcase for 19 exhibitors, representing 25 brands. Exhibitors included such big names as

Giant, Scott and Cannondale; medium-sized manufacturers including Stevens, Focus and Cube; and smaller brands including Polygon, Liteville and Radon.

"We have created another platform for the industry to present new products and trends to a select group of media representatives well ahead of the Eurobike show," said Klaus Wellmann, CEO of Messe Friedrichshafen.

The 120 journalists attending Media Days came mostly from Europe, but the event also attracted writers from Brazil, Japan, Australia and other far-flung countries.

Writers got the low-down on many of the market trends that are apparent here in Friedrichshafen, such as plus-size bikes, e-mountain bikes, aero road bikes and road bikes with disc brakes.

The Tyrol landscape was well suited for testing both road and mountain bikes for a balanced event.

"Thanks to the wide variety of trails and roads in its direct vicinity, Kirchberg is the perfect location for this kind of event," said Jochen Haar, a spokesman

Volker Dohrmann of Stevens liked the informal nature of Media Days.

"The busy and sometimes rushed nature of trade shows and demo days hardly allow for the kind of in-depth discussions that we've had here in Kirchberg," Dohrmann said.



for Scott. "As for the future, we would like to see more international brands get on board to further boost the prestige of the Eurobike Media Days."

Adding more brands is a possibility, said Christina Kulling, the Messe's project coordinator for Media Days. But it

Many members of the media were also impressed by the event.

"I got here without knowing what to expect, and I'm really positively surprised by the quality of the discussions and the variety of editorial content that have resulted from my stay in Kirchberg."



would require a few sacrifices from larger exhibitors.

"We would like to expand the number of exhibitors to 25 or even 30, but put these in the same area that we used this year," Kulling said. "If some of the big brands reduce the size of their stands a bit, this should be doable — and, yes, it would add to the appeal of the event."

Many exhibitors praised the setting — and perfect weather throughout the event added to its appeal.

"From the scenery to the international media attending and the exhibition area, the conditions were perfect to test and present new products in depth," said Stefan Limbrunner, head of KTM sales and marketing. "We at KTM hope that there will be many more editions of the Eurobike Media Days in the future."

said Markus Fritsch of Velobiz.de. "The media days offer a welcome opportunity for in-depth conversations that are not possible at the trade show itself."

Fabio Piva of the Brazilian magazine Bike Action said the event provided time for unrushed conversations.

"Eurobike Media Days offered plenty of time to test products, but also to get into talks with both engineers and salespeople," Piva said. "I do appreciate the opportunity to get up close with manufacturers, and I'm looking forward to return to Kirchberg for this event next year."

One welcome side effect of Media Days is that today's Demo Day should be less crowded with journalists, giving other trade visitors an opportunity to actually get on the bikes they want to demo. ■ LVR



# Haibike goes wide and deep for 2016 but doesn't lower prices

There's no doubt that Haibike, one of the pioneers of e-mountain bikes, has become the leader of the fast-growing category.



Ingo Beutner (left) and Christian Malik with Haibike's €15,000 FullSeven Carbon Ultimate. (Photo: JB)

The Winora Group launched its Haibike Xduro line in 2011, and earlier this year debuted the less expensive Sduro line to appeal to younger riders.

Now, after the category has seen impressive growth, Winora **A4-200** is pulling out all of the stops. For 2016, it will offer a total of 41 Xduro models – 12 of them new — and 27 Sduro models.

"Last year we sold more e-MTBs than classic MTBs," Winora CEO Susanne Puello said. She said Winora is proud to have helped launch a trend that has led to every major brand offering e-mountain bikes in their portfolios.

The general growth of e-mountain bikes, she added, is going to continue. "Even in the US, although we can't predict when this segment will conquer that market. All we know is that it will happen one day."

With the expansion of its line, the Winora Group isn't following the usual script, when a company launches an innovative high-end product and follows up by taking it to lower price points.

Winora, a division of the Accell Group, isn't offering lower price points for 2016. If anything, the company is heading more upmarket: Its top-of-the-line model for 2016, the Xduro FullSeven Carbon Ultimate, will carry a price tag of €14,999 (\$16,460). It's a full-suspension e-mountain bike with a weight of 17.2kg (37.9 pounds)

Winora calls its 2016 Xduro line "Xduro3." The 41 models in the line cover all common wheel sizes: 26-, 27.5-, 27.5-plus and 29-inch, and suspension options from 100mm to 200mm of travel. Nine of the 12 new models have carbon frames —

the first carbon bikes Xduro has offered.

With the exception of the speed pedelecs, all are equipped with the new Bosch Performance CX drive system, packaged with 500 Wh battery packs.

"This drive unit was designed for mountain bikes," said Christian Malik, senior product manager for Haibike.

All 41 Xduro3 models use a new method of integrating the Bosch motor with the bike.

By using a gravity casting manufacturing process, Malik and engineer Ingo Beutner created a "Direct Mount" interface that allows the Bosch motor to be fixed directly to five points of the frame without adapters.

Gravity casting is a process used in motorcycle manufacturing that helps ensure a cast piece has a uniform thickness and is light and strong.

"With Direct Mount, we have been able to reduce the visual size of the interface, including the motor unit, by 38 percent," Beutner said. "Therefore we are now offering the most compact integration

of a Bosch e-bike motor. It is even smaller than the Yamaha motor we debuted last year."

Engineers also moved the battery pack in the downtube closer to the motor for a more streamlined look.

"With a 15 mm distance, it is now as close as technically possible," Malik said. Haibike calls the new configuration the Ultra Compact Integration Concept.

The Sduro line, which is aimed at younger "Generation E" users, "hit the market like a bomb" when it launched earlier this year, Puello said.

The 2016 line is equipped with Yamaha mid-drive motors and covers all common wheel sizes. It will feature suspension systems with 100mm to 180mm of travel.

Sduro is also launching 24-inch e-mountain bikes for kids as young as eight. Called HardFour, the kid's line will be similar to the rest of the Sduro line except that the motor assist will shut off at a speed of 20 kph (12 mph).

Winora updated the Sduro frame design and is adding some bright colors to the models. ■ JB



Sduro HardNine RC

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# MIRROR 100

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BOOTH NO.A1-201

## Cratoni's speed pedelec helmet: strong but sexy

Cratoni is staying ahead of regulatory trends with the launch of a new helmet for speed pedelecs.

Called the Vigor, the helmet meets tougher motorcycle helmet standards — which European countries are adopting for speed pedelecs — while retaining at least some of the character of a bicycle helmet.

"We really pushed ourselves to the limit during development to retain the maximum sex appeal possible and not end up with a heavy, clunky motorcycle helmet," product manager Viktoria Krauter said.

Cratoni **B2-102** showed a prototype at last year's Eurobike and plans to have the Vigor on the market later this year.

The Vigor helmet looks more like a large bicycle helmet, or even a ski or snowboard helmet, than a motorcycle helmet.

A main feature is an integrated

visor, for what the company calls a "sports goggles" look. Base models come with a clear visor, and users can order tinted visors as an add-on. The visor can be secured to the helmet and adjusted to fit different head and face shapes.



caption

The anti-fog, anti-scratch visor can be removed with one hand.

Made with a carbon fiber shell, the Vigor weighs 850g (1 pound, 14 ounces) — light

for a motorcycle helmet — and is available in four sizes and two color options.

Speed pedelec sales are taking off across Europe. Austria has already mandated helmets for s-pedelecs, and other countries may do the same. **JB**

## Expanded Merida factory will make Steps e-bikes

Merida, Taiwan's No. 2 bicycle manufacturer, isn't letting the paint dry on its factory.



One of the new paint booths at the Merida factory in Taiwan.

The company is gradually expanding its new \$13.4 million (€12.2 million), environmentally friendly painting facility, which will help it continue serving the European market.

Aluminum frames that are welded in-house go through a three-day process, from material preparation to welding to finishing, before they end up at the paint shop, said Leo Lai, a senior vice president at Merida.

The biggest benefit is that each painter works in his or her own booth, and aren't painting frames on a moving assembly line as is common in most bike factories. The booth layout also offers more flexibility for handling limited production runs.

"A booth painting construction stands for a higher standard. It's not only for dust protection," Merida spokesman William Jeng said.

The paint shop is just one

expansion project at Merida. By the end of this year, the company expects to begin manufacturing e-bikes at a new 5,400-square-meter (58,125-square-foot) factory.

The new factory will produce Shimano Steps-equipped e-bikes for 2016.

However, Merida will continue to offer Bosch-equipped bikes for Germany and the Benelux countries that are assembled in Germany. Its German assembly operation is too limited to serve Merida's growing e-bike market in other countries.

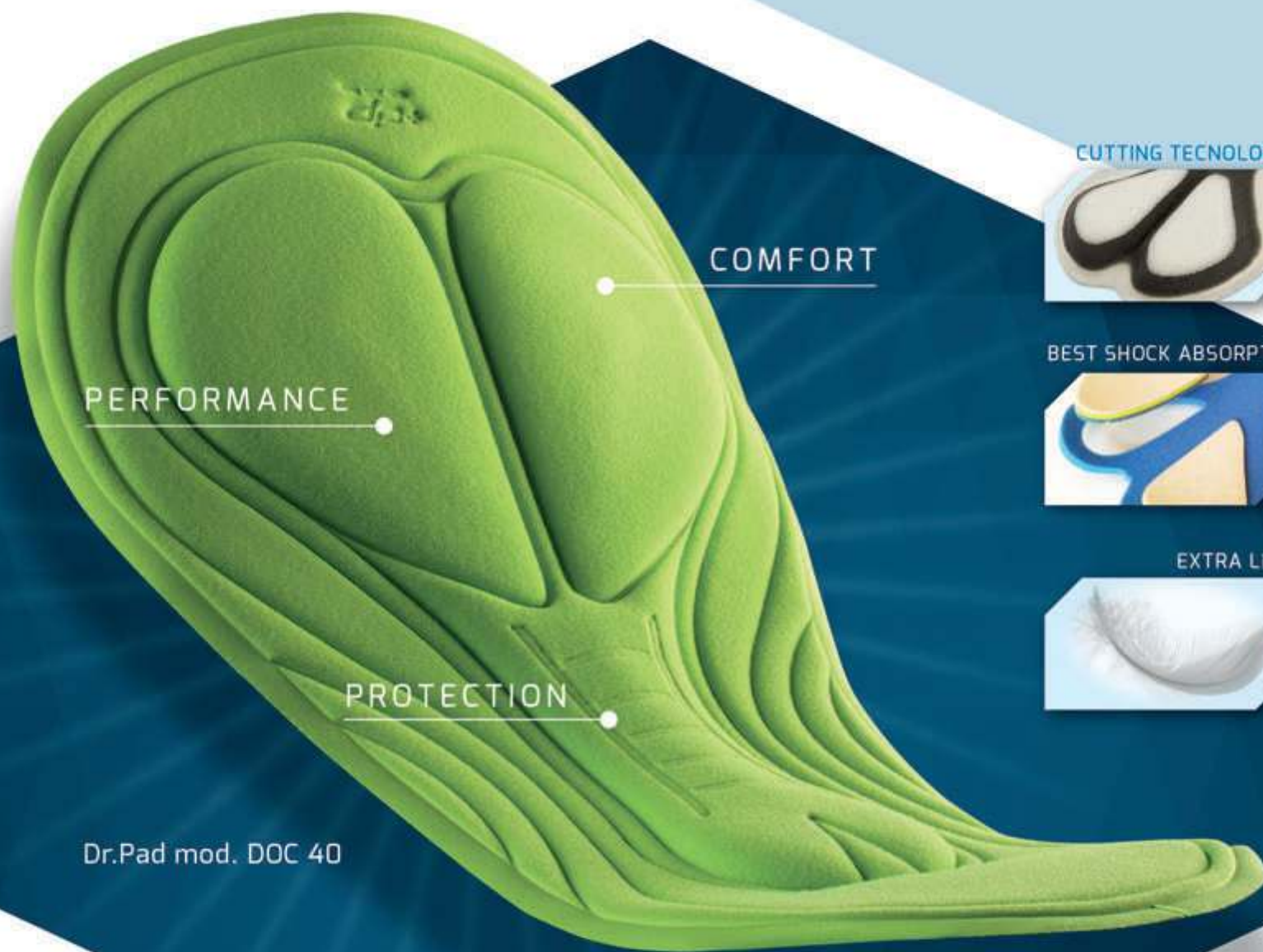
The Taiwan headquarters in Changhua County primarily makes high-end bikes for the world, especially Europe. Merida also operates three factories in China.

Its European headquarters is based at Merida & Centurion GmbH **A3-200** in Magstadt, Germany, which oversees R&D and international marketing. **JB**

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# Polaris e-bikes are inspired by American powersports

Polaris comes into e-bikes from a different direction than most brands. The American company is known for its snowmobiles, ATVs, motorcycles and other powersports vehicles.



Polaris Nordic e-fat bike

Polaris **ZI-303** is showing its 2016 bikes starting here at Demo Day. The line includes two e-fat bikes, the hardtail Sabre and the front-suspension Nordic, each sporting four-inch tires.

Carey Hopkins, senior product manager for EVantage USA, which makes the Polaris e-bikes, said the two models have been especially popular in snowy regions.

"We're even seeing that in Europe, where fat tires are much more popular in the northern countries," he said.

Polaris sells its e-fatties to a surprising range of customers, from trail-building crews to police departments and even farmers.

The hardtail Sabre is the utilitarian model in the Polaris e-fat bike line, Hopkins said. With front and rear racks, it can haul a significant amount of gear. It's designed to provide lots of cargo-hauling torque.

The Nordic is more of a recreational bike.

"With the suspension fork it becomes more of a trail bike," Hopkins said. "It becomes something you're going to ride on a singletrack trail."

At Eurobike, Polaris is also introducing a shifting system it calls Gear Speed Technology. The drive unit adjusts the motor's speed and torque depending on the selected gear, similar to motorcycle technologies. Sensors monitor not only the gear, but also the incline or decline and the rider's cadence to determine the proper speed.

Hopkins said Polaris is developing hardtail and full-suspension 27.5-inch e-bikes, which should be on the market early next year.

The KSR Group, one of the biggest bicycle trading companies in Central Europe, recently took over distribution of the Polaris e-bike brand for Germany, Austria and Switzerland. KSR distributes motorcycles, scooters, and ATVs as well as Segway transporters. ■ DM

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## Overview: Dropper Posts

# Magura cuts the cables on dropper post line as dropper uses proliferate

Not long ago, few riders understood the benefits of dropper posts. Now, few would ride without them.



Magura Vyron eLect with remote

Computers and electronics have taken control of our gears and, more recently, our suspension settings. So it was only a matter of time before someone brought a computer-controlled dropper post to the market.

Magura's **A2-204** Vyron eLect is not just computerized, but wireless. It's also the German company's first foray into this fast-growing category.

The Vyron eLect communicates via ANT+ to a controller mounted on the handlebars. The lack of wires makes for a cleaner look — and, more importantly, allows riders to swap the system between bikes and set it up quickly. The remote also controls Magura's eLect forks and shocks, further simplifying the cockpit.

By doing away with some of the mechanical parts, Magura has built in an industry-leading 150mm of travel, meaning it's not just the lack of cabling

that'll please many riders. By allowing mountain bike riders to drop their saddles out of the way at the push of a button, dropper posts provide greater freedom of movement when the terrain gets technical. And by instantly popping back to full height when needed, they allow riders to maintain their pedaling efficiency on the climbs.

Initially a hit with go-anywhere trail and enduro riders, dropper posts are now cropping up even on road bikes, where they help riders get their centers of gravity as low as possible to nail descents.

The 2016 model year sees some significant advancements. Magura launches the market's first wireless dropper post, while other technologies continue to trickle down to more affordable price points. Compatibility is improving, too, as dropper brands offer more sizing options for skinny-tubed frames.



Kind Shock Zeta

that'll please many riders.

Magura claims one charge provides enough juice for about two months of use.

Perhaps the next main market trend is the expanding range of riders who are finding a use for dropper posts, and the ever widening number of options available to them.

Dropper post pioneer **Kind Shock B1-204** builds on the company's long experience making posts for all-mountain riders, and applies it to situations that don't require such a long drop.

Its new Zeta post offers either 20mm or 35mm of infinitely adjustable travel, and is likely to find fans among cyclocross riders and adventurous roadies.

Uniquely among dropper posts, the Zeta uses a full UD carbon stanchion to keep weight to a bare minimum. Equally distinctive is its mode of operation. Once the correct seat height is established, the hollow carbon stanchion is cut to size and the over-mast style seat clamp is installed within the frame.

With its long experience in manufacturing suspension forks and shocks, it's not a stretch for Italian suspension guru **Marzocchi B1-302** to join the dropper crowd.

The company's Espresso post is named both for the Italian love of caffeine and for the slick, coffee-colored coating that adorns the stanchion.

Available with either internal or external cable routing, the stealth option relies on a cable end attaching to the base of the post. It can be easily popped from its holster so the entire post can be quickly removed without affecting its settings.

Established players are refining their



Marzocchi Espresso

offerings, too, adding additional features to increase the compatibility of their products.

Famed for its nearly indestructible rigid seatposts, **Thomson B4-203** spent years teasing riders with the prospect of a Thomson dropper post.

From its initial offering two years ago, Thomson now offers a range that covers all common sizes, even the tricky 27.2 size offering a full 125mm of movement.

For 2016, Thomson ties up its cabling, which had been externally routed, by adding a "covert" option to route cables internally. Thomson's reputation for reliability remains unchanged, thanks to its use of components from such established suppliers as Norglide, Trelleborg and Motul.

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Thomson Elite Covert Dropper

with internal cable routing to fit modern frames.

Not all solutions have to come in a high-tech wrapping. There's still room for old-fashioned cunning when it comes to improving bicycle design.

**Orbea A3-301** has come up with a quick and simple way of quickly changing saddle height. Its Digit post, currently available on Orbea's Occam trail bikes, features a slotted collar that prevents the seat from twisting.

Using a specially designed quick release open, riders can manually adjust



DNM SDS

As dropper posts come to be seen as essential for an ever widening group of riders, they're appearing at more accessible price points.

**DNM A7-433** has a revised range of droppers including the new SDS, which boasts adjustable rebound speed along

the saddle height between five presets that span 300mm of travel.

While it may not be a dropper post in the strict sense, the Digit will seriously reduce the time spent fiddling on the side of the trail.

Orbea is currently offering the Digit only as a component on its bikes, but may offer it as an aftermarket product depending on its reception. Officials say the Digit would be sold at a price comparable to that of a traditional fixed post. ■ JD

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### LEV

LEV has always represented the latest in dropper technology but is already a legend among top contending dropper posts. With myriad of firsts to its name; first hydraulic dropper to offer zero cable movement, first dropper to offer adjustable rotational orientation, first dropper to win a UCI World XC Eliminator event and first in countless enduros, magazine tests and customer satisfaction polls, LEV comes back in 2016 ready to be the first dropper seatpost to outperform itself. The latest LEV returns in all black livery shedding over 50 grams from its predecessor by integrating a high compression carbon fiber head clamp, RECURSE ULTRALIGHT cable system and KGSL superlight remote.

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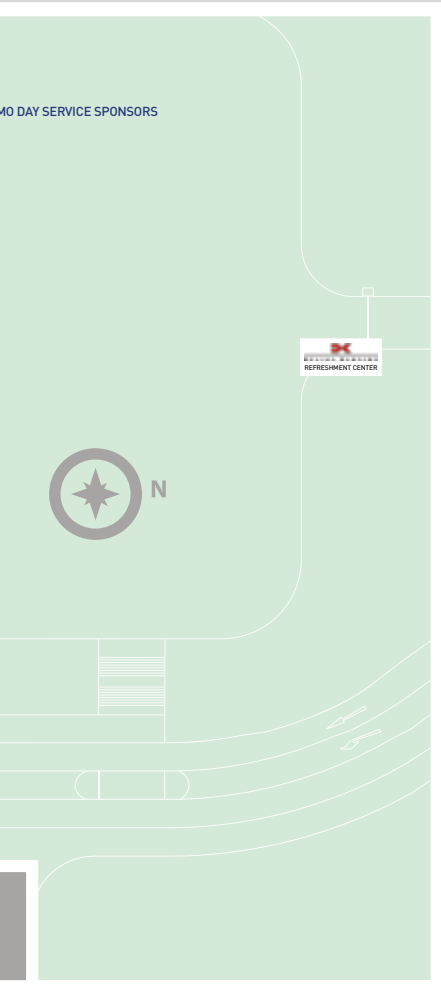
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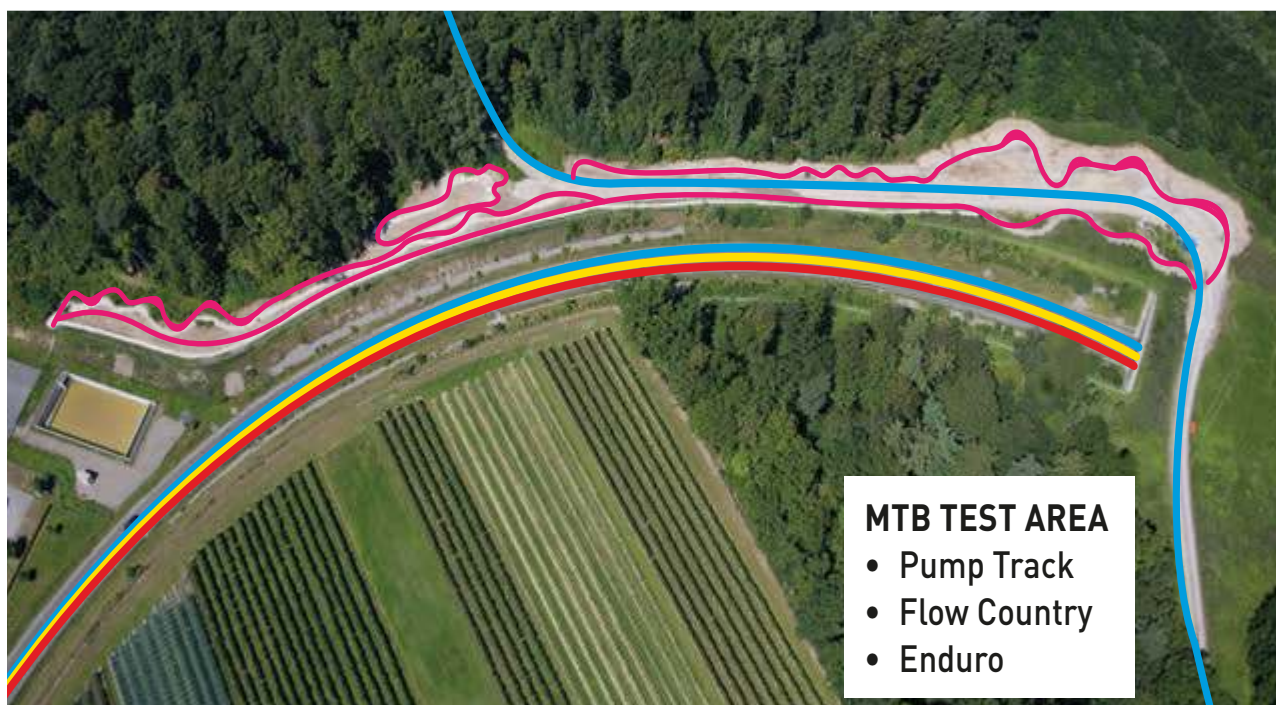


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## MTB Test Area



## Overview: E-bike hub motors

# Proven, affordable hub motors remain the workhorses of the e-bike category

While mid-drive motors are all the rage in electric bicycles, hub motors remain the powerful, proven and affordable workhorses of the e-bike industry.



Copenhagen Wheel

New hub motor brands are coming on to the market, while a growing number of bike brands are using them on new models — showing that hub motors still have much to offer the industry.

Eurobike newcomer **Superpedestrian A6-304**, the company behind the much-anticipated Copenhagen Wheel, is giving visitors the chance to test its all-in-one e-bike wheel at Demo Day.

With all e-bike components packed into a single hub and controlled by a smartphone app, the Copenhagen Wheel demonstrates the kind of technology that, if successful, could make hub motors sexy again.

It's been several years in development, but the company's Andrew Schmidt says the Copenhagen Wheel will be shipping to consumers by Eurobike.

The name stems from a 2009 grant given by the city of Copenhagen to the SENSEable City Labs at the Massachusetts Institute of Technology to develop an all-in-one wheel. Under co-inventor Assaf Biderman, associate director of the labs, the wheel became a commercial project.

The Copenhagen Wheel is a gearless hub motor that can be fitted in minutes on a standard bicycle. It uses regenerative braking and is controlled by multiple sensors. The wheel offers electric assist



Tout Terrain eXpress bike

of between three and 10 times the rider's pedal power. It's available for 26-inch and 700c wheels.

Germany's **Tout Terrain A2-109** is launching its first e-bike line at Eurobike and chose a new range of hub motors to power it. Known for its sturdy, low-maintenance touring and urban bikes, Tout Terrain turned to **Go SwissDrive A4-701** for its gearless electric drive system. The system also uses a Pinion bottom bracket.

Tout Terrain is launching five eXpress models: the Chiyoda, City II,



Polaris e-bikes

Metropolitan, Metropolitan Shopper and Via Veneto, all based on existing non-electric designs. The company will offer the Go SwissDrive's lighter Cruise and the heavier but more powerful Standard motors as options.

"We believe we have adopted the best overall electric bike drive system on the market," said Oliver Römer of Tout Terrain. He said that placing the Pinion system "upstream" of the cranks should reduce wear and tear on the drivetrain, which can be a problem with mid-drive systems.

The U.S brand **Polaris ZH-303**, known for its snowmobiles, ATVs and other recreational vehicles, has already found its bearings in Europe with a line of hub-powered e-bikes.

For 2016, Polaris introduces what it calls Gear Speed Technology. The system automatically changes the motor's output based on the selected bicycle gear, using a pre-programmed speed and power curve (See related story, page 22).

Several Asian brands are relying on hub motors as they establish a presence in Europe.

Kymco subsidiary **Klever, FG-0/307** which launched its e-bike line in 2013, is expanding its range with two new models. Klever's distinctive e-bikes are aimed at urban riders who want practical transportation wrapped in a unique style.

The new models feature a higher torque version of Klever's own Biactron rear hub gearless motor, for better hill climbing.



Klever Q

Klever's Q model is unusual because it is compact, with folding handlebars for "flatpacking," yet manages to be fully suspended. Its controller links via Bluetooth to smartphones.

The B25 Power model adds extra hill-climbing and cargo-carrying ability to Klever's existing B25 model, leading the company to urge customers to "Tow, climb, carry, explore."

**Darfon A4-608**, which like Klever is based in Taiwan, is showing its hub-powered range of futuristic Besv bikes. The company points to its background as a multi-million-dollar enterprise that makes electronic components, including keyboards for Apple computers.

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### The cool Klever compact

Q doesn't look or ride like any other compact e-bike, in fact Q is one of the only compact e-bikes with full suspension. It has a low center of gravity and features the silent high-torque BIACTRON rear motor, making it more comfortable, powerful and fun to ride. With high torque in every gear, Q is also multi-utility, so tow, climb, carry, explore! The compact Q "flat packs" down to a low narrow profile, so pass through tight spaces, take it on board, or stow it away. The Q control panel features bluetooth and rings on incoming calls.

There are 2 Q models, the 10-speed for climbing, where gears come in useful, and a simpler single-speed for purists. Rear racks are available for both.



See Q at selected dealers in November, available to the public from December 2015.

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**A6-206 TESTRIDE FG-0307**





YouMo bike

Chinese giant **Suzhou Bafang ZH-205** now known in Europe simply as Bafang, is the world's biggest maker of hub motors. It now has a European service center for aftersales support and OEM training. Bafang's massive range includes everything from gearless motors to high-torque geared systems suitable for fat bikes.

The proprietary frame design used by Swiss company **YouMo FG-0/213** is built around the battery rather than the motor.

YouMo's cruiser-style bikes demonstrate another advantage of hub motors: The frame isn't compromised by the need to accommodate a mid-drive motor.

YouMo chose to house the battery lower and more centrally in the frame for better handling. Its bikes are equipped with Go SwissDrive rear hub motors.

"We chose a hub motor because the driving experience is great. The power from the motor is transmitted directly to the road, giving higher acceleration. Wear of the transmission parts is also much lower than with mid-drives, and recuperation of battery power is also possible," said Joel Kurz of YouMo.

"Last but not least, a hub motor fit better with our cruiser-style geometry," he added.

For 2016, the company is launching a single-speed model for rental fleets and B2B customers.

YouMo bikes also add the Go Swiss Evo display that is Bluetooth-enabled and compatible with smartphones.



Wheeler E-Eagle with BionX D-Series motor and semi-integrated battery.

**BionX AG-407**, another well-established manufacturer of gearless hub motors, has made some refinements to its popular system, including a new battery design that is more heavily integrated into the frame. The BionX system also has a new ring-style button that offers fingertip control and can be used independently of the display, which

has also been updated.

BionX's large and distinctive D-Series hub motor, introduced at last year's Eurobike, now has a proven track record. A D-series-equipped **Wheeler B3-200** mountain bike won the World E-bike Championship in the Italian Dolomites in June. Wheeler, a long-term OEM partner of BionX, continues to use BionX systems across its range.

Geared hub motors are one of the most traditional types of electric drive motors, but they are still finding applications in today's market.

Japanese firm **SR Suntour A4-102** is launching a 500W, 45 kph (28 mph) geared hub motor that weighs 3.9kg (8.6 lbs.). Based on SR Suntour's HESC ATS system launched in 2014, the new rear hub motor system features a frame-mounted battery and an optional 4.5-inch



Suntour TFT display

TFT color display. According to the company, Hercules and Bulls will use the 500W motor for the German market. The company says the system's acceleration is particularly impressive in test rides.

**Heinzmann FG-0/311**, which has one of the longest track records of any hub motor company, is partnering with Speedliner Mobility on a new range of electric assist transport and cargo bikes for industrial and business use. The new range features battery capacity up to 20Ah. Heinzmann said some models are capable of hauling loads of up to 300kg.

**Radkutsche FG-0/404**, another German firm exhibiting at Eurobike, produces everything from "rapid" cargo bikes to large capacity delivery vehicles. Its bikes have even been used by mobile pancake vendors.

"We find a front hub motor in a 20-inch wheel to be a great hill climber, even with very heavy loads," Stefan Rickmeyer of Radkutsche said.

One footnote: **Höganäs**, which promoted its Eclino hub drive system at last year's Eurobike, has withdrawn from the electric drive market and instead will supply components to other manufacturers.

Höganäs aside, it's clear that hub motors won't be going away any time soon. ■ **RICHARD PEACE**

**Richard Peace is a freelance bicycle journalist and publisher (richardpeacecycling.com)**



Radkutsche with eZee hub motor

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# American Classic steers its course through a complex wheel market

It may be small, but American Classic is an established player in the highly competitive market for wheels and wheel-related parts.



American Classic founder Bill Shook with equipment for making magnesium rims

Its success is based on its flexibility, an ability to react quickly to the market, and manufacturing ties with a deep network of Taiwan specialist subcontractors.

"Since we do not have a huge board of directors, we can react to new trends and demands much faster than some of our bigger competitors," co-owner Ellen Kast

said. "If we see a demand for a product, we go for it and our R&D department sets to work."

Kast's husband, Bill Shook, created American Classic **83-512** in 1982. As a young road racer in the 1970s, Shook was frustrated by the lack of quality bicycle parts available on the market — so he

decided to make them himself.

With a master's degree in mechanical engineering, Shook was well equipped to tackle the design work himself.

American Classic's first products were a lightweight bottle cage and equally light seatpost.

The company made all of its products in the United States for the first dozen years, expanding into hubs, rims and eventually complete wheels.

But as its products became more complicated, Shook followed the lead of other manufacturers and moved production to Taiwan beginning in 1996. It was easier to forge and machine hub shells on the island nation, while Taiwan suppliers provided a more consistent level of quality of components.

**Coffee, tea, and wheels.** American Classic maintains its corporate headquarters in the U.S. city of Tampa, Florida. Three years ago, the company moved its Taiwan factory to a new building in Taichung, formerly occupied by a tea and coffee merchant that used the factory to make equipment for wineries.

There's still a large overhead crane in the loading bay — something that seems out of place for a wheel manufacturer that uses many small, light parts.

Workers assemble hubs and wheels in the 3,350-square-meter (36,000-square-

foot) factory.

Shook immerses himself in the technical side of the products while Kast is the keeper of the numbers. She negotiates with suppliers and with American Classic's customers.

The company employs about 50 people — small enough, Kast said, to remain flexible. She cited SRAM's 1x11 system as one example.

"When SRAM came up with its XD [cassette driver] bodies, American Classic was one of the very few manufacturers who could deliver a matching product within a reasonable amount of time and get people to actually ride their 1x11 drivetrains," she said.

American Classic also practices just-in-time production, to keep its inventory of finished goods at a minimum. That also helps it maintain pricing.

"Of course, this means that we have to cooperate with our distribution partners closely to make sure that we can cover their demand," Kast said. "This, and our strong emphasis on service capabilities, explains why American Classic's distribution network still has some blanks. We'd rather do it right than rush into markets."

**Endless standards.** The growing complexity of the bicycle market puts small companies like American Classic under pressure, as the industry

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# Stevens takes a Whaka at wider tire sizes

**Stevens Bikes celebrates its 25th anniversary next year. How will the company commemorate the milestone?**

“Frankly, I have no clue,” responds Volker Dohrmann, the brand manager and the longtime face of Stevens. **AG-306** “At the present time we are completely in product mode.”

At Demo Day, “product mode” means making a statement about sizing for its 2016 mountain bike line.

With few exceptions, all of Stevens’ current hardtail and full-suspension touring and endurance bikes sport 29-inch wheels. The company uses 27.5-inch sizes only for 16-inch frame sizes or smaller.

But Dohrmann said that’s changing for 2016.

“More than half of our hardtail and full suspension range that until now was offered only with 29-inch wheels will now come in both wheel sizes,” he said. “For us, the rider’s height and purpose are crucial for wheel size.”

There are a few exceptions.

For example, Stevens is going wider, not taller, with its new full-suspension Whaka+ ES. The bike will feature plus-size 27.5-inch wheels built on a wider axle. Although the bike can accommodate tires up to 3.1 inches wide, Stevens will deliver the Whaka+ ES with 2.9-inch tires.

“This in our eyes is wide enough for the best riding comfort and stiffness,” Dohrmann said.

Except for the plus sign in the name, Stevens officials say they aren’t too hung up on what to call bikes with these wider tires.

“It doesn’t matter if you call it a ‘plus’ or a semi-fat bike,” said Frank Ziemann, in charge of technical development and quality control.

“The 2.9-inch tires we’re mounting on the Whaka+ ES stand for more comfort, more traction and therefore more riding safety and fun within the all-mountain bike range.”

He said the wider rims and axles — 148mm in the back and 110mm in front — provide better lateral stiffness.

Like other models in the Whaka line, the Whaka+ ES incorporates 140mm of front and rear travel.

“The only difference is that this model only uses wide 27.5-inch wheels, and does not come with both 27.5- and 29-inch wheels,” Ziemann said.

To accommodate the wider wheels, Stevens expanded the four-link rear swing on the full-suspension model.

“Now the chainstay runs almost straight, so there is 6mm more space at the dropouts,” Ziemann said. “Despite the wider wheel size, we kept the rear swing a bit shorter as on our 29-inch wheel models. This is possible thanks to the new Shimano XT side-swing front derailleur.”

The first thing consumers are likely to notice about the new Stevens model isn’t the size of the wheels or the width of the tires, but the color.

Not known for using bright, shiny hues on its bikes, Stevens is debuting the Whaka+ ES in a striking Electric Red hue. It will hard to miss at Stevens’ Demo Day booth.

Two Hamburg retailers, Werner and Wolfgang von Hacht, hired Dohrmann in 1990 and started importing bikes from the Far East under the name Stevens.

From 2,000 bikes in 1990, Stevens is now one of Germany’s most successful brands. **JB**



Whaka+ ES detail

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## Overview: Plus-size bikes

# Plus-sized bikes expected to have a positive impact on mountain bikes

Some call it “650b-plus,” some call it “27.5-plus” or “27.5+,” while some just say “plus-sized.” Whatever they call it, many in the industry agree that mountain bikes with 3-inch-wide tires — wider than a traditional MTB tire but not quite as hefty as a fattie — have a plus-sized potential.



Scott Genius LT 700  
Tuned Plus

For entry-level riders, they make life easier in rough terrain. Advanced riders profit from increased traction and superior roll-over capabilities.

Fat bikes continue to trend and have been a success for many brands and retailers. But while they're great in sand and snow, these monster trucks of the bike industry have proven to be too much for many riders.

Enter the plus-size concept.

Mountain bikes traditionally roll on tires with a width of 2.1 to 2.4 inches while fat bikes rely on 4 to 4.8 inches for float. Plus-size tires fit neatly in between the two.

With tires widths ranging from 2.8 to 3.25 inches, plus-size bikes are intriguingly capable in rough terrain. After all, they blend the efficiency of normal mountain bikes with some of the advantages of fat bikes. The voluminous tires swallow obstacles like big roots and medium-sized rocks, giving a rider more traction — and confidence — in the rough stuff.

Of course, tires alone do not a plus-size bike make. For the concept

to gain traction, the entire supply line had to develop compatible products — something many companies managed to accomplish in a matter of months.

So, suspension forks now come with 110mm axle widths in addition to the usual 100mm. Lowers have been adapted to offer plenty of tire clearance even for 3-inch-wide tires.

**Fox B1-500** and **RockShox A3-202** are far from the only suspension brands that have jumped on the trend.

**Manitou A3-304** debuted its Magnum model earlier this year at the Sea Otter Classic; **SR Suntour A4-102** showed a first sample of a Raidon fork with modified casting and axle to fit the wider tires; and **Marzocchi B1-302** has adapted its 350 platform for plus sizes as well.

The **RST A1-302** Rogue 650B plus and **Zoom B4-103** Vaxa Air attend to lower price points, opening the door for more affordable plus-size models.

In order to keep the chain from scraping against the rear tire, plus-size bikes come with a chain line of 52mm



Rocky Mountain  
Sherpa

instead of the 49mm typically found on mountain bikes. This compensates for the wider 148mm rear axles.

Still, the Q-factor remains unchanged — a big advantage compared to fat bikes because it allows for more efficient pedalling.

Of course, rims need to be wider to offer a solid foundation for the wide tires. Depending on the manufacturer, rim widths range from 40mm to 55mm — substantially wider than ordinary mountain bike rims, but not nearly as wide or heavy as fat bike rims.



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# TRP

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Mondraker Crafty RR Plus

The resulting wheels have the same outer diameter as a 29-inch wheel, but are more robust thanks to the smaller diameter rim and shorter spokes. And since the tires can be ridden with pressures of about 1 bar (14.5 psi), they offer traction by the shovel-full.

By combining all of these components, bike brands are now bringing this new breed of mountain bike to market, promising the best of classic MTBs and fat bikes. Giving momentum to the plus-size concept is buy-in from such big brands as Specialized and Trek.

While these two don't exhibit at Eurobike, plenty of other brands will have plus-size bikes at their stands in the halls of Messe Friedrichshafen, and available to ride here at Demo Day.

With no less than 11 plus-size models featuring 27.5 inch-wheels and 2.8-inch tires, **Scott A3-300** is jumping headfirst into the segment for 2016.

Apart from its Scale Plus hardtail and full-suspension e-Genius Plus e-mountain bike, the brand also offers plus sizes in its Genius platform, with 130mm of travel, and the Genius LT platform, with a whopping 160mm of travel. Scott claims that the wider tires offer better puncture resistance and significantly more traction at almost the same rolling resistance.

**Rocky Mountain B4-200** can claim some props as the first larger brand to roll

out a plus-size bike to the market. The Canadians turned heads by showing a prototype of its full-suspension Sherpa model while many other manufacturers were still grappling with new plus-size designs.

This was mainly thanks to Rocky Mountain's close cooperation with **WTB B4-105** considered the originator of the plus-size concept.

Rocky Mountain now positions the Sherpa as an adventure model that goes where other bikes won't. Multiple eyelets on the frame allow for mounting of plenty of bottle holders and bags for multi-day bikepacking trips. The motto here is to get away from it all and be free to sleep wherever you like.

Without the added complexity of rear travel, **Marin B4-100** follows a similar philosophy with its Pine Mountain hardtails. These roll on plus-size tires as well and are available either with a suspension fork, or with a rigid fork equipped with eyelets for a lowrider rack.

In a bold move, Spanish brand **Mondraker B4-208** has replaced all trail-oriented 29ers with 27.5-inch-plus sizes for 2016. As the outer diameter of the wheels is pretty much identical, Mondraker rolls out the 140mm-travel Crafty platform and the Vantage hardtail on 3 inch-wide tires from Maxxis.

Other exhibitors with full-suspension, all-mountain plus-size bikes include **Cube B1-200** with the Stereo 150 HPA 27.5+;

**Rotwild A2-201** with the R.X 1 FS and **Stevens A3-306** with the Whaka+ ES.

**KTM's A4-300** Kapoho offers slightly less travel — 130mm up front and 125mm in the rear — but as it combines this with 3-inch tires that can be ridden at very low pressures, it's a capable machine for rough terrain.

**Bergamont B3-400** is also rolling out a plus-size, full-suspension model in Friedrichshafen but declined to release details before the show.

Some manufacturers are building dual-purpose bikes, making good use of the fact that the outer diameter of 27.5-inch-plus size wheels is pretty much identical with that of 29er wheels. Consider the Loki platform

from Spanish brand **Orbea A3-301** Built with a 148mm rear axle and plenty of clearance for wide tires, this bike fits both 27.5-inch-plus size wheels or 29-inch wheels — and gives riders the freedom to swap out one for the other. As one of the few manufacturers to adapt the plus-size concept to 29-inch wheels, Niner offers the ROS9+ as a fun hardtail for funky terrain.

While many of the plus-size bikes still come with aluminum frames or at least swingarms, expect more full-carbon models to arrive for the 2017 model year. And with so many big brands jumping into the plus-size pool, it's a category that is unlikely to go into the minus column anytime soon. ■ **LvR**



KTM Kapoho



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Rotwild R.X 1

## Kreidler introduces its first all-mountain line

It may be late to the party, but Kreidler is debuting its first line of full-suspension all-mountain bikes for 2016. Called Straight, the aluminum line relies on the venerable Horst Link suspension. It has 150mm of front and rear travel.



Rainer Gerdes with the Kreidler Straight Alu 2.0 (Photo: JB)

“For four years, Kreidler has had its own mountain bike team. That’s why until now we concentrated on hardtails,” said Rainer Gerdes, product and marketing manager for Cycle Union, Kreidler’s parent company. “Now we are starting with our first full-suspension, all-mountain line with aluminum frames.”

The line from Kreidler **A6-300** consists of three models: The Straight Alu 2.0, Straight Alu 1.0 and Straight Alu.

The Straight Alu 2.0, the top model, uses a Shimano XT 1x11 groupset and incorporates a Magura TS 7 Elect electronically controlled fork and corresponding RC rear suspension.

The Straight, which is available for riding at Demo Day, should reach the market in November. ■ JB

## ‘One more thing’ at Canyon is its Ultimate CF Evo road bike

Because Canyon Bicycles sells direct to consumers, it doesn’t particularly care about product cycles.



Canyon's Sebastian Hofer (left) and Sebastian Jadczyk with the Ultimate CF Evo (Photo: JB)

“As soon as a new product is ready we offer it to the market. At Canyon Bicycles it’s all about availability,” said Michael Staab, who heads Canyon’s

product management team.

That is easier in theory than in practice. This year, Canyon, **B4-404** like other brands, suffered because of

late deliveries of carbon frames caused by increased demand.

The carbon fat bike it unveiled at last year’s Eurobike was well received, but Canyon couldn’t deliver until March because of the shortage of frames.

Nevertheless, Canyon is launching another “one more thing” product at Eurobike. It’s the brand’s new top road bike model, the Ultimate CF Evo.

Unfortunately, you can look at the CF Evo but you can’t ride it. The €13,000 (\$14,355) premium model won’t be available for test rides at Demo Day.

The complete bike in a medium (56cm) frame weighs 4.85kg (10.6 lbs.) without pedals. The CLX carbon frame by itself weighs 780g and the fork 295g.

“With an eye on the frame we worked without compromises,” product engineer Sebastian Hofer said. “Everything that is technically possible was tested to the limit.”

■ JB

## Scott: no minus in plus bikes

You’ll see 27.5-inch “plus” mountain bikes all over Demo Day. But one brand in particular is particularly keen on the new, wide size: Scott Sports.

Scott **A3-300** is launching 11 plus-size models for 2016, featuring tires that are wider than a standard mountain bike tire, but not big enough to be considered a fat tire (see our overview of plus-size bikes starting on page 34).

“We believe in the plus wheel

size,” said Julian Oswald, marketing manager for Germany and Austria. “For many people this will be a complete new riding experience. Riding Plus means more traction, more safety, and more fun.”

To avoid confusion, Scott is



Scott Genius 700 Tuned Plus

calling the new size “700 Plus” or, more simply, “Plus Bikes.” ■ JB

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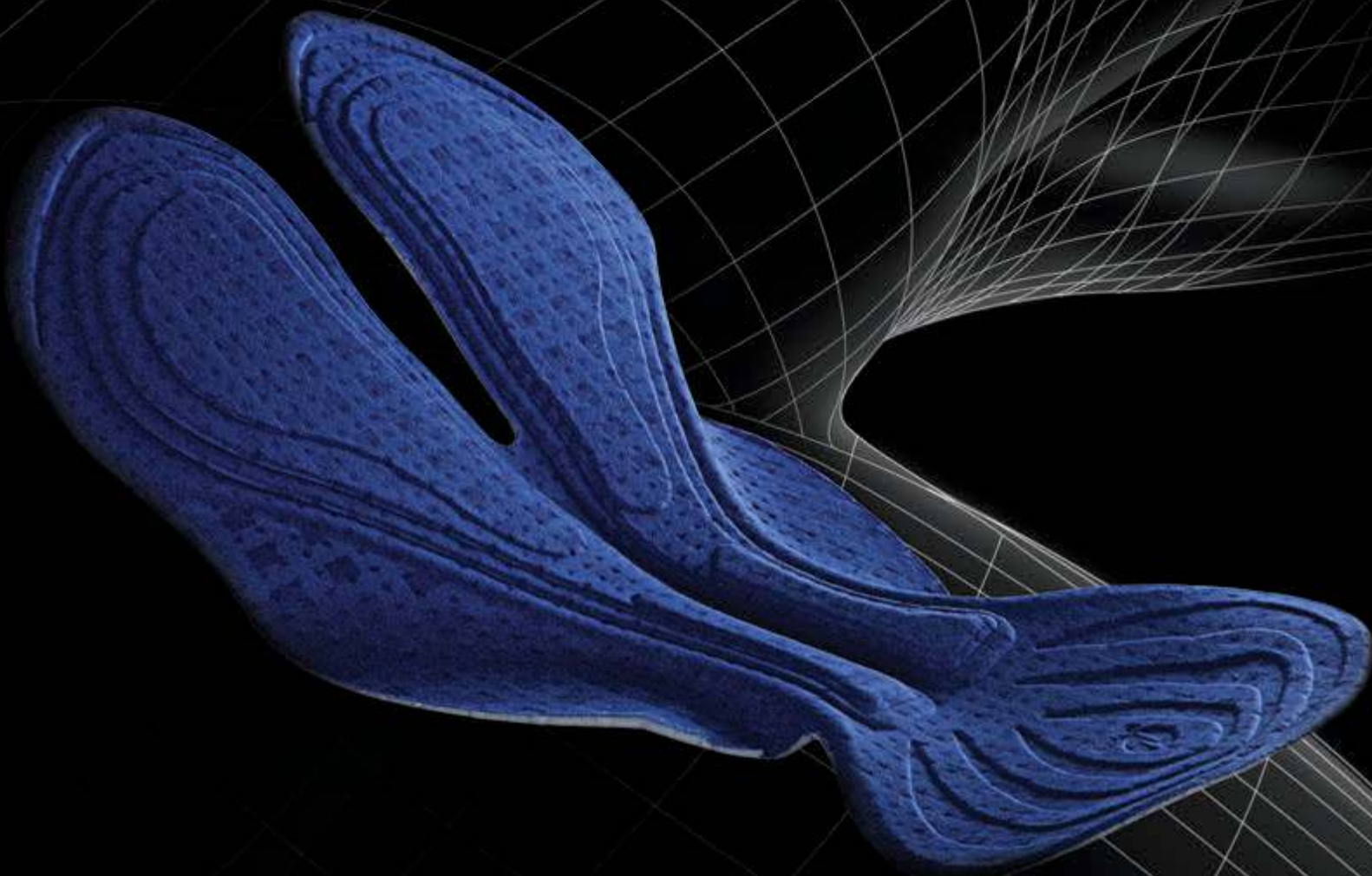
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# New Products 2016

## Heisenberg XF1



Heisenberg maker HNF GmbH joined up with BMW to design an advanced frame for a full-suspension, mid-drive e-mountain bike. The integrated swingarm design from BMW allows the motor and drivetrain to be suspended freely instead of being fixed to the frame. Combined with a rear suspension and belt drive, the XF1 offers up to 150mm of travel without any pedal kickback. **A2-203**

## Superpedestrian Copenhagen Wheel



The Copenhagen Wheel easily and quickly transforms any bicycle into a smart electric hybrid. The motor, batteries, sensors, wireless connectivity, and control system all are embedded within the wheel. The Copenhagen Wheel learns how riders pedal and integrates with their motion, multiplying their pedal power by up to 10 times. **A6-304**

## Winora Radius

The compact Winora Radius e-bike is made for urban adventurers. All four Radius models sport 20-inch tires. They handle easily and can be stored in small places. The Radius line is powered by a 250W Yamaha PW mid-drive motor and a 400Wh lithium-ion battery. The seats are completely waterproof, and the absence of any quick releases reduces the risk of theft. **A4-200**



## Magura HS-22

Magura's HS22, a mid-range rim brake with top-class features, now features a new lever. Positioned between the value HS11 and the classic HS33 R rim brake, the HS22 has the advantages of hydraulic technology. It's simple, reliable, squeak resistant and trouble-free. The HS-22 features new Ergonomic 3 finger brake levers. **A2-204**



## Alex A-Class Wheels CXD4

The feature-rich CXD4 is made for disc road and cyclocross bikes. The Equalizer offset spoke bed equalizes spoke tension on both sides of the wheel. The inner width of the rims is 19mm, the outer is 24mm and the depth is 23mm — a good mud-shedding profile. The TRS Tubeless Ready System rim profile ensures positive bead lock when using tubeless tires. It's available in 700c size with 6-bolt or Center-Lock disc mount. Weight is 1,536g. **A5-203**



## Tern Cargo Node

The Tern Cargo Node is a folding full-sized cargo bike. It fits in an elevator so a rider can bring it up to her apartment. An adjustable Andros stem lets cyclists fine-tune riding position on the fly. And it's ready for night riding with a hub dynamo and 150-lumen front light. The Cargo Node carries up to 160 kg (353 lbs.) but weighs just 24.5 kg. **B4-303**



## Simplon Razorblade 29

Low weight and high stiffness characterize Simplon's new Razorblade 29. An even lighter Superlight version shaves another 250g from the standard Razorblade frame. The terrain cannot be steep enough for this new 29-inch hardtail. **A1-405**



## Pearl Izumi X-Alp Launch II

The X-Alp Launch gets riders safely and quickly down the trail. A carbon fiber-injected composite shank improves power transfer, while the beefed up toe box protects against rock strikes. Riders enjoy a semi-custom fit with the shoe's bi-directional closure. The micro-adjustable Boa reel gathers equally from both sides for even foot retention and elimination of pressure points. **A1-401**



## Pro Tharsis Trail

The new Tharsis Trail range of carbon stems and bars is the highlight of Pro's 2016 off-road lineup and integrates with Shimano's Di2 technology. Along with new carbon seat posts, the Tharsis Trail range is made for enduro and cross-country riders who want more speed, less bike weight and integrated cables for a tidier cockpit. **A1-100**



## Stromer ST1 S

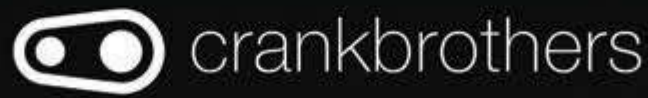
With its Speed Drive by Schlumpf, the new ST1 S is comfortable and fun. The Schlumpf drive boasts 18 gears, ensuring there are no shift overlaps. The ST1 S has a tidier appearance, a better chain line, lower maintenance and two fewer chainrings than the previous model. **B3-502**





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# New Products 2016

## Scott Addict Gravel Disc



Scott enters the trending gravel segment with the Addict Gravel Disc. Thanks to a light (990g) HMF Carbon frame, disc brakes and Shimano Ultegra components, the Addict Gravel Disc is ready for every challenge on any road, whether it's a race or a multi-day tour. **A3-300**

## Thule ProRide 598



The world's most popular bike carrier has been updated for faster and easier loading. The torque limiter dial signals when the bike is correctly secured, and wheel holders use diagonal quick-release straps to prevent wobbling during transport. The ProRide 598 handles bikes weighing up to 20kg (44 lbs.) **A7-500**

## Trefecta

With a 4kW mid-drive motor, the Trefecta blows through most e-bike regulations. It's made for off-road use and, in another configuration, for urban environments. The Trefecta features a folding, aerospace-grade aluminum frame, carbon wheels and full suspension. It's powered by a 1,600 Wh lithium battery with regenerative braking for a range of more than 100 km (62 miles) on mixed terrain. A street-legal version with a top speed of 45 km/h is in the works. **A7-106**



## Cratoni AllSet

The AllSet is the little brother of the Cratoni AllTrack, with a special zone for attaching cameras or lights and a two-point adjustable visor. The light, in-mold construction features 14 vents and is equipped with antibacterial Clean Tex pads and downshells. The AllSet is available in four colors and two sizes and retails for €99.95 (\$109). **B2-102**



## Hartje iSY Bikes



Hartje upgrades its iSY compact bike line with two new models: the Bosch N380 Conti Drive and Bosch Speed. The Bosch N380 Conti Drive (shown) uses a Bosch Performance Line mid-drive motor paired with a NuVinci N380 hub gear and Conti Drive System. The speed pedelec version is capable of 45 kph (28 mph). **B4-402**

## TranzX M25GT Central Motor

With the style of the M25, the M25GT can generate power surges comparable to larger e-bike motors. With 250W/500W of output at a maximum torque of 70 Nm, the mid-drive motor is compatible with coaster brakes and with AGT (Automatic Gear Transmission) technology. It operates at 78 percent efficiency and weighs 3.9kg (8.6 lbs.). **A6-403**



## SRAM GX 1x11

The SRAM GX is the drivetrain for people who want to ride without restraint. Engineered in Germany with 1x and 2x options, SRAM GX offers personalized gear choices for beginners to experts. **A3-202**



## Kinetic Rock And Roll / Smart

Power-based interval training is available at a fraction of the cost with Kinetic's Rock and Roll / Smart trainer. It combines Kinetic's patented Rock and Roll frame design with a built-in inRide sensor. Connectivity to inRide's exclusive training platform allows for realistic indoor training with side-to-side motion. Its leak-proof sealed fluid chamber is backed by a lifetime warranty. **B4-305**



## GT Zaskar

Featuring GT's classic Triple Triangle design, the hardtail Zaskar Carbon meets the performance and ride qualities of modern day carbon. Progressive geometry, with a slacker head angle and longer wheelbase, gives the rider confidence and control to tackle challenging terrain. Its 27.5-inch wheels provide a blend of handling, rollover and acceleration. **A6-200**



## Fox Factory 34

Model year 2016 brings one of the biggest overhauls in Fox's line of mountain bike suspension products. The 2016 version of the 34, for aggressive trail riders, has a new Fit4 damper and Float air spring. The new 34 is significantly lighter than its predecessor while providing improved trail performance. **B1-500**







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245 gr



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VL-1747  
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# New Products 2016

## Schwalbe Pro One



Schwalbe's new tubeless tire, the Pro One, uses MicroSkin technology to be 25 percent lighter than previous tubeless tires, with rolling friction that is nearly 25 percent less than that of comparable folding tires. The patented construction consists of a high-tensile micro fabric that is vulcanized together with the rubber compound and the carcass. The MicroSkin fabric ensures airtightness, reliable high-pressure stability and cut resistance. **A5-300**

## Bergamont Sponsor



Sponsor, Bergamont's entry-level trekking bike range, gets several upgrades for 2016. Dropouts sport an IS disc mount and an integrated 40mm kickstand mount. Carrier stays are now cleanly hidden under the rear fender. For easy maintenance, Bergamont routes hydraulic brake lines on the outside of the frame. New ergonomic lock-on grips and bars add style and comfort. The Sponsor range starts at €549 (\$600). **B3-400**

## Controltech Affilado

By combining a carbon saddle and seatpost into one piece, the Controltech Affilado weighs just 258g, at least 50g less than saddles paired with separate seatposts. The sleek, simple design loses none of the functionality of more traditional components. It's adjustable and absorbs road vibrations, making long-distance riding more comfortable. **B4-207**



## MET Rivale

The Rivale design came out of hours of wind tunnel testing plus feedback from Team MTN Qhubeka. Its streamlined, compact shape provides low drag performance for its class with a saving of three watts at 50 kph (31 mph). The Rivale uses MET's HES construction, which distributes the force of an impact across the helmet. The medium size weighs 230g. The Rivale retails for €130 (\$142). **B4-307**



## Liv Intrigue SX

Built for aggressive female trail riders, the Intrigue SX has the geometry of the Intrigue with added travel up front. The light AluXX SL aluminum frame is built around 27.5 wheels with a woman's-specific geometry. The 140mm Maestro rear suspension and adjustable 140-160mm fork provides control for rugged trails. Additional features include a tapered OverDrive steerer tube, a 15mm front thru-axle, and cable routing for a dropper seatpost. **B3-300**



## Guru Bike Discovery

Bike Discovery is a software platform for bike fitters that converts riding position data into a complete bike solution. It replaces a spreadsheet and eliminates the need for manual calculations. The software can deliver a bike recommendation for 10,000 models from more than 100 brands. **A6-201**



## Marin Gestalt

Marin's new Gestalt series takes riders "beyond road," from asphalt to lesser-travelled gravel roads. The light, butted aluminum Series 4 and Series 3 frames feature clearance for tires up to 35mm, wide-range drivetrains, fender eyelets, and road disc brakes. **B4-100**



## SR Suntour Durolux Werx R2C

Since 2001, SR Suntour has believed in closed-cartridge suspension systems for a "world less shaken." Its new R2C2 cartridge was designed from scratch and appears in the Durolux Werx R2C2 and the Rux Werx R2C2. The Durolux Werx R2C2 features 140 to 180mm of adjustable travel, and the Rux Werx has 200mm of travel. They're built for 26-inch and 27.5-inch wheels. The Durolux Werx includes a mudguard. **A4-102**



## Cannondale Habit

Whether its riders are heading to the mountain in spandex or baggies, the Habit's maneuverability will appeal to hard-core shredders, or to beginners who will appreciate its geometry, light frame, and go-anywhere capabilities. **A6-200**



## Pelago Commuter Front Rack

Pelago, a Finnish company rooted in the Helsinki streets, created the commuter front rack to be a classic porteur rack. It's available in two sizes and is made of light stainless steel tubing. Triple reversible dropouts fit most 28-inch bikes with brake bolt hole. The rack is available in a polish and black finishes. **A2-502**



# New Products 2016

## Joe's No-Flats E-Bike tubeless kit

With Joe's No-Flats E-bike tubeless kit, e-bike riders can enjoy the benefits of tubeless tires. The kit is designed for an IBD's service department. One kit covers 24 conversions of 20- to 24-inch tires and includes rim strip, rim tape, Joe's No-Flats' Eco sealant, and Schrader tubeless valves. **A3-900**



## Fahrradjäger Insect

Thieves think your bike is awesome, too. The German company Fahrradjäger is launching the Insect, a GPS-based theft-protection device that uses the safety of crowds to protect a bicycle. Insect not only connects to the owner's smartphone, but to the smartphones of thousands of other Insect users who collectively can help locate a stolen bike. **FO-104**



## HP Velotechnik Gekko

The Gekko is a trike that grows with the cyclist. Its frame adjusts in minutes to fit riders from 3 feet 11 inches to 5 feet 11 inches (120cm to 180cm) tall. Its OrthoFlex seat can be adapted to different body sizes and needs. The basic model has an 8-speed rear hub and compact disc brakes; electric assist is an option. **FW-300**



## Protanium Diavelo eXpress



The Diavelo eXpress delivers for riders who deliver the goods. It's an e-cargo bike for small businesses, delivery companies or fast food firms. Two rear panniers and a front cargo box hold the goods. The frame is made of carbon reinforced with Kevlar and alloy. A mid-drive motor coupled with a belt drive provide a smooth, clean ride. An alarm and movement sensor protects the bike when the rider is off the bike for a delivery. **FG-0/406**

## Selle San Marco Mantra Superleggera

Selle San Marco adds a Superleggera version of its best-selling Mantra, cutting the weight to 117g (4 ounces) or less without a rider weight limit. The handcrafted saddle features San Marco's New Ergonomy: a cut that balances a support zone and a relief zone for different phases of pedaling. **B3-405**



## Teko socks

Teko launches its Regenerate Me campaign with a range of socks made of 100 percent regenerated polyamide from rescued fishing nets. These eco-friendly microfiber socks have been recycled from one end-of-life use to bring new life to cyclists with such features as a seamless toe, anatomically designed heel design and Teko's Achilles Wrap System. **FG-B8/8**



## Ghost FR AMR LC 10

The new king of Ghost's AMR family gains more travel by turning the lower shock mount, transforming a cultivated trail bike into a hard-charging enduro machine. Top enduro racers tested the components and approved its edgy styling and proven four-bar linkage. **B1-400**



## Light & Motion Sidekick / Sidekick Duo



The Sidekick and Sidekick Duo are bright, compact companions to GoPro action cameras. The Sidekick weighs just 123g (4 ounces) but its LED lights generate 600 lumens, to help capture POV footage even when it's dark. Adjustable spot (Sidekick Duo) and flood modes let users control the amount of light. It's waterproof up to 60m (197 feet) and its battery handles up to 1,000 recharges. **A7-402**

## Eflow CRS1

E-bike specialist Eflow offers a slick single-speed bike made for cities like Berlin, where its designer, Norbert Haller, lives. "We need simplicity to move on in an increasingly complex environment," Haller said. A lot of design work went into the bike's "simplicity," such as moving the display from the handlebar to the top of the seat tube and adding a belt drive in lieu of a traditional chain. Like all Eflow bikes, the system is connected to the cloud so problems can be handled by the user's smartphone app. **FG-B9/3**



## Arisun Mount Culebras

Arisun's light cross country tire has Kevlar Defense protection. A directional tread design with small block 3D configuration provides traction in any terrain. Arisun has added enough knobs for traction, but not so many that they weigh down the tire. **A3-715**



# New Products 2016

## Abus Youn-I MIPS



Abus brings MIPS safety technology to a children's helmet. MIPS, for Multi-directional Impact Protection System, absorbs more energy and enhances projection from oblique impacts by reducing rotational forces on the brain. A new taillight enhances visibility. For comfort the Youn-I has 5 air inlets, 12 outlets and a mosquito net. **A5-210**

## Weldtite Jetvalve Smart System



Weldtite is debuting its Jetvalve Smart System, a range of light mounts for its CO2 inflator. Smart Mounts are available for the seatpost and bottle cage so riders can carry additional CO2 cylinders. The Jetvalve Repair Pod (shown) includes tire levers, self seal patches, Jetvalve inflator and a spare cylinder. **B2-308**

## Stevens Whaka+ ES

Whether you call it a plus-size mountain bike or a semi-fat bike, Stevens' new Whaka+ ES, with 2.9-inch tires, offers comfort, traction, safety and fun on the mountain. The wider tires are part of a wide-chassis concept that includes wider rims and extended axles — 110mm front and 148mm rear — for a significant boost in lateral stiffness. It's equipped with 27.5-inch wheels and with Shimano XT M8000 2x11 components. **A6-306**



## Ergon SMC4

The most comfortable saddle in Ergon's MTB line uses Gel Technology in the seat. A relief channel 9mm deep improves protection for soft tissue. Its design permits several sitting positions from front to back. The SMC4 is available in three models and two sizes (medium and large). **B4-102**



## Vittoria Corsa Speed

Fast and equipped with the lightest tubeless-ready casing on the market, Vittoria's Corsa Speed road tire has a construction that is capable of self-healing virtually all punctures. It can also be used with an inner tube. **A7-309**



## Kind Shock Zeta

Popular with enduro riders, Zeta is now available for XC and cyclocross. Zeta uses a full UD carbon stanchion. Travel is an infinitely adjustable 20mm for road and 35mm for XC riders. Zeta is always fully installed down to the collar into the frame. **B1-204**



## Fuji SL 1.1

The Fuji SL sports a frameset that is 19 percent lighter than any Fuji bike ever made, accomplished through such techniques as High Compaction molding, reduction of bonded joints, flattened sections of high-tensile strength carbon, and cleverly engineered injection-molded cable stops. It's also significantly stiffer. The SL frame weighs 695g, and the complete bike is less than 11 lbs. **B4-300**



## Bafang Front Drive System

This smooth, silent and small front drive system is compatible with 100mm forks and works with V brakes, disc and roller brakes. Bafang has improved the waterproofing of the 250W unit. The HMI unit is easy to use. The system includes an integrated rear light, smart BMS and multiple battery capacity options. **ZH-205**



## BioLogic ThinCase

The minimalist BioLogic ThinCase is a durable iPhone case that mounts securely on the handlebars with BioLogic's AnchorPoint system. It can also be attached to car windshield mounts or a standard camera tripod mount. It fits the iPhone 6 and iPhone 6 Plus. **B4-303**



## Hase Lepus

For 2016, Hase will build its comfort trike Lepus on its Kettwiesel chassis with rear suspension, keeping the Lepus' high, adjustable seat for easy mounting and dismounting. An optional Roller Bag behind the seat features carrying capacities of 50 or 100 liters. With the accompanying Roller Rack the bag detaches from the trike and doubles as a shopping basket. **FG-B7/1**



# New Products 2016

## SixSixOne Recon Pad

The Recon Pad, made for long-riding trail and all-mountain riders, is built on a minimal, breathable chassis with XRD protection, which offers knee protection while offering full freedom of movement. The XRD material is soft to the touch, but on impact instantly firms to create a protective shell around the knee. **B5-302**



## Speedplay Zero Aero Pedal System

With a tiny frontal area, a dimpled surface, and a streamlined profile, the Zero Aero is an ultimate aerodynamic pedal system for time trials and triathlons. It includes Zero Aero Walkable Cleats with Aero Base Plate Surrounds. **B2-107**



## Qwic P-MD10

Qwic, an e-bike brand focusing on the German market, adds the P-MD10 to its Performance Series lineup, which features powerful drivetrains, high-end components and contemporary designs. An MPF 6.0 mid-drive motor supplies up to 80 Nm of torque. Battery options offer a range of up to 200km (124 miles). **A4-607**



## Massi X-Pro 2

Constructed of UD carbon fiber rims, Massi's X-Pro 2 wheels come in clincher or tubular versions. The rim depth is 50mm, and internal rim width is up to 20.5mm. The front wheels have 20 stainless steel aero spokes, and the rear wheel 24 spokes. Wheels come with QR and brake pads. **A3-106**



## Hinterher Munich bike trailers

Founded last year, Hinterher has achieved success in the unglamorous category of bike carriers. Architect and furniture designer Peter Hornung created an everyday carrier that is well designed as well as functional. One model can transport up to five bikes. Prices range from €500 to more than €1,000 (\$550 to more than \$1,100). **FG B7/3**



## SRAM Guide brakes

The SRAM Guide brake family for mountain bikes has a new four-piston S4 caliper, SwingLink lever cam, and carbon lever blade, and weighs in at 360g. The new caliper design incorporates a redesigned seal and aluminum piston interface. **A3-204**



## B&W International Bike.Guard Curv



Weighing 10.9kg (24 lbs.), the Bike.Guard Curv protects road and mountain bikes and tri wheels up to 29 inches. It's made of 100 percent durable, eco-friendly polypropylene, which is also light and impact-resistant. The interior includes plenty of pockets and storage space for bike gear. The case is easy to maneuver through an airport or train station. **A7-306**

## eBikeMotion iWoc

The iWoc LCD Display is a 2.8-inch screen for e-bikes that's operated by the ergonomic iWoc Joystick. The system communicates with the rider's smartphone, which serves as the bike computer to track routes, heart rate, altimeter, inclination, and the best assist level. The iWoc system displays the relevant information, while supporting other smartphone functions like calls, messages and music. **A3-811**



## Xon XQR-07 Safety Lock QR

With the Xon Safety Lock quick release system, riders never have to worry that a quick release will work loose on a ride. The Safety Lock releases only when the rider pushes a safety button. It's available in four colors. **A7-420**



## Eddy Merckx Mourenx69

The Mourenx69 is named after Eddy Merckx's win in the seventh stage of the 1969 Tour de France. The 214.5km (133 mile) stage from Luchon to Mourenx inspired a bike that is made for endurance racing. A slightly higher head tube and shorter top tube allows the racer to maintain a more upright position, crucial for covering long distances. **B3-505**



+STROMER-



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- 1 **Schlosskirche** – The palace church is the landmark of Friedrichshafen with its two 55 m high domed towers made from Rorschach sandstone. **Visiting times:** from Easter to mid-October, Mon-Thurs 9:00-18:00 and Fri 11:00-18:00. Closed for visits: during church services and wedding ceremonies. **Info:** Tel. +49 (0) 7541 21308, www.schlosskirche-fn.de  
  
Schloss – The palace is now residence of Friedrich Duke of Württemberg (no inside viewing possible)
- 2 **Graf-Zeppelin-Haus** – Culture and Congress Center. **Info:** Tel. +49 (0) 7541 288-0, www.gzh.de
- 3 **Schulmuseum – School museum** – From convent schools to present schools – more than 1,000 years of school history. **Opening hours:** April to Oct. daily 10:00-17:00 / Nov. to March Tues-Sun 14:00-17:00. **Info:** Tel. +49 (0) 7541 32622, www.schulmuseum-fn.de
- 4 **Uferpromenade – Lakeside promenade** – Attractive lakeside promenade on Lake Constance.
- 5 **Post – Post office**
- 6 **Zeppelin Denkmal** – Monument, created by the sculptor Professor Toni Schneider-Manzell.
- 7 **Stadtbahnhof** – Main train station
- 8 **Tourist-Information – Opening hours:** May, June and Sept. Mon-Fri 9:00-12:00 and 13:00-18:00, Sat 9:00-13:00 / July and Aug. Mon-Fri 9:00-18:00, Sat 9:00-13:00 / April and Oct. Mon-Thurs 9:00-12:00 and 14:00-17:00, Fri 9:00-12:00 / Nov. to March Mon-Thurs 9:00-12:00 and 14:00-16:00, Fri 9:00-12:00. **Info:** Tel. +49 (0) 7541 3001-0, www.friedrichshafen.info
- 9 **Zeppelin Brunnen** – Zeppelin fountain – In the year 2000, the 100-year anniversary of the Zeppelin, the fountain was reconstructed according to the original, built in 1909.

- 10 **Musikmuschel** – Music pavilion – Promenade concerts during the summer months, Sun at 10:30. **Info:** Graf-Zeppelin-Haus, Tel. +49 (0) 7541 288-0, www.gzh.de
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos **Info:** 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 **Panoramatafel** – Panoramic display board – The alpine panorama at a glance. On a four meter long viewing board on the promenade you see the panoramic view from the Rätikon mountains to the Bernese Alps.
- 14 **Nikolauskirche** – Nicolas church – The Nicolas church was first mentioned as a chapel in 1325. The church was destroyed in 1944, and reconstructed from 1946 to 1949. The present interior design is from 1987.
- 15 **Rathaus** – Town hall – Right in the centre of town. Newly built in 1954-56 by the architects Tiedje and Kresse.
- 16 **Buchhorn Brunnen** – Buchhorn fountain – Designed by the artist couple Rumpf in 2001. The stylized tree, a beech tree together with a horn lying in the fountain basin, symbolizes the word "Buchhorn", the original name of Friedrichshafen.
- 17 **Rundfahrten** – Round trips (half hour) – on the on the nostalgic "Seeschwalbe" boat from Easter to late September at weekends and during school holidays (only in good weather). **Info:** Tel. +49 (0) 7551 916904, www.seeschwalbe-fn.de
- 18 **Moletturm** – 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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## Riding &amp; Dining after the show

# Look for the broomstick to sample local ciders, fruit brandy and food

Oskar "Ossi" Hecht isn't known as one of the most athletic members of Team Freundeskreis Uphill e.V., or FkU, Friedrichshafen's local road bike club.



Look for the broomstick to find Besenwirtschaft Mosterei Kessler.

But he's one of the club's most important members. He helps FkU organize its events, including twice-yearly weekend trips where members put in as many as 350km (217 miles) a day in the saddle.

The son of FkU President Roland Hecht, Ossi Hecht manages the sag wagon for the events, picking up exhausted riders and making sure rest stops are stocked with coffee, cakes, fruits, bread and other treats. The position is not without challenges: Ask him

what happens when one tries to drive a 3.2-meter-high [10 foot, 6 inch] club trailer through a 2.4-meter-high tunnel.

Hecht is happy to serve up bananas to famished FkU cyclists. But when it comes to his own tastes, he prefers the local food instead of more athlete-friendly fare.

"I recommend Besenwirtschaft Kessler in Wilhelmkirch. It's only 15 kilometers north of the [Eurobike] fairground," Hecht said. "Order homemade apple cider or a local beer in a cozy local atmosphere, with a solid sausage salad or a vespers plate. Courageous diners order the 'Lumpensalat,' made with black sausage, onions and cheese."

A "vespers plate" is what German call a cold platter that's served with local specialties.

A "Besenwirtschaft" is a kind of tasting room where winemakers offer up their latest vintages. They're typically not open year-round.

During Eurobike, Besenwirtschaft Kessler is officially open only in the morning. However, owner Wilhelm

Kessler is happy to host special Eurobike groups after show hours if they call in advance. See his contact information below.

Visitors can find Besenwirtschaft Kessler by looking for — believe it or not — a broomstick ("besen" means "broomstick" and "besenwirtschaft" means a "broomstick tasting room").

Entering a besen is like entering a vintner's personal home. You'll only find them in the winegrowing regions of Baden-Württemberg, the German state where Friedrichshafen is located.

To visit a besen is to participate in an 800-year-old tradition. The besenwirtschaften began under the rule of Karl the Great as a way for winegrowers to serve their vintages at home.

Besenwirtschaft Kessler is owned by local juice and cider producer Mosterei Kessler ([www.mosterei-kessler.de](http://www.mosterei-kessler.de)). For more than 60 years the family-owned company has made a variety of juices and ciders made from local fruits and grapes. Wilhelm Kessler is the third generation of Kesslers to run the company, which was founded by his grandfather.

Today, Mosterei Kessler produces



Mosterei Kessler fruit brandy

juices and ciders for guesthouses, restaurants and pubs.

To make a group reservation at Besenwirtschaft Kessler during Eurobike, call Wilhelm Kessler directly (+49-7504-275 or +49-7504-547). For more information, and the address, visit [www.mosterei-kessler.de](http://www.mosterei-kessler.de) (German-only).

■ Roland Hecht/Jo Beckendorff

*No one knows local restaurants better than locals. In this Show Daily series, we ask members of Friedrichshafen's road bike club, Team Freundeskreis Uphill e.V. (FkU) to share their favorites with Eurobike visitors. Tomorrow: the Spicy Grill Taverne.*

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# Transport Guide

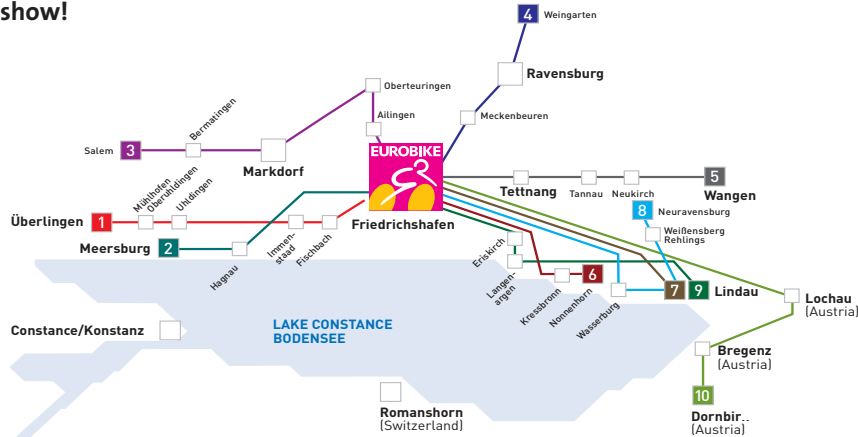
## Eurobike Commuter Services

Whether you're arriving in Friedrichshafen by plane, ship or train, Eurobike offers many shuttles that bring you to the international hub of the bicycle world at Messe Friedrichshafen, and back again.

## Hotel Shuttle

No stress and no cost

Take your time at breakfast. The Eurobike hotel shuttle will pick you up at your hotel, or close by. Ten shuttle lines connect the region between Dornbirn, Austria, in the east; Überlingen, Germany, in the west; and Weingarten, Germany in the north. There's no easier way to get to the show!



1 Hotel Shuttle Überlingen - Uhlidingen - Immenstaad - Fischbach		
Bus Stop/Haltestelle	Tour 1	Tour 2
Überlingen/Andelshofen Hotel Johanner-Kreuz*	6:54	8:39
Überlingen ZOB*	6:59	8:44
Mühlhofen Hotel Kreuz*	7:12	8:57
Oberuhldingen Marktplatz*	7:18	9:03
Unteruhldingen Meersburgerstraße*	7:21	9:06
Immenstaad Rathaus*	7:37	9:22
Immenstaad Dornier*	7:40	9:25
Fischbach Hotel Maier*	7:43	9:28
Friedrichshafen Hotel Föhr/Albrechtstraße*	7:49	9:34
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:20
Sat/Sa 29.8.	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 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	18:30	

3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen		
Bus Stop/Haltestelle	Tour 1	Tour 2
Salem Hotel Schwanen*	7:11	8:41
Salem Hotel Recks*	7:16	8:46
Salem Hotel Apfelblüte*	7:18	8:48
Bermatingen Markdorferstraße*	7:23	8:53
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58
Markdorf Hotel Wirtshaus*	7:33	9:03
Markdorf Hotel Letztes*	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 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	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 26.8.-28.8.	18:30	20:00
Sat/Sa 29.8.	18:30	

5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettang		
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
Tettang Bärenplatz*	7:35	9:20
Tettang 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 26.8.-28.8.	18:30	20:20
Sat/Sa 29.8.	18:30	

6 Hotel Shuttle Nonnenhorn - Kressbronn		
Bus Stop/Haltestelle	Tour 1	Tour 2
Nonnenhorn Hotel Zum Torke*	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
Göhren Langenargenerstraße*	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 26.8.-28.8.	18:30	20:00
Sat/Sa 29.8.	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 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	18:30	

8 Hotel Shuttle Neuravensburg - Weißenberg - Lindau - Wasserburg		
Bus Stop/Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach*	6:59	8:34
Neuravensburg Gasthof Hirschen*	7:02	8:37
Weißenberg/Rehlings B12*	7:09	8:44
Lindau-Reutin Rathaus*	7:12	8:47
Lindau Berlinerplatz/Lindauark*	7:14	8:49
Lindau Aeschacher Hof*	7:17	8:52
Bad Schönen 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 26.8.-28.8.	18:30	20:20
Sat/Sa 29.8.	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-Moss 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 26.8.-28.8.	18:30	20:10
Sat/Sa 29.8.	18:30	

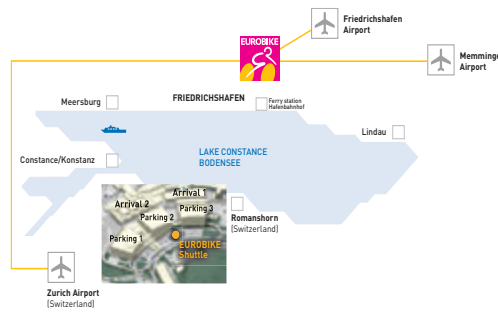
10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)		
Bus Stop/Haltestelle	Tour 1	Tour 2
Dornbirn Rathaus (Marktplatzseite)*	6:30	8:50
Dornbirn Messekreuzung, KKA/ gegenüber Sheraton*	6:35	8:55
Bregenz Hotel Deutschmann*	6:55	9:15
Bregenz Bahnhofplatz*	7:00	9:20
Bregenz Hafen (Inach Kreisverkehr bei HTL)*	7:05	9:25
Lochau Seehotel am Kaiserstrand*	7:10	9:30
Arrival Entrance East/Ankunft Eingang Ost	7:45	10:05
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:45
Sat/Sa 29.8.	18:30	

All timetables are also available on our website [www.eurobike-show.com](http://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](http://www.eurobike-show.com)

## Airport Shuttle

Zurich, Friedrichshafen, Memmingen



ZÜRICH Airport/Flughafen - EUROBIKE	
Departure Zurich/Abfahrt Zürich	
25.8.	8:00* 9:00 10:00 11:00 12:00
26.8.	7:30 8:00* 8:30 9:00 10:00 11:00
27.8.-28.8.	7:30 8:00* 8:30 9:30 11:00
29.8.	8:00* 9:00
Departure EUROBIKE Entrance West/Abfahrt EUROBIKE Eingang West	
26.8.	16:00 17:00 18:00 19:00*
27.8.-28.8.	14:00 15:00 16:00 17:00 18:00 19:00*
29.8.	14:00 15:00 16:00 17:00 17:30*

FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE	
August 26-29/26. bis 29. August 2015	
Bus Stop/Haltestelle	From/Von
Airport/Flughafen	8:00* 8:30 every/alle 18:30 (19:00*)
EUROBIKE Entrance East/Eingang Ost	8:10* 8:40 every/alle 30 min 18:40 (19:10*)
Departure/Abfahrt	
EUROBIKE Entrance East/Eingang Ost	8:15* 8:45 every/alle 18:45 (19:15*)
Airport/Flughafen	8:25* 8:55 every/alle 30 min 18:55 (19:25*)
* Additional times August 26-28   zusätzliche Zeiten von 26. bis 28. August No need for booking.   Buchung nicht notwendig.	

MEMMINGEN Airport/Flughafen - EUROBIKE	
Departure Memmingen/Abfahrt Memmingen	
25.8.	9:00 15:30
26.8.-29.8.	8:00 11:00 14:30 16:30 18:30
Departure EUROBIKE Entrance East/Abfahrt EUROBIKE Eingang Ost	
26.8.-29.8.	07:00 10:00 13:30 15:30 17:30

## 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](http://www.eurobike-show.com/eb-en/travel/bike.php)

## Rental Process

Call the Rental Hotline (24-hours daily from Aug. 24 to 28): +49 30 69205046. A credit card is required when booking. You'll receive a number 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
- Harbor 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. 28, Eurobike organizes a free After Party Shuttle Service. There will be four bus routes: Überlingen, Oberteuringen, Weingarten and Bregenz, Austria. Shuttles start at 0:30 from Entry West.

## Airport & Train/Ferry Shuttle

At left is a table for bus shuttled running from Zurich Airport, Friedrichshafen Airport and Memmingen Airport to Eurobike and back. For Zurich & Memmingen booking during the show at the information desk foyer East

## Ferry Services

You can also reach Eurobike by ferry across beautiful Lake Constance.

The Lake Constance ferry ("Boden-seefähre") connects Konstanz, southwest of Lake Constance, with Meersburg, east of Friedrichshafen. Or you take the catamaran from Konstanz directly to Friedrichshafen. Finally there is also a connection between Romanshorn, Switzerland, south of Lake Constance, to Friedrichshafen. Below are the schedules.

FERRY   BODENSEEFÄHRE Constance Stadt/Konstanz Stadt - Meersburg			
Departure Constance/Abfahrt Konstanz	From/Von	Until/Bis	
Mon-Fri/Mo-Fr	00:05 every/alle 60 min 05:05 05:35 every/alle 15 min 20:50 21:05 every/alle 30 min 23:05		
Sat-Sun/Sa-So	00:05 every/alle 60 min 06:05 06:35 every/alle 30 min 20:50 21:05 every/alle 30 min 23:05		

Departure/Abfahrt Meersburg			
From/Von	Until/Bis		
Mon-Fri/Mo-Fr	00:35 every/alle 60 min 05:35 06:05 every/alle 15 min 21:35 22:05 every/alle 30 min 23:35		
Sat-Sun/Sa-So	00:35 every/alle 60 min 06:35 07:05 every/alle 30 min 20:50 21:05 every/alle 15 min 21:35 22:05 every/alle 30 min 23:35		

Duration of the journey approx. 15 min. Subject to a charge. | Fahrzeit ca. 15 min. Kostenpflichtig. [www.bsb-online.com](http://www.bsb-online.com)

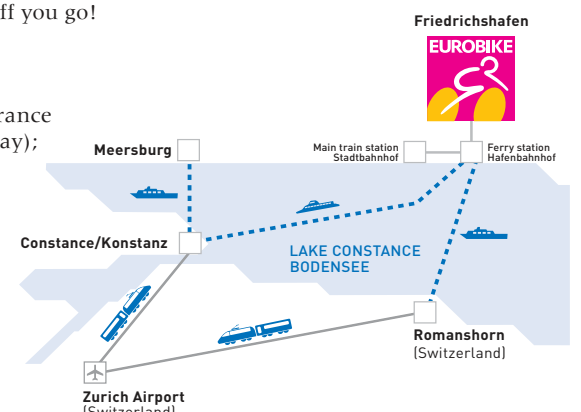
CATAMARAN   KATAMARAN Constance/Konstanz - Friedrichshafen			
Departure Constance/Abfahrt Konstanz	From/Von	Until/Bis	
Mon-Fri/Mo-Fr	06:02 every/alle 19:02		
Sat-Sun/Sa-So	08:02 60 min 19:02		
Departure/Abfahrt Friedrichshafen Ferry Station/Hafen			
Mon-Fri/Mo-Fr	06:02 every/alle 19:02		
Sat-Sun/Sa-So	08:02 60 min 19:02		

Friday and Saturday additional departures from Friedrichshafen / Freitag und Samstag zusätzliche Abfahrt von Friedrichshafen. 20.02/22.02

Duration of the journey approx. 52 min. Subject to a charge. | Fahrzeit ca. 52 min. Kostenpflichtig. [www.der-katamaran.de](http://www.der-katamaran.de)

FERRY   BODENSEEFÄHRE Romanshorn - Friedrichshafen			
Departure/Abfahrt Romanshorn	From/Von	Until/Bis	
Mon-Fri/Mo-Fr	05:36 every/alle 20:36		
Sat-Sun/Sa-So	07:36 60 min 20:36		
Departure/Abfahrt Friedrichshafen Ferry Station/Hafen			
Mon-Fri/Mo-Fr	05:41 every/alle 20:41		
Sat-Sun/Sa-So	07:41 60 min 20:41		

Duration of the journey approx. 41 min. Subject to a charge. | Fahrzeit ca. 41 min. Kostenpflichtig. [www.bsb-online.com](http://www.bsb-online.com)



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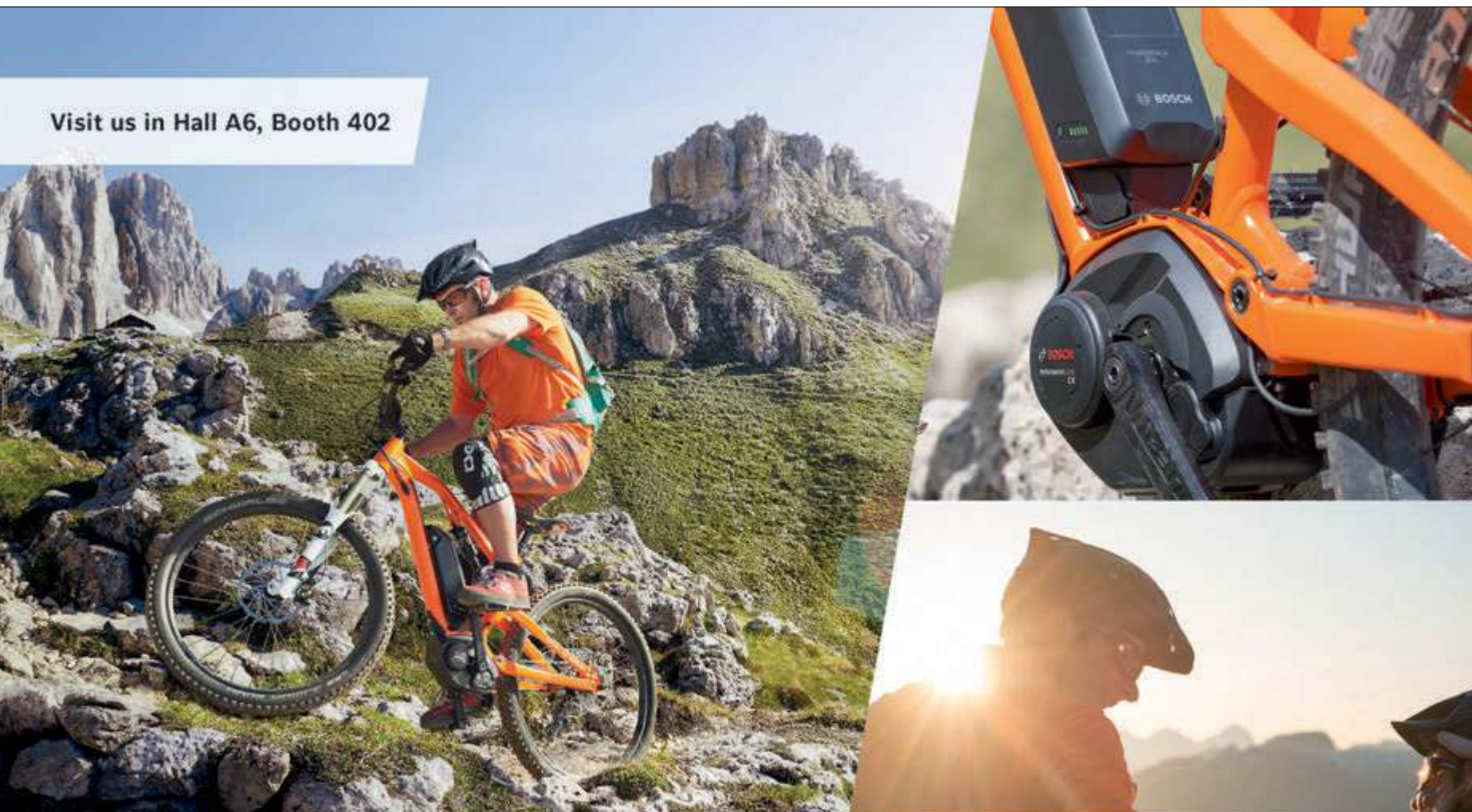
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