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# What's on today

## All Day Events

Curana (B4-206)

### Limenvisual – Alexander Stragier

Young Belgian artist creates an art installation, projecting some of the company's latest developments.

Guru (A6-201)

### Matt Steinmetz and Simon Van Langenhove

Two fit specialists and sports scientists join Guru for the day.

Foyer East (1st floor)

### LEV components special exhibition

## Scheduled Events

09:00-09:45

Eurobike Academy (Room London)

### Bike Sharing – Rivalry or Opportunity?

With Burkhard Stork, in English.

09:00-09:45

Eurobike Academy (Room Rom)

### Chinese E-bikes Market Report

With Jean Chen Ding Wu of ExtraEnergy.org, in English.

10:00-10:30

Rotor (A1-202)

### Matt Goss and Andy Stauff, MTN Qhubeka

Learn about the first African team to enter the Tour de France.

10:00-10:45

Eurobike Academy (Room Rom)

### MIPS Brain Protection System

New helmet design with MIPS' Johan Thiel

10:00-10:45

Eurobike Academy (Room London)

### Sell More e-Bikes to Businesses and Cities with CycleLogistics (session 1)

Workshop with Randy Rzewnicki, sponsored by the European Cyclists' Federation. In English.

11:00

Foyer East

### Eurobike Fashion Show

See the latest collections at Eurobike's famous high-energy Fashion Show.

11:00-11:45

Eurobike Academy (Room London)

### E-Bikes from First Hand – Opportunity for the Trade and Manufacturers?

With Vinzenz Gantenhammer of Speiche24.de. In German.

11:00-11:45

Eurobike Academy (Room Rom)

### E-mobility Trends and Changes in Digital Retail – How to Master YouTube Marketing

With Videobeat Networks GmbH's Andreas Groke. In English.

Continued on page 12...



### Nutcase (FG-AK2)- Nutcase Unframed – Live Art for World Bicycle Relief

Three internationally known artists – Jobert Cruz (Philippines), Carla Bartow (US) and Tiago DeJerk (Brazil) — have designed Nutcase helmets, and paint canvases throughout the show to be auctioned for World Bicycle Relief on Saturday.

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# TODAY

August 26

Friedrichshafen

# 27°C (80°F)

Mostly sunny



TONIGHT

# 14°C (57°F)

Generally clear



TOMORROW

# 29°C (84°F)

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# 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

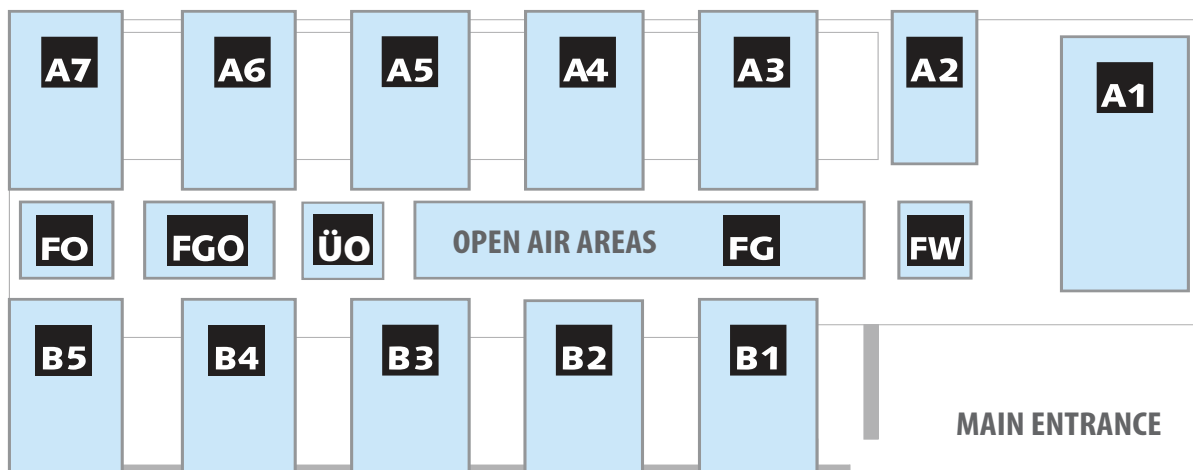
**ZH** = ZEPPELIN HALL (EXIT THROUGH THE SOUTH END OF HALL A2)

ZEPPELIN HALL

**ZH**

**ÜO** = EAST PASSAGE

EAST ENTRANCE



WEST

MAIN ENTRANCE



# Industry officials say the future is sunny, thanks to e-bikes and the mobility trend

Yesterday's sunny weather wasn't confined to the outside at Demo Day.



Accell Group CEO René Takens

Inside, industry officials were radiant about business conditions, as they spoke at the industry panel that traditionally takes place on the day before Eurobike.

"I think the atmosphere is very good in the industry. It's excellent, actually,"

said Stefan Reisinger, head of Eurobike. "It's been a very good bicycle year until now." Mid-European markets had a "great summer," with particular growth in e-bikes.

"The lights are on 'go' for Eurobike

2015," he said.

Reisinger noted that this year's Eurobike hosts a record 1,350 exhibitors. The Eurobike Awards received more than 500 submissions, another record.

In the 10 years he has been involved with Eurobike, it has moved from being a sports-oriented show to one more oriented to mobility in general.

Eurobike has lost three major exhibitors in recent years: The American brands Trek and Specialized, and German importer Sport Import.

"Of course it's a pity that [longtime] partners don't show up at our trade show. But at the other hand, you can see that the glass is half full or half empty," Reisinger said. "This is an opportunity to win over new companies."

While the bigger brands have chosen to host exclusive events for their retailers, Reisinger said they are missing something by not being at the show.

"They're giving up something if they don't come. We have about 2,000 journalists here. We have 40,000 to 45,000 expert trade visitors, and this is something that companies can use as a platform."

The German market is booming, officials said. Siegfried Neuberger, manager of Zweirad-Industrie-Verband, said bicycle sales rose 2 percent during the first six months of the year.

He's expecting the growth to continue, led by a boom in e-bike sales.

ZIV expects some German e-bike sales to reach 520,000 this year.

René Takens, CEO of the Accell Group, said Germany has been the highlight for his company as well.

Accell's sales in Germany rose 22 percent during the first six months of the year. "That's a lot," Takens said.

Accell, an international company that's based in the Netherlands, said Germany and the Netherlands now are responsible for about the same amount of sales. The two countries together account for half of Accell's sales.

Other countries haven't been as strong, he added, with Holland being stable and other larger markets, such as France, Italy and the U.K., increasing by a smaller amount.

"The common factor in all those countries is the e-bike," Takens said. "It's not only Germany. It's not only the Netherlands. We really see it in all the countries in Europe."

Speed pedelecs — e-bikes that can reach assisted speeds of 45 kph (28 mph) are promising but regulatory issues could hamper their growth.

Takens said one problem is the requirement that current regulations in require speed pedelec riders to wear motorcycle helmets.

"We are afraid we'll lose this category if consumers have to wear an integral helmet," he said, referred to the kind of closed helmets used for motorcycles. People who like to ride speed pedelecs are mobility users. "People do not like to wear integral helmets."

Scott Rittschof, senior vice president and general manager of Cycling Sports Group — the parent company of Cannondale — said his company's European business has been steady but "not wildly increasing."

"Perhaps that's because we are not quite as developed in the e-bike categories as some of my competitors are," he said.

The group's standard bicycle business has been very strong, particularly in such markets as Brazil, Japan and the U.K.

Asked about the future for e-mountain bikes in the United States, Rittschof said progress is likely to be slow because of complicated issues involving access to public lands, where many of the prime mountain biking trails are located.

"We've got a quandary, a challenge there," he said.

"Years ago, before e-bikes were on anybody's mind, there was a distinction made between a motorized bicycle and a mechanized bicycle. It was a line that was lobbied for very hard and with quite a lot of success," Rittschof said.

But now it's biting us, because now we have to go out and face that same argument, but the bicycles we're pushing for are now motorized," he added. "I think we will find a way to address that argument with time, but I will say that it will take time." ■ DM

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From left: Siegfried Neuberger, René Takens, Scott Rittschof, Ulrich Gries and Stefan Reisinger at yesterday's Eurobike Industry Discussion Panel

# Vox Pop

## What did you come to test at Demo Day?



**Joern Lies**  
Bike Department Ost  
Leipzig, Germany

I didn't come with anything specific in mind, but I started by looking at De Rosa and Bianchi — I'm mainly interested in road bikes. The one I have just tested here at Demo Day is perfect. It's a Bianchi equipped with Di2. It was my first time to try a Di2-equipped bike. Moreover, I usually ride steel bikes and I am very impressed with the lightness and handling of the carbon frame.



**Alan Bovet**  
Outdoor Gear Canada  
Montréal, Canada

The No. 1 thing I came to check out is road bikes with disc brakes, followed by 27.5 plus-size mountain bikes. Having tested them, I found some variation in stability and performance. Of the road disc-equipped bikes I tested, I liked the new CAAD 12 from Cannondale.

We are still looking for more to try out. I'm hoping to find a revelation in terms of a high performance road disc, but so far we haven't found it. We deal mainly in urban, road and youth models at the moment. We have a distribution company in Canada and have our own brand of bikes called Opus.



**Marella Bax**  
Bike Dealer  
Stuttgart, Germany

I came to see the fat bikes. I liked the one from Surly the best. It was very easy to handle. I tested the Ghost hardtail and a full suspension one from Merida. They are the only ones I have tested so far, but I hope to try a good few more this afternoon.



**Yvonne Rogge**  
Limit Bikes  
Burgberg, Germany

I came to see everything, really. I liked the e-bike from Cube — it's really fast. The motor kicks in straight away when you start to pedal. I really liked that about it. It's also very light.



**Claudio Apollonio**  
Bikemotion  
Rome, Italy

I came to see racing bikes and in the afternoon I want to look at some e-bikes and especially some 27.5 plus-size mountain bikes. So you can guess I'm interested in a wide range of bikes. So far I've tried De Rosa, Pinarello and Merckx. I tested a very nice gravel bike from Merckx; it was very, very nice! Incredible really - the tires are like those on a road bike, but they hold on gravel so well.

I am working on a project to organize bikes tours in Rome in Italy and I'm looking out for suitable bikes. I think that e-mountain bikes are something that I may consider. There are a number of very nice mountain trails in Rome, but some are very hilly. If you want to see the panoramic Rome, you have to climb very high. So unless you are an athlete you will miss out. Light-weight mountain e-bikes would be perfect for what I have in mind.



**Brian Worthy**  
Vermarc USA  
Boulder, Colorado

I specifically came to look at Campagnolo-equipped road bikes. I've looked at Ridley, Merckx, Look and I might try a German brand or two also — maybe a Merida? I may test some of the Stromer e-bikes as they look like they could be really good. What I am really hoping to see is a foldable electric bike. I haven't seen one of those yet. A small-wheeled one is what I am after. It would be perfect if you are travelling and just need to go a short distance to a meeting, so you don't arrive in a sweat.

I'm compiling a list of bikes and making a plan now as to what I want to test and then I'll get changed and be ready to start riding at 15:00. Once I get dressed I will go on a mission, I believe in not having chamois time unless you're on the bike.



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# Sunny skies bring Demo Day delight

The threat of a wet and cold Demo Day after Monday night's rainstorm dissipated by midday when the sun shone brightly on the 121 exhibitors set up near Eurobike's east entrance.

In its second year on-site at the Messe Friedrichshafen venue, Demo Day went over well among exhibitors and testers with a record 2,731 trade visitors, 172 brands and 788 journalists from 34 nations in attendance. That's a slight increase from last year's 2,642 visitors (in 2013, the last year the demo was held off-site in Argenbühl, 2,318 trade visitors attended), 147 brands and 784 journalists.

The demo zone was bustling for most of the day as testers streamed in the gates to pedal around on plus-sized mountain bikes, road bikes with disc brakes and anything with a motor—cargo bikes, recumbents, trikes, you name it. A line snaked through Scott's trailer nearly all day as people eagerly awaited a chance to try its new plus-sized 27.5 bikes and e-bikes.

is required to set up demo for just one day, he's hopeful that Eurobike can find a way in the future to run Demo Day concurrently with the indoor show, or allow end consumers to test bikes as well.

Stefan Nolte was one of those 300 testers at Scott. He traveled nearly 700 kilometers (435 miles) from his shop in Münster, Germany, to demo bikes on Tuesday, and he made the most of his time on the 20 kilometers of road and mountain test courses.

Nolte rode an impressive 15 bikes during the day, experimenting with brands and models he might want to bring into his shop. Most of the demos were e-bikes because that's what his customers ask for, but he couldn't resist trying Scott's Genius 27.5+ bike. The smile on his face when he finished his loop said more about his experience than



it's easy to get to. I would prefer a better mountain bike course, for properly testing this kind of bike (a Devinci Troy full-suspension bike), but otherwise it's good. I went on a nice long road ride," Jacobsson said.

Although Demo Day is typically more beneficial for complete bike brands, P & A brands are seeing the advantages to having an outdoor presence as well. Antonio Gerolimetto, business manager for Fizik, took better advantage of Demo Day this year by showing new product. Usually he displays current model year product at Demo Day and saves the fresh goods for the indoor show.

This year, he debuted the M6B men's and women's enduro/all-mountain shoes, alongside several saddles. The €150 (\$172) shoes have a nylon carbon-reinforced sole liberally covered with rubber grip, a mesh and microfiber upper and closes with two Velcro-strap and a

Boa dial.

"Every year there is a lot of news and we put everything on the table at once. I felt like we were losing an opportunity, so we started showing at Demo, too," Gerolimetto said. "In general the Eurobike event is growing every year. I'm quite sure with this weather, it will be a great success. We like to engage with people and make it interesting. That's why we show new things and we have this coffee station, so people feel at home."

Aside from the actual bike testing, Demo Day is always a festive event. This year, a four-piece band dressed in traditional German garb yodeled and played an eclectic range of music all day under the food and beer tent, while people ate schnitzel, currywurst and meat from a spit-roasted ox, as well as downing prodigious quantities of beer.

■ NF



By 4:30 p.m., Scott, occupying prime real estate near the Demo's main entrance, had sent out 300 bikes since the event started at 10 a.m.

"I think it's a new record for us," said Julian Oswald, marketing manager for Germany and Austria, for the Swiss brand. "Last year we had 270, which we thought was a lot, but this year it's even more. The test feedback is great, we got a lot of responses."

Oswald said since so much effort

words could.

"It's cool. This is my first time riding this bike and it's really cool. More fun, more control, more grip," Nolte said.

Victor Jacobsson also used his time wisely on his first trip to Eurobike, testing three road bikes and a mountain bike to scout potential new brands for the shop he works for in Sweden, Evalds, and to demo the brands his competition carries.

"I think it's a really nice location,



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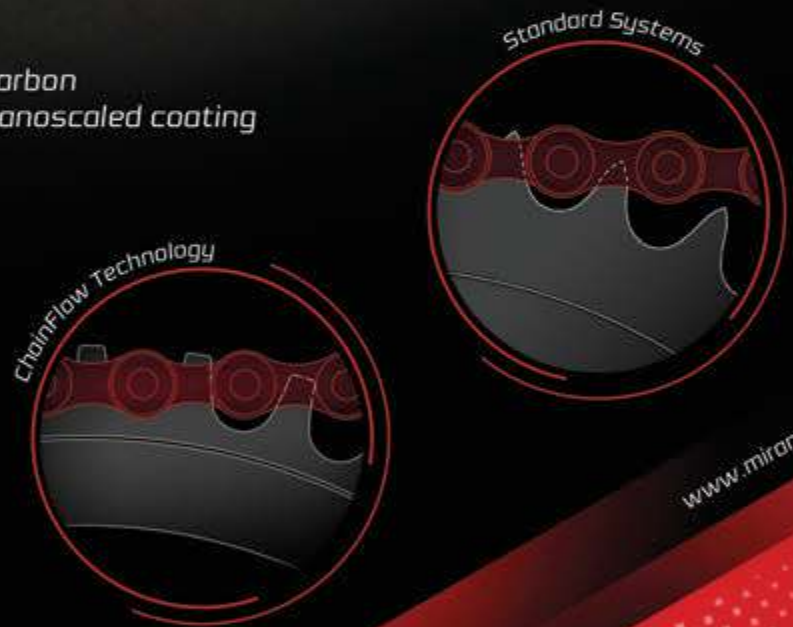
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## Show Briefs

### Skip the traffic and ride a free bike to Eurobike showground

Avoid the traffic; ride a free bike to the show.

Eurobike has partnered with NextBike again this year, which is making 300 bikeshare bicycles available at key locations around Friedrichshafen, including the airport, train station, ferry port and at several spots on the show grounds.

The bikes are free for show visitors. There is a telephone number on the bikes; call the number, register with a credit card and receive a number code to unlock your bike and go.

It's just a 15-minute ride from the train station or harbor to the show grounds.

Once you get to Eurobike, whether on a NextBike or on your own bike, you'll find more than 500 parking spaces for bikes — most of them covered — at the west and east entrances.

Finally, Eurobike visitors can download the Naviki bike routing app to find the best way by cycle path to or from the show. Visit [naviki.org](http://naviki.org) for more information.

### Baltik Vairas will produce e-bikes for HNF Heisenberg

Northern Europe's largest bike manufacturer, **Baltik Vairas** **A4-709**, will become the producer of the new HNF Heisenberg bikes, launched at yesterday's Demo Day. Baltik Vairas also will become the Baltic distributor for HNF Heisenberg.

"While HNF Heisenberg's strengths lie in the development, design and creation of e-bikes, Baltik Vairas is able to exploit its expertise in manufacturing and ensure top-quality assembly of e-bikes," Baltik Vairas CEO Peter Ferlev Jensby said.

Baltik Vairas is based in Siauliai, Lithuania. The company said sales nearly doubled to €14.369 million (\$16.5 million) for the quarter ending Feb. 28 compared with the same quarter of the previous year.

The company made 78,000 bicycles during the quarter.

### ECF workshops help sell cargo, e-bikes for commercial use



When it comes to electrified bicycles, most of the glamour at Eurobike is on e-bikes that go really fast, or scurry up mountain trails. But a more important use in the long haul may be their ability to haul.

The European Cyclists' Federation is hosting two workshops today on the European Union's "Pro E-Bike" project, which aims to use cargo bikes and e-bikes for commercial deliveries in urban centers. The workshops are at 10 a.m. and 2 p.m. in Room London, Conference Center East.

The ECF will discuss how to sell more e-bikes to cities and businesses, by demonstrating how they can benefit from replacing motor vehicles. The EU-funded Pro E-Bike Project offers a six-month trial for cities to experiment with using e-bikes for deliveries.

The workshops, for retailers and sales professionals, offer tips on convincing business customers to try e-bikes as delivery vehicles. The Pro E-Bike simulation tool shows cities how much money they can save by replacing conventional motor vehicles with cargo bikes and e-bikes.

According to the ECF, the biggest successes of the Pro E-Bike project have been in introducing e-bikes and cargo bikes in places that have a low cycling tradition. For example, Nîmes, France, has invested €3.8 million on a fleet of street-cleaning e-bikes, while the Croatian Post is spending €500,000 (\$575,000) to buy 180 e-bikes that will go into service in October.

## Buyers have 100,000 choices at AT-Zweirad

AT-Zweirad, a German supplier specialized in custom bicycles, has entirely revamped its product offerings this year after it stopped selling mountain bikes and moved into a larger factory.



Jürgen Haumon of AT-Zweirad

The new assembly plant in Altenberge, near Münster (North Rhine-Westphalia), could reach a capacity of up to 100,000 units, compared with about 35,000 at the previous plant less than a mile away.

Jürgen Haumon, a sales representative for southern Germany and Austria, says the former facility was getting so cramped that employees could barely move around.

"We have been growing continuously so we needed more space," he said yesterday at Demo Day. "With the new factory we can produce more exactly. We have more space to work faster."

**AT-Zweirad** **A4-302** boasts that it offers more than 100,000 product combinations, working with component suppliers from Shimano to Panasonic, Bosch and many more. Customers may choose their own drive systems, brakes, colors and plenty of other features.

AT-Zweirad can now fulfill orders in three weeks or less, compared with up to eight weeks in the previous plant.

At Demo Day, the company showed a new off-road range consisting of three frames.

"It's for people who want to go in the forest and have a comfortable bike. It enables people to go places where they

normally couldn't go," Haumon said.

He said one of the frames in the line, the Trend, offers easy entrance for men who don't want to be seen on a "woman's" bicycle.

The catalog comprises a flurry of other new products, from "happy size" e-bikes — intended for overweight riders — to fixies and new color tube displays for retailers.

Retailers who want special orders with their own branding can order a minimum of 20 bikes, but the company also takes single orders. End consumers may customize their bikes online but have to order through an IBD.

Employing about 100 people and spreading over nearly 10,000 square meters (107,640 square feet), including a shop, the AT-Zweirad plant should produce more than 40,000 bikes this year.

It assembles bicycles for private labels as well as for its own brand, Velo de Ville. For the first time this year, it expects to turn out more bicycles under its own brand.

The family-owned company is named after its late founder, Albert Thiemann. It adopted a French name for its house brand in honor of the nationality of one of his daughters-in-law. ■ **BS**

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# Spain's Rotor premieres its hydraulic groupset

Companies have come at road bike groupsets from many different angles over the years. At Eurobike, Rotor is premiering its own take: a completely hydraulic groupset.



Rotor's Pablo Carrasco demonstrates an interactive display of the Rotor Uno at the company's booth.

Called Rotor Uno, the group comprises hydraulically actuated front and rear derailleurs and brake levers with traditional paddle shifters. They are paired with Magura calipers for disc or rim use.

As with most hydraulics, the all-new shifting system is completely closed. A single paddle for each derailleur will, with either a long or a short push, shift the chain up or down the cassette or from small to big chainring and back. In addition, the rear derailleur can upshift multiple cogs at a time. A small screw on the derailleur body sets the limit.

"We think the shifting will be intuitive to cyclists," spokeswoman Wendy Booher said yesterday, as Rotor prepped its booth for today's opening. "All you're doing is moving oil by pushing the lever."

Rotor **A1202** argues that hydraulics is a proven technology, whether for bicycle brakes, the automotive and aviation industries, or other uses stretching back hundreds of years.

The brand says its hydraulic

shifting system offers extreme reliability, precise shifting and a weight saving over other types of systems.

"In cars and airplanes, it's always the electronics that fail first. Then the mechanics, then the hydraulics," said Pablo Carrasco, co-founder of the Spanish components company.

It is also easy to have multiple shifters in a hydraulic system. For example, triathletes who want shifters on handlebars and bar ends don't have to contend with tricky wiring issues — they simply split the hose.

The idea for Rotor Uno was borne of frustration, Carrasco said. Pro team sponsors were resistant to Rotor's attempts to sponsor teams with its chainrings and cranksets.

"The groupset brands were playing with us," he said. "They allowed us a bit of room [with the teams] but at a huge cost. So the vision we had was to be a competing manufacturer."

Bringing hydraulics to gear shifting meant navigating complex patent issues. At first, Rotor toyed with the idea of using

multiple cables and a convertor. For simplicity, feel and lightness, it soon decided on a completely hydraulic system.

All the "clockwork" parts of the system are housed in the derailleurs. Both front and rear feature two cylinders. One is hydraulic. The second spring-loaded cylinder connects to the derailleur. In between, a rack-and-pinion system converts oil to mechanical movement and ratchets the derailleur across.

The rear derailleur also features a "return to origin" switch that releases the spring to facilitate changing flat tires. The front derailleur has four positions for trim.

Booher said Rotor is used to making equipment that is compatible with other companies' systems. All of the hydraulics use standard 3mm hose routings to fit frames' existing internal routing. Any shop that deals with hydraulic brakes will find the Rotor system straightforward to install and maintain, she said.

Rotor has not disclosed prices and weights, nor said when the Rotor Uno will arrive on the market. Carrasco said the groupset would be aimed at road-disc consumers — or the higher end of the market. ■ ML



Rotor Uno front derailleur

## New Technology Bluetooth Smart Cycle Computer MIRROR 100

The Smart Cycle Computer mirrors the data from WellFit app of Smart Phone.



The **Mirror 100** cycle computer can be used with ANT+ speed/cadence and heart rate sensors, without a smartphone.

You can sync your **Mirror 100** and Smart Phone to see and record the training data from riding on either screen.

The Smart Phone incoming call and message indicator will also appear on the **Mirror 100** screen when both devices are in sync.

### Accessories:

**Mirror 100** is compatible with various Echowell sensors.

They include:

- DMH30 Bluetooth 4.0/ANT+ Dual Mode heart rate sensor
- DMTR30 Bluetooth 4.0/ANT+ Dual Mode speed/cadence sensor
- MLT20 ANT+ magnet-less speed sensor
- MLR20 ANT+ magnet-less cadence sensor

## Magnet-less Bike Sensors

New technology - Wireless Sensors for tracking Bike Speed /Cadence without using magnets



**MLT20** : Magnet-less Hub Speed Sensor  
Compatible with ANT+ Cycle Computers



**MLR20** : Magnet-less Crank Cadence Sensor  
Compatible with ANT+ Cycle Computers

## Gravity rises with new enduro group

After several years of dormancy, Gravity Components is back with a new all-mountain and enduro group called Grid.

"That's what was missing from the brand, and where all the volume and interest is right now," said Joel Richardson, brand manager of **Gravity A3-302** owned by **FSA**.

The group consists of an 800mm-wide handlebar with a 35-mm clamp, stem, wheels with an internal width of 27mm, a crankset with bottom bracket and a chainguide. The crankset comes either as a 38/24 double ring or a single ring, offered in 30- to 38-tooth sizes. Each part is priced separately, but as a group costs €950 (\$1,090).

"It's a group people can afford, but you still get quality features," Richardson said.

For instance, the wheelset comes in a hookless design with asymmetrical spokes for greater

strength.

Grid represents Gravity's reintroduction to the market. The nine-year-old brand launched during the freeride craze in the Pacific Northwest, where it's based. Gravity made heavy-duty components to reflect that style of riding. But

components didn't keep pace as the trend shifted to all-mountain trail riding.

"We weren't introducing new products, we weren't chasing OEM spec and we weren't pushing into the aftermarket," Richardson said. ■ NF



Joel Richardson of Gravity

# André Greipel takes Sunday ride on new Moustache bike

André Greipel, the German sprinter who won four stages at this year's Tour de France, was among the riders who tried Moustache's latest bicycle at Demo Day yesterday.



Moustache's Vincent Julliot

It's a multi-use electric road bike that may fit neatly into the professional's own bike shop, which specializes in electric bicycles.

Despite the location of its stand in a far corner of the demo grounds, **Moustache Bikes FG-0/107** attracted a constant stream of such connoisseurs, retailers and engineers, who were clearly eager to learn the latest details on the French electric bicycles with a distinctive slick design and handlebar.

It has grown into a company with nearly 30 employees and a 2,000-square-meter (21,525-square-foot) factory in Epinal, in the Vosges region.

The bike tested by Greipel is the Dimanche 28, which is designed as a road bike but may be used for a variety of other leisure riding purposes.

"The main idea is versatility," said Vincent Julliot, in charge of events and press relations at Moustache. "It's

a road bike but it's also playful, you could do almost anything with it."

As if to prove the point, an Italian mechanic at Demo Day came back to the stand after a ride, gushing that he had enjoyed the Dimanche (Sunday) on the road, the mountain biking trail and even the pump tracks.

"He has explored the options beyond what we imagined ourselves," Julliot said. Another enthusiast, a kayak and bicycle retailer from Tromsø, Norway, said he appreciated the Dimanche as a transport bike that could be used as an all-terrain bike and because of its light weight and simple, well-balanced design.

Moustache started off five years ago at the other end of the week, with the Lundi (Monday) bike for urban use. It then added the Friday (in English this time) range of sporty urban bicycles.

The Samedi (Saturday) mountain biking range, which includes a line of hardtail bicycles, short travel trail bikes and enduro bikes, was expanded this year with the introduction of long travel DH bikes. Mercredi (Wednesday) is a day off for children in France, which probably explains the name of Moustache's pushbikes for toddlers. ■ **BS**

# Gokiso emphasizes 'Made in Japan'

Japanese brand Gokiso shared a booth with Italian premium brand Passoni at its first Demo Day



Takeshi Tsuji (left) and Hideki Asano of Gokiso

**Gokiso's A3-818** maker, Kondo Machine Corporation, founded in 1964, is an ultra-precision machine manufacturer specialized in ultra-precision metal cutting. It is a leading bearing manufacturer for jet engines. Kondo started its own Gokiso wheel and hub brand about five years ago.

How does Gokiso stand out of the mass of wheel builders in the international market? Kondo relies on the "Made in Japan" factor: "All hubs are made and all carbon wheels designed in Japan. The entire assembly is also in Japan," said the company's Takeshi Tsuji.

To understand the product's quality, people need to experience them themselves: "That's why we are here at Demo Day. Our wheels might not be the lightest, but the rolling resistance is unbelievably low." ■ **JB**



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# Copenhagen Wheel moves into hyperdrive

Many electric bike companies would kill for the kind of press coverage that Superpedestrian has garnered for its Copenhagen Wheel.

The U.S. company's all-in-one e-bike hub has been hyped as one of Time magazine's "best inventions." Gizmodo said it would usher in the "Bike 2.0" era, while The New York Times said it would "reinvent the wheel."

They've been talking about it since 2009, yet it hasn't shipped a single wheel.

That is about to change, said Assaf Biderman, co-founder and CEO of Superpedestrian **AG-304**

"We will be shipping soon," Biderman said from his booth at Demo Day. "We have been manufacturing since December last year, and we're currently doing all the certification tests required for selling around the world. We're ramping up, but slowly. It's a complex product, and we care about quality."

The Copenhagen Wheel is a rear wheel replacement that turns a standard bike into a power-assisted electric bike (250

watts for the EU market; 350 watts in the USA). A smartphone app readies the wheel for use and acts as a digital "key."

This is Superpedestrian's first Eurobike as an exhibitor. The company is headquartered in Cambridge, Mass.

Its oversized hubs, made from a cast magnesium disc in distinctive red, are made in Detroit. They're packed with electronics, including 12 sensors.

"There's a torque sensor like most electric bikes, but we're tracking many other metrics, such as motion and spatial awareness," Biderman said. "There are 30 robotics engineers working in the company, who have come from Segway, from iRobot, from Bluefin.

"But all of the clever stuff is hidden. You just pedal. Your phone is your key," Biderman added. "You get close to your bike, and it wakes up automatically – if it's not you, it won't work. If you're a data

geek, you can get all the data you want. If you don't care, you just ride."

The Copenhagen Wheel has a range of 50km (31 miles). It's now priced at €845 (\$950) but will eventually sell for \$1,250.

The company offers 26-inch and 700c builds and will introduce a 27.5-inch version next year.

As well as selling consumer-direct, Biderman said Superpedestrian is open to approaches from OEMs.

"We have thousands of orders already placed. We'll be back-ordered for about six months," Biderman said. "We're selling direct not because we have anything against distributors. We'd love to work with partners, but we want to keep the price close to cost."

Superpedestrian is a spin-off from the Massachusetts Institute of Technology. It has attracted investment of more than \$6 million in venture capital. **CR**



Assaf Biderman with the Copenhagen Wheel

... Continued from page 3..

**13:00-13:45**

Eurobike Academy (Room London)  
**Generation Y – Opportunities and Tasks for Employers**  
With Wolfram Hartmann, in German.

**13:00-14:00**

Sports Nut (B3-100)  
**Hans Rey, Darren Berrecloth, Richie Schley and Cedric Garcia**  
Signing session

**14:00**

Foyer East  
**Eurobike Fashion Show**

**14:00-14:30**

Born (B1-407)  
**Simon Geschke**  
The Tour de France stage winner signs autographs.

**14:00-14:45**

Eurobike Academy (Room London)  
**Sell More e-Bikes to Town and City Governments with CycleLogistics (session 2)**  
Workshop with the ECF's Randy Rzewnicki and Karl Reiter. In English.

**15:00-15:45**

Eurobike Academy (Room London)  
**Safety and Testing of Lithium Ion Batteries in Portable Applications**  
With Matthias Krampfert of the Fraunhofer Institute for Chemical Technology. In English.

**15:30-16:15**

Eurobike Academy (Room Rom)  
**Teasi Volt**  
Presentation by Dan Roberto Dobré on the e-bike mobility device. In English.

**15:45-16:15**

Met (B4-307)  
**Matt Goss and Andy Stauff signing**  
The two MTN-Qhubeka riders will be signing autographs.

**16:00-16:45**

Eurobike Academy (Room London)  
**An Overview of the U.S. Electric Bike Market**  
With ExtraEnergy.org's Pete Prebus. In English.

**17:00-17:45**

Eurobike Academy (Room Rom)  
**Key Pedelec Facts: standards, legislation, market trends**  
With Hannes Neupert of ExtraEnergy.org. In English.

**18:00**

Endura (B5-504)  
**Endura party**  
With Scottish ale, whisky and food.

**18:00**

Fuji (B4-300)  
**Fuji Party**  
Celebrate the company's new full-suspension MTB and road models.

**18:00**

Rocky Mountain (B4-200)  
**Rocky Mountain party**  
Celebrate the brand's 35th birthday with drinks, a buffet and good times.

**18:45**

Magura (A2-204)  
**Magura party**  
Brakes, beats and beers with DJs Maddog Moreti and Scid Dabeatsky.

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

**Press Events**

**8:30-9:00**

Press Garden (Entrance West)  
**The Leaders' Ride**  
Industry leaders ride bikes from the Friedrichshafen train station in support of urban cycling. Organized by ECF, CONEBI, AFDC and Bad Württemberg Cycling Cities.

**11:00-12:00**

Room Paris (Foyer East)

**LeaseRad GmbH press conference**

German-language press conference with Ulrich Prediger, founder and CEO, plus speakers from Landshut GmbH and Renz Radsport.

**14:00**

F0-105  
**Minister of Transport, Winfried Hermann**  
Official visit organized by RadKULTUR/ADFC

**14:00-15:00**

Room Rom (Foyer East)  
**Kross press conference**  
Kross presents innovations to its product family. RSVP: lena.keller@ITMS.com

**14:00-15:00**

Room Berlin (Foyer East)  
**Look Cycles press conference**  
Look launches a new TT bike.

**14:00-15:00**

Room Paris (Foyer East)

**Rehau AG + Co.**

Talking composite e-bike bodies.

**15:00-16:00**

Flanders' Bike Valley (A7-300)  
**Flanders' Bike Valley press conference**  
Innovations at Flanders' Bike Valley.

**16:00-17:00**

DMT Diamant (A1-225)  
**Press conference**  
Featuring a new frame from Cipollini and the new DMT shoe brand.

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LEAD THE REVOLUTION

# The highlight from Hilite is a Swiss-made carbon frame

**Hilite has created a niche for itself with finely made titanium bikes. But as the small Swiss brand makes its Eurobike debut, it's bringing something new to the party: A carbon frame that's handmade in Switzerland, not the Far East.**

"Our dream of a making a sustainable solution for individual customers forced us to begin our own high-end carbon frame production from scratch," said Biagio Colletto, founder and general manager of **Hilite Bikes. A3-805.**

Colletto and partners formed a sister company, Bcab Composites AG, last year to do the research and development into carbon frame production. Like Hilite, Bcab Composites is based in Basel.

The first carbon product to emerge is the C01 road bike frame, which weighs between 600g and 850g (21 ounces to 30 ounces) for frame sizes from 45cm to 64cm. It will be available in the market after Eurobike. The dimensions of each frame are customized for the buyer — and Hilite offers a 10-year warranty on each frame.

To complete the bikes, Hilite uses as many European-made components as possible.

"This means shorter delivery times and gives us the chance to

react quickly to customer wishes and market trends," Colletto said.

Even the unidirectional "spread-tow" prepreg-carbon that Bcab Composites uses for its frames comes from an unidentified "Swiss technology leader."

Bcab Composites pretreats these prepregs with a new type of nanofiber. Colletto said the pretreatment leads to a lighter, stiffer and stronger carbon frame.

Colletto said Bcab's method of making carbon fiber frames breaks with the traditional "tube-to-tube" process that dates to the 1990s.

"Our carbon frames are made with the help of a proprietary process in a variable and modular monocoque form via inboard latex tubes," he said.

In the mold, the carbon is wrapped around the latex tubes before it is heated. After the carbon fiber material sets, the latex can be easily removed.

Producers say the process helps create tubes that are more perfectly round.

The Hilite headquarters in Basel is also home to the brand's one concept store.

Hilite sells touring, time trial, road, tandem and cross-country mountain bikes directly to consumers through its website and through distributors in a handful of countries. ■ JB



Hilite C01 road bike

# Go nuts for WBR at Nutcase stand

**Nutcase, the colorful helmet brand, is again bringing live art to Eurobike to benefit the World Bicycle Relief charity through its Nutcase Unframed campaign.**

Three artists — Jobert Cruz from the Philippines, Carla Bartow from the United States, and Tiago DeJerk from Brazil — designed Nutcase Street helmets that are being debuted here at the show at **Nutcase. FG-B3/6**

The artists also will have paintbrushes in hand during all four days of the show, painting canvasses. Nutcase will auction off their artwork on Eurobike's consumer day (Saturday, Aug. 29), with the proceeds benefiting World Bicycle Relief.

World Bicycle Relief distributes bicycles where they are needed worldwide. The nonprofit organization designed the Buffalo, a cargo bike that is assembled on site and made for entrepreneurs, health care workers and students. WBR has distributed more than 190,000 Buffalo bikes in southeastern Africa over nine years. ■



Nutcase Unframed 2014

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RAPIDX

RAPID

VOLT6000

VOLT1200

RAPID X2 FRONT

RAPID X2 REAR

BOOTH NO.A1-201

## No more fun and games as Bafang ditches '8Fun'

The fun is over for Bafang. The Chinese motor manufacturer has ditched its "8Fun" brand name and is now known only as "Bafang." And it's serious about making inroads in the crowded European e-bike market.



Bafang Max Drive system

At Eurobike, **Bafang 711-205** is showing a mid-drive motor system, Max Drive, that the company says will appeal to consumers who can't afford to spend thousands of euros on an e-bike.

"What I've seen on the market is demand for mid-motor e-bikes below, let's say, the 2,000 euro line," said Jack Brandsen, general manager for Bafang's European operations. "That's what we are trying to do with Bafang."

Bafang's parent company, Suzhou Bafang, is one of China's biggest exporters of e-bike motors.

"Bafang" means "Eight Fun" in Chinese, but the company decided the "8Fun" brand name wasn't serious enough for international markets.

The company claims a 40 percent market share of the European e-bike market and in 2014 delivered some 830,000 motors worldwide, more than half of them to Europe.

Bafang reported sales of \$85 million (€76 million) last year. It employs more than 300 worldwide and is headquartered in Suzhou, near Shanghai.

Bafang is best known for hub motors. The Max Drive mid-drive system is its first entry in an increasingly crowded market that is now dominated by Bosch (see related story, page 58).

"We're not trying to compete with Bosch. That doesn't make a lot of sense," Brandsen said. "Our technology is, I dare to say, better. But we cannot compare with the brand itself, of course."

He pointed to Bosch's deep roots among consumers, who own its washing machines, power tools and other home appliances.

"So I cannot compete with them on a branding level. But I think we can compete with them on price levels," Brandsen said.

While some 2016 bike models at Eurobike are equipped with Max Drive

systems, Brandsen said the system would be more firmly established for the 2017 model year. Bafang was unable to provide samples to OEMs in time to enable many of them to spec the system for 2016.

Meanwhile, the company is working on different versions so it can offer a mid-drive system to mass-market brands without detracting from systems like the Max Drive that are designed for IBDs.

Before joining Bafang, Brandsen spent several years with Fallbrook Technologies, building a market in Europe for its NuVinci continuously variable transmission hub.

Bafang turned to a Dutch design firm to give European style and gloss to the Max Drive system. Max Drive delivers a powerful 80 Nm of torque and comes with a maximum battery pack size of 690 Wh.

Bafang hasn't forgotten hub motors. Despite all of the hoopla over mid-drive motors, Brandsen believes the unsexy hub motor has a good future.

"I think there will remain a market for hub motors," he said. "There's demand for bikes from 1,000 euros to 1,400 or 1,500 euros. In that segment, it's pretty difficult to spec a mid-motor."

Bafang offers a front-drive hub motor that is very quiet, which Brandsen said is especially appealing in the Dutch market.

Bafang also expects to introduce a new rear hub motor early next year that he said should appeal to many manufacturers. ■ DM

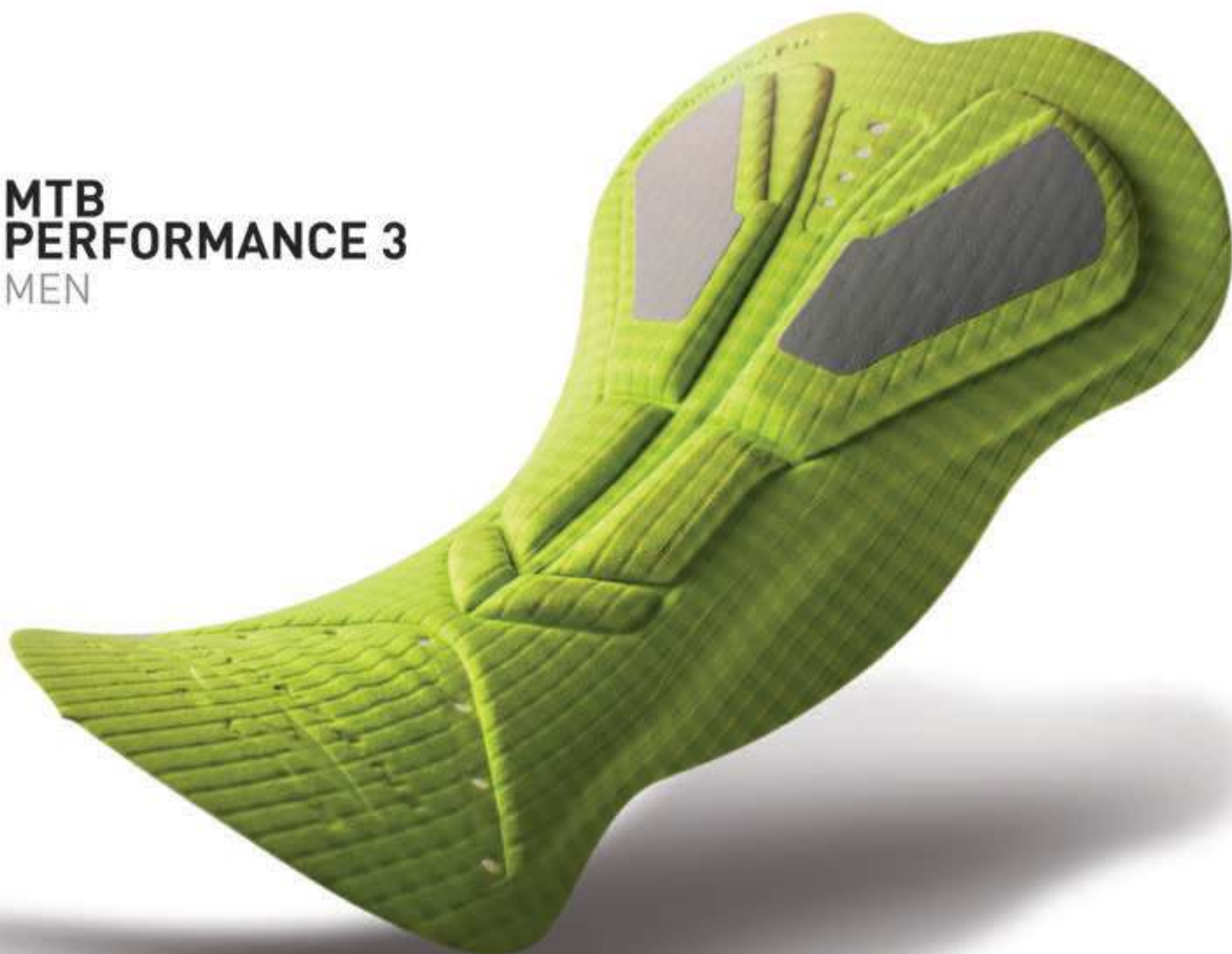


Bafang front drive



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## Overview: Bike security

# Bike security goes beyond steel to GPS and text messages from a stolen bike

Combining a lock with a saddle or seatpost means a bike that will never be without theft protection.



AXA foldable lock

Two young companies at Eurobike have products that do just that. Their innovations are just some of many imaginative new methods for protecting bikes from thieves.

The rise of e-bikes has led to electronic safeguards for bikes, and the ability to track down a stolen bike by GPS.

Of course, good old hardened steel and other old-school locks are always in fashion. Here are some of the new — and tried-and-true — locking systems you'll find in the Eurobike halls.

The name gives it away: **Seatylock A7-306A** combines a bike seat with a heavy-duty folding lock.

"We saw cyclists dragging heavy locks

around and in many cases taking their seat and seatpost with them after locking up," Seatylock co-founder Ilan Mor said, explaining the origin of the concept.

A Seatylock replaces a stock saddle. Undo the QR lever on the seat and the Seatylock lifts off the bike. Then, undo the folding lock with a key and it transforms into a 1m (3-foot) lock.

The seat-and-lock combo weighs 1.3kg (2.9 lbs.) and is available in a range of colors. The adapter for the seatpost weighs around 300g.

Seatylock is offering preorders at \$90. While it's selling directly to consumers, it's also seeking OEM orders. Seatylock now offers trekking and comfort saddles and says it is developing others.

If its successful Kickstarter campaign is a sign, there should be consumer demand for the Seatylock. The company exceeded its crowdsourcing goal and raised \$137,000 in less than 60 days. The company has also launched the more conventional Foldylock, a folding lock made of hardened steel with rivets that protect against drilling.

**Interlock FG-B4/6** is another young company with a bright idea for an intuitive security product. A Eurobike Award winner last year, with a product already shipping to customers, Interlock sells a cable lock that tucks away inside the seatpost. Interlock is available in 28 countries and is spec'd by OEMs on several bike brands. Interlock recently announced that private and institutional investors had committed \$750,000 in financing for the company.

Interlock is launching its ComboLock at Eurobike. It's a less expensive, keyless seatpost lock offering a "basic" level of security.

**Ixow A1-314** has a simpler saddle-based system that will fit just about any bike seat. The Lassolock is a cable lock that hangs off the back of the seat rails. The cable plugs into the same hole as the mounting nut so the lock cannot be removed from the seat while locked.

Led by the e-bike boom, bikes are becoming "smarter." They are packed with sensors that report to smartphones and transmit ride data to the cloud — abilities that can be turned into anti-theft features as well.

The carbon fiber, \$5,000+ **Visiobike A4-601** is a prime example. The user has to enter an unlock code to get a Visio e-bike to work. It also has a rear wheel



Fahradläger Insect

hardware lock, and, if stolen, sends text messages of its movements to the user's smartphone.

**Stromer's B3-502** e-bikes are equipped with GPS tracking. The company says at least one U.S. bike shop and police used the feature to recover a stolen Stromer, whose new owner didn't have a chance to ride it before the thief did.

**FahradJäger's FO-104** Insect uses the power of crowds to deter bike thieves. The Insect module is a standalone alarm combined with GPS tracker that attaches to any bike, standard or electric, via the water bottle mounts.

It links to the rider's smartphone through a wireless Bluetooth link. The Insect switches on automatically once the bike is parked and sounds an alarm if its sensors detect unauthorized movement.



Pinhead seatpost lock

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### The SEATYLOCK

The SEATYLOCK is a bicycle seat which quickly and effortlessly converts from a bike seat to a solid lock, then back, in 15 seconds or less. Because it's an integrated part of your bike and under your seat, it doesn't burden your ride or cause you to be imbalanced in any way, and you'll never have to worry about where it is, or about saddle theft. SEATYLOCK has a universal adaptor that enables a perfect compatibility with

any bicycle and it's a perfect solution for OEM customers or as an aftermarket product. It locks your bike to a fixed external object and after a simple installation it can be adjusted to your preferred saddle position. (Backward & forward or upward & downward).

**A7-306A**

[www.seatylock.com](http://www.seatylock.com)



sponsored by

**KRYPTONITE**

### Gravity Line

Kryptonite's new Gravity Line offers an innovative solution to wheel and component security and allows a cyclist the ability to secure both wheels and frame while traveling with only one lock. With the Gravity Line, the bike is locked when it is upright and unlocked when the bike is upside down.

The Gravity Line does not require a special key to install or remove. With the WheelNutz and WheelBoltz simply rotate the bicycle 180 degrees and remove with either a 15mm wrench for the WheelNutz or a 5mm hex wrench

(included) for the WheelBoltz. Wheelnutz come in 3 sizes for standard fixed axles (M9, M10, 3/8") and the WheelBoltz come as a set — both standard axle lengths of 130mm (front) and 150mm (rear). The Gravity Line provides a cyclist peace of mind knowing that their wheels are safe from theft. Both WheelNutz and WheelBoltz have a lifetime warranty.

**B2-400E**

[www.kryptonitelock.com](http://www.kryptonitelock.com)







Oxford D-lock with alarm

The bike's owner can use the Insect's built-in GPS to track a stolen bike. In a neat twist, other Insect app users receive an alert to be on the lookout for the bike. FahrradJäger is offering Insect pre-orders for €40.

Making noise is always a deterrent, and there are several add-on bike alarms to be found in the Eurobike halls.

The **Crops A5-202** Lion alarm lock works in conjunction with Crops' K4 cable and chain locks. A Crops

its new Superbright series of high-viz wearable locks will catch the eye in more ways than one. The highly reflective lock sleeve gives 360-degree visibility because it is worn like a belt around the rider's waist.

The new DX range is Hiplok's strongest D-lock yet and is designed to clip onto belts, bags and pockets. The DXC has extra cable for locking a helmet or other items to the bike when left unguarded. Also new is the FLX cafe lock, a wearable lock with a rear LED light.

For the more traditional approach involving cables and shackle locks, check out the UK's **Henry Squire, A4-702** one of the oldest lock manufacturers in the world. It offers a huge range of bike locks, many of which feature "Sold Secure" ratings issued by an influential UK consumer testing organization. Look out in particular for the innovative, carabiner-shaped Snaplock, with barrel locking.

**Pinhead B4-107** which markets its heavy-duty locks with a whimsical approach, debuts a strong, light city lock at the show. It's 660g (less than half the weight of similar frame locks, the

strong, sleek-looking Bordo Centium. A combination of stainless steel and black, hardened steel, it brings style as well as security to cycling. Along with gritty city locks, Abus also launches a series of kid's locks that are based on popular storybook heroes.

Keep an eye out for **Trelock's A5-401** new FS200 Two.Go folding lock, "for urban cyclists and for general daily use." At 100cm and 700g, it's rated for what Trelock says is "strong protection against casual thieves."

Trelock's new Protect-o-Connect RS451 model takes things to the next level, which for Trelock means "protection against professional thieves." The frame lock (known to some as "granny locks"), typical of traditional Dutch town bikes, is given a modern twist with the option of locking ports in it for a range of stylish, colored chain locks.

For those just needing the lightest of locks for stops where the bike is never out of sight — so called cafe-stop locks — **Knog's B1-504** Milkman range offer an attractive design and 900mm of cable alongside a four-digit barrel lock.

Because bike thieves are often content to just steal parts instead of the whole bike, a number of products promise to protect wheels, saddles and just about any removable components.



InterLock

**Pitlock FW-304** is debuting thru-axle security that is compatible with RockShox's Maxle Lite axle, with others to follow. Pitlock is also launching its Pitstopper screw head security system.

Ixow takes a funky French design approach to the same practical problem. It offers secure wheel skewers, seatpost clamps and saddle locks. Ixow also offers keyless "gravity" securing screws that can only be unscrewed when upside down — usually impossible when a bike is securely locked.

The Ixow Stemlock rotates the bike stem 90 degrees so the bike is not only impossible to ride, it's easier to store.

Pinhead has a well-thought-out single key system for wheel skewers, handlebar stem and seatpost. ■ **RICHARD PEACE**

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



Seatylock

Linkstation, fixed to the bike, provides the interface between the lock and the alarm. Users can program it to go off at a volume of 60, 90, or 120 decibels.

**Cobi A2-111** sells a smartphone "hub" that attaches to the handlebars and has a built-in alarm. If the hub's accelerometer detects movement when armed, it sets off a visible, audible alarm. The system resets when the user's smartphone comes back in range.

**Oxford Products B1-309** from the UK is launching its Alarm D range at Eurobike but offered no details at press time. A D-lock with an alarm is uncommon but not unheard of.

Wearable lights are becoming commonplace, but how about wearable locks? UK firm **Hiplok A2-504** hopes

company says) with a 40mm cross-section and integrated seat tube mount. It uses the same security key system as the rest of the Pinhead range for wheels, seatpost, headset, etc.

Think D-locks and cable or chain locks take up too much space? **AXA's A7-502** Foldable series extols the virtues of compactness and easy storage.

The series offers "the flexibility of fixing of a chain lock ... with the ease of use of a folding lock," the company says. Each neoprene-covered link can be folded any which way, and the lock stows away in a frame-mounted holder. AXA also offers a single-key solution for e-bikes, so users can use the same key as for the battery lock

**Abus A5-210** has a new folding lock, the



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## Four decades later, Bickerton is at Eurobike

It's only taken 40-plus years, but Bickerton Portables is finally exhibiting at Eurobike.



Bickerton offers compact folders

The folding bike specialist is making its official Eurobike debut as it seeks European distributors and IBDs who would like new options in the expanding market for portable bikes.

**Bickerton B4-303** is launching three frame platforms at Eurobike that build on its existing range of 20- and 26-inch models.

Its new models include the 14-inch Scout, 16-inch Pilot and 20-inch Comet, built with a steel CroMo frame. The new bikes retail for between €350 and €1,500 (\$380 and \$1,635).

Mark Bickerton, son of founder Harry Bickerton, now oversees the company. In 2011, he relaunched the brand as a division of Mobility Holdings, the parent company of Tern. Bickerton is based in the UK while Bickerton's commercial offices are in Taipei, where Mobility Holdings is based. ■

# BFO's disc brakes use water, but are not watered down

BrakeForceOne may be small, but it is a well-established supplier to the automotive industry. Now the company is taking on established bicycle suppliers with a line of innovative disc brakes.

At Eurobike, **BrakeForceOne A2-406** is showing a new brake caliper that is actuated with water instead of the traditional oil. In a nod to the main ingredient, the product is called BFO-H2O.

Using water simplifies bleeding and makes the brakes more heat-resistant, the company says. Instead of pure H2O, the brake fluid is 80 percent water and 20 percent Glycantin from BASF. The blend prevents the water from freezing.

"We are always looking to expand the limits of technology," said Frank Stollenmaier, CEO of BrakeForceOne. "Not only we have developed a completely new technology but we are also presenting some additional innovations."

As examples, Stollenmaier cited narrow, 4mm-diameter cables along with a "very easy way" of connecting cables to the calipers and levers. The cable connection on the caliper is adjustable by 360 degrees, and cables can be trimmed without using tools.

A powerful new caliper improves brake modulation. ■

Eurobike visitors can test the BrakeForceOne system at its stand. The company says it can deliver BFO-H2O systems in many colors to meet customer requirements.

BrakeForceOne designed and patented the BFO-H2O disc brake system. The calipers and disc rotors are made in Germany in collaboration with companies that supply components to the automobile industry.

In addition to its work on bicycle disc brakes, BrakeForceOne is developing e-bike frames for the automobile and bicycle industries.

"We are particularly strong because we are able not only to do all R&D but also to manufacture any prototypes and do all required test by ourselves," said Peter Voitl, who oversees frame development.

To help with prototyping, BrakeForceOne has its own CNC machine in its offices in Mühlacker.

Voitl founded Votec, the German mountain bike brand. ■ **GE**



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## Lezyne finds bearings with GPS computers

Lezyne announced its entry into GPS bicycle computers earlier this year and is displaying three models at Eurobike.

Because it's **Lezyne A1-303** you know the computers will have eye-catching designs, yet they are also compact. Its Mini GPS is one of the smallest on the market, weighing 30 grams (1 ounce). The Power GPS adds Bluetooth connectivity for iOS and Android devices.

The third model, the Super GPS, adds ANT+ connectivity for heart rate monitors and power sensors. "The Super GPS is the only GPS computer that works simultaneously with Bluetooth and ANT+," Lezyne spokesman Dillon Clapp said.

The batteries in all three units can be recharged by USB. Lezyne also offers a free app for smartphones. ■ JB



Dillon Clapp with Lezyne's new GPS bicycle computers (JB)

## Beto returns to Eurobike after 10 years

It's been a decade since the Beto Corp last exhibited at Eurobike, but the company has been a steady presence through the many premium brands that source their bicycle pumps from Beto.



Lily and Lopin Wang (JB)

And even though **Beto A5-508** is showing its aftermarket brands — Beto and Pumpking — here in Friedrichshafen, founder Lopin Wang said the company remains focused on serving its OEM and ODM customers throughout the industry.

"The main reason for having our own booth is to meet and greet bicycle suppliers," Wang said.

Beto has been at it for more than 25 years. Beto made its first bicycle pumps in 1989 and built a factory

in 1994. Today, the bike industry accounts for 40 percent of Beto's sales and other fitness and sporting goods products the rest.

Wang, an inveterate tinkerer and inventor, is always brainstorming improvements and new products.

"Whether it's fitness or bicycle products, my husband remains the 'think tank' for all of our product designs," said Lily Wang, Lopin Wang's wife and the company's general manager. "He is constantly

making efforts to improve existing products. He can't stop." She said Lopin Wang owns more than 130 patents.

Lopin Wang said he has no choice. "Competition is tough," he said. "We can't lean back and stop brainstorming news designs and techniques."

He added, "Knowledge and experience is the key to our business. I know a lot about plastics and steel. In the meantime I have collected more than 13,000 plastic moldings!"

At its showroom in Taichung, Taiwan, Beto displays an armada of pumps made for different customers around the world. But while their outer appearances vary, the inner workings are similar.

"The inside of the pumps is always Beto. This assures us that it is working smoothly," he said. "I don't care what kind of outer design each customer prefers. The outer shell is definitely our customers' job."

Apart from pumps, Beto makes products from thermoplastic polyurethane (TPU), primarily bladders for hydration systems.

Mini tools are another important product range. The Beto product lineup, all on display here at Eurobike, also includes plastic water bottles, bottle holders, child seats and racks.

■ JB

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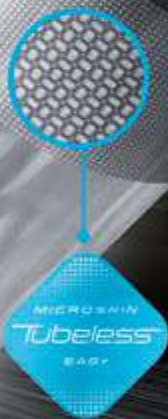


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## Cycle Union debuts new specialist e-bike brand

E-Bikemanufaktur, the new premium e-bike brand from Cycle Union, carries a name that sounds clunky to an international audience. But the products sure aren't.



E-Bikemanufaktur N9un

Cycle Union, AG-300 the parent company of Kreidler, Rabeneick and VSF Fahrradmanufaktur, is launching the first seven models in the line at Eurobike.

"Our first goal at E-Bikemanufaktur is to deliver the familiar quality of our other brands," said Werner Forster, co-general manager of Cycle Union. "As a premium manufacturer we place a lot of value on production and assembly in Germany."

The E-Bikemanufaktur models are equipped with components from a who's-who of German suppliers: A Brose e-bike motor, BMZ battery pack, Busch & Müller lights, and other parts from Hebie, Humpert, Schwalbe and SKS.

The line ranges from a 20-inch compact e-bike to models with wave and mixte frames to a 700c model with a classic diamond frame. The bikes will retail for between €2,699 and €3,199 (\$2,999 and \$3,555).

Like bikes from its sister brand, VSF Fahrradmanufaktur, all E-Bikemanufaktur are made for everyday urban riders.

While VSF-branded bikes use powder-coated steel frames, the new e-bike brand has powder-coated aluminum, saving a little weight to make up for the extra weight of the e-bike system.

Forster said tests have shown that the e-bikes can handle loads of up to 140kg (309 lbs.), including rider and cargo.

All seven bikes use a Brose mid-drive motor that delivers up to 90

Nm of torque and come with 500 Wh BMZ battery packs.

With the new e-bike brand, VSF Fahrradmanufaktur, the sister brand, will stop making e-bikes equipped with Bosch mid-drive motors. VSF instead will revert to making conventional bikes.

"We realized that 'e' doesn't fit the essence of the [VSF] brand, because our valuable and longtime customer base originated out of the green movement," said Rainer Gerdes, the product and marketing manager for Cycle Union. "Therefore we thought it was better to create a pure e-bike brand."

Cycle Union hasn't abandoned Bosch: Its other brand, Kreidler, relies on Bosch for its own line of e-bikes. Kreidler, which targets younger consumers, makes e-mountain bikes as well as electric commuting bikes under the Vitality line.

Gerdes said about 80 percent of Kreidler's electric line uses a Bosch system, with the rest split evenly between Shimano and Panasonic.

Kreidler and its new sibling, E-Fahrradmanufaktur, share one common design theme: All of their low-entry e-bike models have the battery pack mounted behind the seat tube, not on the downtube.

"Mounting the battery pack to the back of the seat tube means a lower center of gravity," Gerdes said. "Combined with a solid, low-entry frame, this leads to much more stability and better handling." ■ JB



E-Bikemanufaktur 7Ben

# Leaos embeds solar panels in a carbon e-bike frame

Italian premium brand Leaos believes solar power has a role to play in the development of electric bikes. The company is showing a prototype of the Solar, an e-bike that has solar panels embedded in the frame.



Leaos Solar

The Solar design isn't a huge stretch from Leaos bikes already on the market. Founded in 2012, **Leaos A4-703** makes urban pedelecs that are built around monocoque carbon fiber frame. The large surface area of the frame provides room for the built-in solar panels.

"We just want to show what is possible and where we should be going with sustainable products," Leaos CEO Armin Oberhollenzer said. "Our bikes are bought by opinion leaders and company bosses and we believe this kind of technology will be adopted from the top down towards a mass audience."

Based on tests around the Leaos headquarters in the sunny northern

Italian city of Bolzano, the company says riders can reach a range of about 20km (12 miles) a day on solar power alone. That assumes one side of the bike is in direct sunlight for about eight hours.

Leaos is offering pre sales of the custom-built Solar for more than €8,000 (\$8,740), so it's got a ways to go before it appeals to a wider audience. Oberhollenzer said Leaos is considering small manufacturing runs that should reduce the final price.

The Solar is certainly a more elegant way of marrying solar power with e-bikes than the more common DIY method of slapping big solar panels on a bike trailer or roof canopy. ■ **RP**

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# It's always sunny in Hsiushui Hsiang

About four years ago, Sunny Wheel made the expensive decision to invest in a bank of injection molding machines instead of sending the work out to subcontractors.



Sunny Wheel has 14 injection-molding machines at its Taiwan headquarters.

The Taiwan fender and mudguard maker now owns 14 of the high-tech machines at its headquarters and factory in Hsiushui Hsiang, near Taichung.

"That's the best way to keep control," said Tony Hsu, founder and general manager of Sunny Wheel. **A5-103**

Most of the products on display at Sunny Wheel's Eurobike booth were made at its headquarters, instead of by subcontractors or at its mainland

China factory near Shanghai. "Only some old product models are still made by nearby subcontractors," said Vivian Hsu, Sunny Wheel's senior coordinator.

Sunny Wheel's strategy is to test new products in Japan, which it supplies from its Chinese factory. Products destined for Western markets are made in Taiwan by the company's workforce of 145.

Some 95 percent of total sales are

under its house brand, Sunnywheel (the brand name is one word while the company name is two words), while the other 5 percent is under its aftermarket brand, Flinger.

Sunny Wheel makes all manner of plastic components, from fenders, mudguards, chain guards to baskets, child seats, bottle holders and wall mounts.

The Flinger line, which Vivian Hsu describes as "more of a playground for our designers who want to let off steam with their innovative ideas," incorporates other materials with plastic.

Flinger sells grips and bar ends, and quick release adapters for baskets and bags that are made of aluminum or titanium. The company also makes stylish, foldable mini-fenders in its "Expert Series." They fit in a pocket until the rain starts.

"Flinger products are high-end, 100 percent made in Taiwan and for aftermarket business only," Vivian Hsu said.

Flingers is currently sold in Australia, China, Italy, Japan and Russia, but is looking to expand.

"For sure, we want to sell Flinger in more than five countries," she said. But distributors need to have in-depth product knowledge because of the specialized nature of the brand's products. **JB**

# KTM draws the line on MTB suspension

KTM, Austria's leading bicycle producer, introduces a new rear suspension system: SLL, for "straight-line-link."

"SLL offers a very sensitive response to small bumps and a high absorption of big hits while keeping high pedaling efficiency," said Thomas Pressl, head of research and development at KTM. **A4-300**

SLL will be combined with KTM's Boost Technology, which uses a 148mm wide hub for a rear wheel that is 21 percent stiffer than comparable wheels.

"Both technologies are designed for more off-road traction and propulsion," Pressl said.

SLL and Boost Technology will appear on KTM's 2016 line of full-suspension mountain bikes, including the new Kapoho 27+ trail bike. The Kapoho, KTM's entry into the trendy 27.5-plus tire size, rolls on 3-inch-wide tires — marrying the virtues of a fat bike with a more traditional full-suspension design.

The 2016 line also sees KTM using more of its own branded components. **JB**



KTM's Thomas Pressl with the 2016 Kapoho 27+ (JB)

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# A royal boast: Dutch king to open world's 'most modern' bike factory

Royal Dutch Gazelle, which has been making bicycles in Dieren, the Netherlands, for 123 years, inaugurates a new factory next month. So iconic is the company that Dutch King Willem-Alexander will preside at the opening ceremonies.



Gazelle restored its 1912 factory, which sits in front of its new headquarters and factory.

"In all immodesty, we have built the most modern bicycle factory in the world," said Jaap Merkus, managing director of Gazelle. **FB-0/303** "Gazelle is determined to be a major player in the international bicycle market."

Gazelle calls its new complex the Innovation & Production Center, which includes a new factory and new headquarters. After expanding the factory little by little over a span of years, the bicycle manufacturer chose to tear down the old factory and build a completely new one.

Officials said that Gazelle would not have had the resources to undertake the renovation without the backing of Pon Holdings. The big Dutch conglomerate, which also owns Cervélo, Derby Cycle and Santa Cruz, acquired Gazelle in 2011.

Yet in its efforts to modernize, Gazelle has not forgotten its past. Gazelle's 1912 headquarters, now restored, anchors the complex.

"We decided to renew the plant radically this time," Merkus said. "The characteristic monumental main building, which dates to 1912, has been restored to its former glory, but the rest is a completely new production facility."

Each assembly line in the new factory — the beating heart of Gazelle's new complex — is more than 50 meters (164 feet) long.

The factory is thoroughly modern, but was literally built on the ruins of the old plant. The former factory was

demolished, and its debris was crushed and used as a foundation for the new one.

Designers strove to create a comfortable work environment for Gazelle employees. The new plant features big windows, and open indoor and outdoor spaces where workers can mix together for a little relaxation time while on the job.

Gazelle practices lean manufacturing practices, where all bicycle components follow a single logistical flow to slash production times.

Enhanced quality control measures are built into the production process. Because modern bikes, and especially e-bikes, are high-tech products that go through a series of complex manufacturing steps, Gazelle monitors the production continuously.

This makes the human factor more important than ever, Merkus said. "Team building, training, and responsibility for quality are required now for everyone in the manufacturing process," he said.

He added, "The paint shop is a good example of our emphasis on quality."

Gazelle uses 80,000 volts of electricity to apply three layers of powder coating to its frame. "This energy-efficient method works without solvents. The paint is water-based and therefore environmentally friendly," he said.

In the Netherlands, e-bikes account for one in every four bicycles sold, but Gazelle is looking farther afield.

"Gazelle is the market leader in the

Netherlands. Our aim is to extend this role far beyond the national borders," Merkus said. "In addition, we develop e-bikes with brands such as Impulse, Panasonic and Bosch, all good partners."

Gazelle currently manufactures 275,000 bikes a year. About 25 percent are e-bikes, and about 25 percent are sold outside of the Netherlands.

The company's goal is to become the "e-bike leader in Europe" with other countries eventually accounting for half of the company's sales.

"We strive for international leadership in the field of premium electric bikes," Merkus said.

Gazelle is also focused on developing what Merkus calls the "connected e-bike."

"Our ambition is to become a world leader in premium e-bikes, and connected solutions such as smartphones and smart watches go with it," he said.

To develop new frame concepts and styles for Dutch and global consumers, Gazelle designers have access to a 2.5-meter HD screen that can display full-sized, 3-D renderings of bike designs shown in real-life color.

Engineers can use 3-D printers to rapidly build prototypes of new components.

In preparation for the factory's official opening, Gazelle started up a third



Jaap Merkus

production line in July in response to an increased demand for e-bikes. The line is producing more than 1,000 e-bikes a day.

"The commissioning of the third production line is an important milestone for us and also symbolizes Gazelle's ambitions," Merkus said. "If necessary, our Innovation & Production Center can be expanded to include a fourth production line."

At Eurobike, Gazelle is focusing on several new e-bikes, including the Puur\_NL, a lifestyle cargo bike for boys and girls to ride to school or around town. For older riders who seek reassurance, Gazelle introduces the Balance C7, which offers a wide, low entry so riders can get on and off easily and plant their feet on the ground quickly. **AH**



Gazelle wants to become a "world leader in premium e-bikes."

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The Liv logo is displayed in a stylized, white font with a purple-to-white gradient. It is positioned on the left side of the image, partially overlapping a large, mossy log. The background is a dense forest of tall, thin trees with sunlight filtering through the canopy. On the right side, a person wearing a black and red cycling jersey and a white helmet is partially visible, standing next to a bicycle.


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## Overview: Women's apparel

# Beyond pink: Apparel brands are taking women's performance needs seriously

Just as bike brands have evolved beyond the “pink it and shrink it” philosophy of designing women's bikes, so have apparel companies realized that good women's cycling wear means more than adding a little lipstick pocket.



A growing number of brands are devoting the same attention to the technical details of their women's lines as they do for their much wider men's collections.

They are striving to achieve that tricky combination of performance, comfort and fashion, often supported by the latest functional fabrics.

**Castelli B5-512** is one brand that consistently innovates for performance-driven female cyclists. Staff from the Italian company who brought the latest women's range to Eurobike probably avoided extra luggage fees: The climber's jersey for women weighs just 95g (3 ounces).

“It all but disappears in the most intense heat, but it's not just about weight,” the company says. “This jersey is designed to absorb as little moisture as possible so it's great in hot conditions, even if the roads aren't pointing skywards.”

**Look B2-301** also uses new moisture-wicking materials for its women's Radiance range. The French brand uses Easy Dry technology in the line for the

first time, which wicks sweat quickly to the outside of the garment.

“It was developed for demanding women, with technical fabrics that offer comfort as well as optimal moisture management,” said Chloé Bazin, development manager for the Look



Local Attendant jacket



Look Radiance

Collection. The company added a touch of class by using the bright colors of its Mondrian logo on the jersey's trimmings.

**Briko B2-204** is improving performance with technology that is invisible. Its Krono Infrarosso range uses bioceramic Resistex fiber, which converts body heat into energy through “far infrared technology.”

Briko says it uses a blend of polyamide crystals that improves blood circulation and withstands multiple washings. It uses the technology in its Krono Infrarosso jersey and top, along with Lycra pants.



BBB Omnium jersey

**BBB Cycling A3-108** asked a panel of female riders what they wanted in a race jersey, and incorporated their suggestions in the new Omnium and Pursuit.

The jerseys have a fitted aerodynamic cut and sharp-looking colors and come with accessories. They use functional fabrics such as Activeplus polyester with four-way stretch inserts for moisture management and AiryDry stretch mesh for cooling.

Aerodynamics are an important consideration for **POC's B3-403** apparel line. The Multi D WO Aerofoil Bib Shorts for women incorporates aerodynamic Aerofoil fabric with a dimpled outer surface to reduce drag.

“The ergonomic design of the bib shorts allows for maximum freedom of movement and the compact structure of the fabric supports your muscles, which helps circulation and recovery,” the company says.

**Giro B2-400F** has new bib shorts for women, but its focus was on upper and neck construction. Its Women's Chrono Expert Halter was designed with convenience in mind, “so that you don't have to be Houdini when you need to make a stop.” The rider removes the halter and pulls down the bib but doesn't need to unzip the jersey.

The FS260-Pro SL bib shorts from



Zimstern

**Endura B5-504** incorporate Power Lycra with Coldblack technology and come in a pre-curved race fit with three available pad widths. No need to fumble with bib straps for comfort breaks, either: The shorts come with Endura's own drop-seat zipped construction.

Triathletes Jodie Swallow and Beth Gerdes and other athletes contributed to the design.

“On a ride longer than three hours, I simply cannot bring myself to wear another pair of shorts,” Gerdes said. “The drop-seat function has been incredible and helps me make just a quick stop along the road rather than making the boys wait for ages. The fit of the shorts is both flattering and functional, hitting in all the right places.”

Women have been very much in focus at **Polaris Bikewear AG-105**. The British company has doubled the size of its women's offering for 2016 with the Women's Trail Range and Women's Vela Road Range. Polaris emphasizes that its performance gear is made for “real” female cyclists — accommodating their



POC Multi D WO Aerofoil bib shorts



Giro Women's Chrono Expert Halter

technical needs as well as their curves. "With sharp graphics and technical features, there's no compromise between form and function. Foremost we focused on fit, considering a



Ion Ivy short

contoured design so you look and feel comfortable in the saddle," designer Chantelle Matthew said. She adds that the range is suitable for leisure weekend riders as well as racers. It's available in two colorways, so that "you don't need to pick which side of the fence you're on when it comes to the pink debate."

Dominik Kronauer created **Local FG-B3/3** after going mountain biking with his wife. They couldn't find functional clothing for her that looked good.

"Coming from the snowboard industry, I knew from brands like Burton and Vans that you could have it all: the good looks, interesting patterns and high function," Kronauer said.

He chose the Local name because it connotes an insider's knowledge, and because all production is in the European Union.

Although the company is expanding into skateboarding and surfing, cycling apparel remains its specialty.

Its Attendant jacket and shorts are made for motivated female riders — those who are preparing to ride across the Alps, not to the grocery store. The line is very functional and uses Sympatex membranes. The jacket is windproof, waterproof, breathable, and ultralight, and packs small.

The sustainable Phaseable membrane from Sympatex provides 3D foaming

inside, so the laminate won't stick.

**Pearl Izumi A1-401** delivers a mix of comfort and performance in an affordable package with its Pursuit Attack bib shorts. Based on the brand's top-selling Attack short, it features an eight-panel anatomic design and a wide waistband for a flattering fit. Updates for 2016 include a three-dimensional racing pad and, in all Pearl cycling shorts, the integration of Lycra yarns.

Pearl's Elite Escape shoulder shrug is practical and snazzy. It can be worn with a sleeveless jersey or tank for a topping of warmth and comfort when the weather turns nippy, eliminating the need for arm warmers and preventing the dreaded "arm gap" between warmers and jersey sleeves. The soft Transfer Dry fabric wicks away moisture. And the wearer scores extra points for style.

**Funkier Bike B2-409** which started as a women's fashion company, has cottoned



Gore Power Trail Lady

on quickly to what matters for women who ride. Its full-length Orbetello lightweight bib tights are made from soft, thermal moisture-wicking fabric, and equipped with a chamois designed for women. The Orbetello's most distinctive feature is a set of easy on-off clips which make comfort breaks less awkward.

Even dirty girls like gear that's functional, comfortable and stylish when they are hitting the drops. **Ion B5-503** delivers with a women's freeriding range comprising shirts, shorts and jackets.

The Ivy bike short is made with breathable and fast-drying Coolmax as well as robust nylon. The technical details include laser-cut ventilation holes



Endura FS260-Pro



Polaris Vela

and extra waist regulation. Ion designed the Ivy shorts to be the "little black dress" of the female cyclist, because they match all of its women's tops.

The jersey is made with Sanitized and Quick Dry finished fabrics on the body, which takes care of moisture wicking, while thin fabric on the sides increases ventilation. A neat touch is a built-in wipe so riders can get the mud off of their sunglasses.

**Zimtstern FG-B6/4** a Swiss apparel company, is emphasizing the artwork and color combinations of its women's range as well as the moisture-wicking finish and memory foam padding in the lining of its cycling shorts. It has two ranges for trail riding and freeriding, along with a few classics. The details include "feminine" design and decorative overlapping collars.



Funkier Orbetello



Pearl Izumi shrug

Urban female riders may be equally enthused about the latest range from **Fanfiluca FG-B3/5** The Bavarian "bicycle fashion label" strives to offer a mix of feminine cuts, elegant style, perfect fit and a pleasant feel. Many customers wear their Fanfiluca garments off the bike. The Graze cycling jersey with three-quarter sleeves and the Valanche Lady bike shorts are particularly well suited to post-ride activities. ■ BS

**Gore Bike Wear B5-404** also targets athletic off-road riders with its Power Trail Lady range incorporating its Windstopper technology. The range encompasses shorts, a hoody with a striking camouflage print and several jerseys.

One highlight is its WS SO jacket. The softshell Windstopper fabric and raised collar with magnetic seal block out chilly gusts, while wide elastic cuffs allow sleeves to be easily pushed up and remain out of the way.

Fanfiluca Valanche



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# 'Fierce' OE competition pushes Thais upmarket

Bangkok Cycle returns to Eurobike with a new, upscale focus.



Prakit Lertyaovarit with the R-Flow Infinite bike. (JB)

"In the past we tried to attract OEM customers. But as competition got fierce we are now more into product development and creating our own premium brand, Infinite," said Prakit Lertyaovarit, managing director of **Bangkok Cycle. AG-405** "With Infinite, we can show our customers what we are able to do with our Thai production."

Infinite is a full range of bikes with chromoly, alloy and carbon frames. "Except for our carbon frames, all frames are made by ourselves in Thailand," Lertyaovarit said. Eventually, he said, Bangkok Cycle will also make its own carbon frames.

"Thais do lots of handicraft work and are good with that," he said. "We believe that we can produce good carbon frames

that will suit European needs as well as meet the new ISO standards."

To help it prepare for in-house production, Bangkok Cycle has been working for several months with a Japanese partner that specializes in carbon production in the automotive industry.

Lertyaovarit believes that Infinite is a good alternative to other premium brands made elsewhere in Asia.

Bangkok Cycle is now selling Infinite bikes to neighboring countries and to India, and a small number to the United States and Europe.

"We will also start this year in Japan and Germany. We are also working on beginning distribution with a partner in China," Lertyaovarit said. ■ JB

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# Back to school at the show

**Messe Friedrichshafen expands Eurobike Academy this year, offering English- and German-language seminars for visitors who want to learn something while shopping for new products.**

"I think this is a part of the show that we want to grow, to offer additional value for dealers and industry people," Eurobike head Stefan Reisinger said.

Eurobike is so vast that it's hard for one visitor to see everything, but Reisinger said add-on programs like Eurobike Academy are an additional inducement.

"I think if we manage to offer really high-class seminars and workshops, people will take the time to attend, or they will maybe bring another people from the shop," he said.

Most seminars take place in the Foyer East meeting rooms on the first floor,

upstairs from the Fashion Show stage.

"We have about 30 lectures in total in four categories: e-mobility, trends and changes, digital, and retail," said Dirk Heidrich, Eurobike's show director. Many of the lectures will be repeated during Eurobike.

The 45-minute seminars begin at 9 a.m. this morning with presentations on bike share programs and an overview of the Chinese e-bike market.

Other seminars today include an

overview of the MIPS brain protection system that is being used by several helmet manufacturers; an overview of the U.S. e-bike market; and a market overview of general trends for pedal-assist bikes.

There's also a presentation for retailers and brands on mastering YouTube marketing.

See the *Show Daily* event calendar for a guide to the day's Eurobike Academy seminars. ■ DM



A seminar at Eurobike Academy

## Eurobike takes its Academy on the road

**Messe Friedrichshafen is taking a little piece of Eurobike to other cities in Germany.**

Earlier this year, the Eurobike organizer launched training seminars for German IBDe that it calls Eurobike Academy on Tour. The two-day session took place in Frankfurt am Main, in the heart of Germany.



For 2016, Eurobike Academy will expand Eurobike Academy on Tour to four cities: Frankfurt am Main, Leipzig, Hanover and Munich, in late January.

The idea is to bring together in one place several brands that offer training programs for IBDe. Off-season sessions let retail staffers get the information they need without interrupting sales.

"In Frankfurt I was able to participate in lectures from eight suppliers in two days and without losing any time [in my store]," said Max Würdinger, owner of the Zweirad Würdinger bike shop in Passau, Germany. "The quality of these lectures was from satisfactory to good, and one of them was even outstanding. Together with my three workshop managers I won't miss Eurobike Academy 2016."

The first Eurobike Academy covered such topics as drive systems and technologies, tire and wheel sizes, suspension, shifting, brakes, ergonomics and bikefitting.

Eurobike has signed up 14 companies to participate in its January seminars.

If Eurobike Academy on Tour is successful, Messe Friedrichshafen could expand it to other German-speaking countries and perhaps even farther afield.

Eurobike head Stefan Reisinger said Eurobike for now is focused on getting the program off the ground in Germany.

But, he added, "If it really goes well and there is the demand and the right partners, we would be happy to make an attempt somewhere else around the globe." ■ JB

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# After a \$92 million sale, Zaugg works to build a greater Scott

After raising nearly \$92 million (€83 million) by selling a majority share to a Korean company, Scott Sports is actively seeking acquisitions in the cycling and outdoor markets.



Beat Zaugg (Photo: JB)

Scott **A3-300** is already putting its new capital to work. In June, it acquired German bicycle manufacturer Bergamont Fahrrad from BMC.

Scott CEO Beat Zaugg said acquisitions would help Scott cope with consolidation in the sporting goods market, and would put the company on track to reach sales of nearly €600 million (\$658 million) in 2016, up from more than €500 million projected for this year.

The investment "puts Scott and the associated brands in a better position to

deal with continuing globalization and financing issues that will hit not only retailers but also brands," Zaugg said.

**Shared vision.** The Youngone Corp., a Korean manufacturer of sports and outdoor apparel, footwear and backpacks, acquired a controlling interest in Scott in January. Youngone has had a 20.1 percent stake since 2013.

Zaugg is a longtime business associate of Youngone's founder and majority shareholder, Kihak Sung.

"We both think as entrepreneurs and we have a shared vision that consolidation is going to continue in the coming years," Zaugg said.

Their business relationship predates Youngone's investments by several years, because Youngone is Scott's distributor for Korea, Japan and China.

"Zaugg is a longtime friend and client," Sung said. "I gave him some financial support because I know he's an outstanding brand manager. It's making things easier for him, and the extra financial support is already yielding results."

Sung said the acquisition already has sharply reduced Scott's financing costs.

Scott is active in the bicycle, skiing, outdoor and running markets. Including Bergamont, which accounts for about €50 million a year in sales, cycling now accounts for 75 percent of the Scott Sports group's business.

Zaugg described Scott as a global company that is building a mix of complementary cycling and outdoor brands. It also owns Syncros bicycle components and accessories and the Powderhorn brand of skiing and freeride apparel.

"The goal is that we can really use our infrastructure and help other brands make an impact in the marketplace," he said.

#### Hamburg meets Sun Valley. Bergamont

**B3-400** and Scott both are full-line bicycle brands, but Zaugg said they each have distinctive strengths that can be further developed.

"Bergamont develops products that are targeted at the European market, while Scott makes products for the global market," he said.

He said Bergamont would remain at its Hamburg, Germany, headquarters and focus on expanding within Europe. About 80 percent of Bergamont's sales are from Germany alone, giving it plenty of room to grow beyond the country's borders.

Stefan Berkes, the founder and general manager of Bergamont, announced he would leave the company after a transition period.

Scott supports the brand with logistics,

manufacturing and exporting, while Bergamont handles product development, marketing and distribution.

"When you're based in a city like Hamburg, you get a different culture than in Sun Valley, Idaho," Zaugg said, referring to the location of Scott's U.S. headquarters. The parent company is based in Givisiez, Switzerland.

At Eurobike, Scott and Bergamont maintain separate stands — they are not even in the same hall.

**The creative entrepreneur.** Zaugg would like to buy an outdoor footwear brand to complement Scott's current offering of cycling and trail running shoes. Scott bought the ski boot business of Garmont, an outdoor footwear brand, three years ago, but not rights to the Garmont brand.

Youngone, which posted sales of 1,246 billion Korean won (\$1.07 billion) last year, is expanding as well. Its growth is bringing other synergies for Scott.

Last year, Youngone bought a controlling interest in Outdoor Research (OR), an American outdoor brand — and two months ago, Scott obtained a master license to oversee distribution of OR products in Europe, Africa and India.

Zaugg says the outdoor brand's European office in Winterthur, Switzerland, will close, and its two employees will move to Givisiez.

Sung emphasized that Youngone intends to remain a manufacturer and has no intention of becoming a branded business.

He said his investments in Scott and OR, as well as an earlier deal with Poivre Blanc, a French brand, were to support partners and friends.

Meanwhile, Zaugg said, having nearly \$100 million in the bank is liberating.

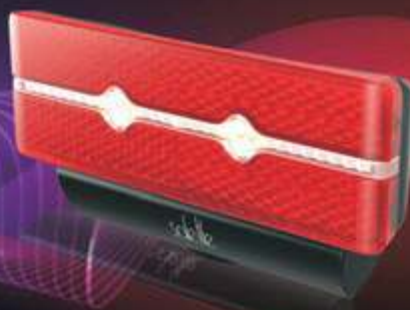
"The sale has freed up my mind for strategic issues, instead of always having to deal with bankers to convince them that our strategy is right," Zaugg said. "We are looking for small brands with the right people, soul and growth potential, which we can help to grow. This is the fun in an entrepreneurial life, to be creative."

"And," he added, "like many short people, I like to be a challenger."

■ BS



▲ G1B



▲ M1B

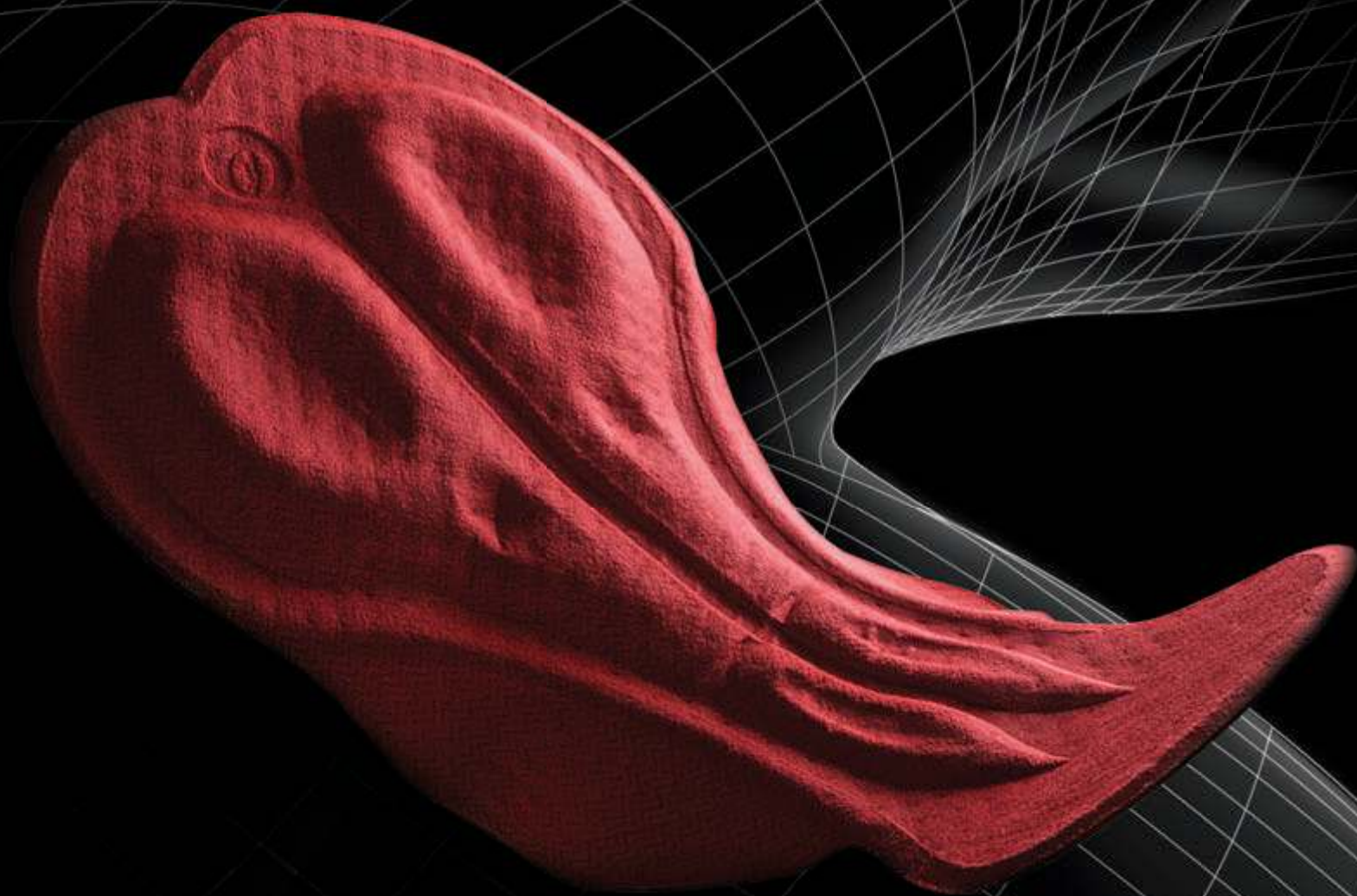
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# Bikes that are masterpieces

Receiving a functional wooden bike in a box is cool, but getting one that's been imprinted with high-quality custom art — or a reproduction of a Van Gogh masterpiece — is even cooler.



*Sandwichbike with a print by Studio Molen*

**Sandwichbikes** is debuting its Printing on Wood concept at Eurobike.

The Dutch bike brand has partnered with Eyes on Media, a high-end printer, to produce the custom prints. Sandwichbikes says it can offer one-off bikes for individual customers, or fleet bikes that convey a corporate identity.

Weatherproof ink is applied directly to the plywood Sandwichbikes panels. UV lights built-in to the printer ensure that the ink dries immediately for stability and durability.

"The frame of the Sandwichbike is the only frame in the world that can match Pantone colors and can include all possible design patterns," the company says. Sandwichbikes is a brand of Pedalfactory, in Amsterdam.

Each piece of the Sandwichbike frame consists of two layers of weatherproofed plywood. The plywood pieces are held together — like a sandwich — with aluminum fittings that Sandwichbikes calls "smart cylinders." The bike ships in a flat

box and is assembled by the consumer, like a piece of Ikea furniture.

To highlight the design possibilities of Printing on Wood, Sandwichbikes is exhibiting frames by two Dutch designers, Borre Akkersdijk of ByBorre and Frederik Molenschot of Studio Molen.

In cooperation with the Van Gogh Museum in Amsterdam, the company also offers models featuring reproductions of one of the Dutch master's five most famous paintings.

Sandwichbikes also offers an electric version that uses a Zehus all-in-one rear hub. ■ DM



*Van Gogh's Almond Blossom, replicated on a Sandwichbike*

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## Overview: Carbon road wheels

# Fresh from the oven, new carbon wheelsets get ready for disc brakes

Wheel innovations always reflect bigger trends with complete bicycles. The most spectacular carbon road wheels on display at Eurobike are no exception, and are good signposts of where the market is headed.



Zipp 202 Disc

Wheels are one of the most efficient methods for tuning a bike. Because wheels are part of the rotating mass, saving weight there can significantly improve a bike's acceleration and agility.

Eurobike visitors will see a number of trends at the show.

The first is that professional riders have already adopted slightly wider tires. While 22mm or 23mm had been the norm for years, almost all pro riders have made the change to 25mm tires as their standard choice. These offer more control and puncture protection without

increasing rolling resistance.

Another trend affects enthusiasts more than pros: tubeless tires that can be ridden at lower pressures without an increase in rolling resistance. The benefit is comfort and puncture protection, and easier handling compared to tubulars.

The third trend is disc brakes. Now mostly used on comfort-oriented endurance bikes, disc brake-equipped wheels will expand significantly for 2016.

Wheel manufacturers are working hard to offer disc versions of their high-end performance wheelsets to meet the expectations of more performance-driven cyclists. These new wheels require new axle options, namely thru-axles.

Zipp A3-202 provides a fitting example of how high-end wheels are being modified for disc brakes. Known for its dimpled carbon rims, the brand has reworked the hubs of its 202 Firecrest and 303 Firecrest wheelsets. Gone is the option to change the preload of the hub bearings. Instead, the hubs have



Veltec Speed

become modular, accepting various axle types, and are now available with IS disc mounts. Rim profiles are slightly wider to ensure proper aerodynamics when combined with wider tires.

German manufacturer Veltec A2-101 shows its high-end Speed offerings with the depth of the carbon rims ranging from 30mm to 45mm, 60mm and even



FFWD F3R

80mm. The rims also feature wider profiles for optimized aerodynamics when combined with slightly wider tires.

Dutch wheel specialist FFWD A7-201 also ticks all of the boxes regarding the latest trends with its new wheel range, featuring 30mm deep, low-profile carbon fiber rims. Built for rim brakes, the F3R models are available for either tubulars or full carbon clinchers. Logo color options are red or white.

FFWD is also rolling out its F3D models at Eurobike. Because they are constructed around DT Swiss 240 centerlock hubs with 12mm thru-axles, they are compatible with disc brakes. As with the F3R, riders can choose tubulars or clinchers.

3T B4-403 is also launching new disc-compatible wheelsets. Its Discus carbon wheelsets are available with rim depths of 32mm or 58mm, and feature 25mm rims and centerlock hubs that are compatible with several axle types.

Built around its Eternity hubs that went on the market earlier this year, American wheel specialist Boyd Cycling



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Boyd Cycling 60

**B4-405** introduces a revamped line of carbon wheelsets at Eurobike. Disc brake options are available for clincher and tubular versions, and the hubs can be made to fit various axle types with relative ease. Rim brake versions feature a textured brake track, while improved resins make these wheels tough enough to ride in any terrain.

**Hope A2-206**, which made its name in mountain biking, rolls out the 45 series for road bikes. The 45's hubs



Hope 45 XC6

are machined from a single forged piece of aluminum. Inside is the same 4-pawl ratchet system used in the proven Pro2 hubs. The UD carbon rims are 45mm deep. Along with full carbon clincher and tubular versions, Hope offers disc-ready wheels — look for "XC6" in the model name.

For **DT Swiss A3-402** the news is two high-end road wheelsets that forego a disc brake option. Made for climbing with minimal weight, the RC 28 Spline C Mon Chasseral is built around the company's Spline 180 full carbon hubs.

DT Swiss uses a new resin for its light 28mm deep carbon clincher rim that it says significantly improves heat resistance, and thus braking performance.

The RRC 65 Dicut wheelset has been built for aerodynamics. Offered in both tubeless-ready clincher and tubular versions, the 65mm deep carbon rims and the new hubs are built to cut through the wind and save those precious watts.

**Giant B3-300** is no newcomer to wheelsets. The No. 1 Taiwan bike maker is launching several new ones for 2016.

The SLR versions come with full



Giant SLR 0 Aero

UD Carbon rims and two different profiles. One is for climbing, with 30mm deep rims, while the other is

more aero with 55mm deep rims.

Customers can choose between the high-end SLR 0 and more affordable SLR 1 versions. For its aero wheels, Giant's SL versions are built around rims that are a hybrid of UD composite and alloy. Giant does not yet offer disc brake options, but all of its new wheels are tubeless-ready.

**Campagnolo A1-306** revamped its legendary Bora wheelsets to accommodate the latest trends. Available with either 35mm or 50mm deep rims, the 2016 Bora One comes in a clincher version, while the profile has grown in width from 20.5mm to 24.2mm in order to



Campagnolo Bora One

match the wider tires. Its 3Diamant treatment on the brake surface improves wet-weather braking.

The big news for its **Fulcrum A3-303** brand are the Racing Zero Carbon wheels, combining a 30mm deep, full carbon rim with company's beefy aluminum spokes. Available in both tubular and clincher versions, these wheels are light and aerodynamic.



Fulcrum Racing Zero Carbon

Speaking of light weight, Eurobike is home turf for the German brand **Lightweight A2-319**, based just a short ride away in Friedrichshafen. Its new aero front wheel, the Fernweg VR60. Its rim is 60mm deep, promising aerodynamic advantages while still offering controlled handling in crosswinds. As you'd expect from



Lightweight Fernweg 60

a company with such a name, the weights are impressive. The tubular front wheel weighs 625g and the clincher versions are just 85g more.

**Massi A3-106** presents its X-Pro 2 wheels with 50mm deep UD carbon



Massi X-Pro 2

fiber rims, available in a full carbon clincher or tubular version. For improved aerodynamics, the inner width has expanded to 20.5mm, while 20 stainless steel spokes up front and 24 in the rear hold things together. ■ **LvR**

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DESIGN BY GREGOR-BECKER-AT



A4-300



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## Overview: Cyclocross

# Bike brands spread the joy of CX

Explaining cyclocross to outsiders can be tricky. You wait until winter, when the nice riding weather has passed, then take a machine that looks like a road bike but has chunky tires.



Bombtrack Hook 2

Thrash the bike about in the mud for an hour, and every once in a while shoulder it to run up stairs, vault wooden boards and slog across sandpits.

Oh, and at the end there's beer and frites. Plus, it's big in Belgium.

Not tempted? Anyone who gives it a try quickly understands the attraction. And enough riders have been doing just

that to turn cyclocross from a sport for fanatics to something that just about any cyclist, regardless of ability, can have a blast with.

After all, what can be better than spending a lunatic hour furiously sliding around in the mud?

"The short and informal nature of 'cross races is really attractive to lots of

riders," said Richard Shaw of Bombtrack, a German brand. "With so many local races popping up with a friendly atmosphere, it's easy to just turn up and have a go. The short races also easily fit into a hectic weekend schedule."

As its popularity has boomed, 'cross bikes are undergoing an overhaul. Today's cyclocross bikes marry the best of modern road and mountain bike technologies such as disc brakes, thru-axles, and oversized headtubes and bottom brackets.

The result is a crop of tough and light bikes with handling that makes getting a little loose a pleasure rather than a horror.

It should be no surprise that 'cross bikes are showing up beneath riders who have no interest in racing in slop, but appreciate their durability and go-anywhere capabilities.

"Riders are discovering the versatility of 'cross bikes, and how surprisingly capable and fast they can be on the road, too," Shaw said. "A 'cross bike can be a great winter road bike, a travel bike, and even great for the daily commute."

Some brands now add subtle rack



Cannondale Slate

mounts to reinforce an IBD's argument that, if you're only going to own one bike, make it a crosser.

Here are some of the bikes that are making a claim for retailers' attentions at Eurobike:

**Scott's A3-300** Addict CX gets a radical makeover. With Shimano's new flat mount standard simplifying and neatening the addition of discs, including them was a no-brainer.

Scott uses front and rear thru-axles in the increasingly standard 12mmx142mm size. Combined with ridiculously oversized tubes, the Addict CX should offer a stiff and responsive ride.

It may look burly, but the CX frame weighs just 890g, thanks in part to hollow carbon dropouts and other

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Giant team rider Lars van der Haar

construction techniques the company has pinched from Addict's road bike siblings.

With the fork adding another 390g, the Addict CX may be one of, if not the, lightest disc-equipped 'cross framesets on the market.

Mindful of the trend toward single chainrings, the front derailleur mount is detachable. There's subtle

With a team featuring the mighty Marianne Vos and World Cup winner Lars van da Haar, **Giant B3-300** has created a winning pedigree in cyclocross. The company says its new two-bike TCX range hopefully will help the two of them get back on the podium this winter.

"For our World Cup 'cross racers, any time wasted during a dismount or



Ridley X-Trail

accommodation for a chain guide and hidden routing for a dropper post. The Addict CX provides plenty of clearance for tires up to 38c, for riders who like to train on something that's a little fatter than what's race-legal.

remount can be a position lost," lead designer Erik Klemm said.

"Compared to the compact geometry of our road bikes, the TCX features a more horizontal toptube. This larger front triangle, paired with a smoothly shaped underside of the toptube, allows racers to

quickly and comfortably shoulder their bikes, making for smoother dismounts and remounts."

In addition to a shock-swallowing comfort seatpost and thru-axles front and rear, gearing is another big feature of the TCX.

While roadies are normally keen to cram as many gears onto their bikes as possible, 'cross racers are going in the opposite direction.

"In extreme conditions, less is often more," Klemm said. "A single chainring setup offers bulletproof simplicity for harsh course conditions and ease of use for riders needing to make smooth, consistent shifts while riding on the rivet."

By combining a single chainring with the Shimano Di2 system's programmability, Giant has simplified shifting. The right shifter handles upshifts and the left downshifts.

With Belgium at the center of the cyclocross universe, it's no surprise that Belgian brand **Ridley A7-300** has long been a go-to marque for the bikes.

While the X-night remains Ridley's top-of-the-range model, there should be a lot of interest in the X-Trail, which Ridley is debuting at the show.

It won't suit pure racers, but the X-Trail's slightly less aggressive geometry and greater versatility for wider tires could make it a Ridley for the rest of us.

The lower-than-average bottom bracket, high front end stack and slack headtube promise to keep the X-Trail comfortable and planted. Shimano disc brakes will slow riders down in a heartbeat. Ridley will offer three carbon and one aluminum version of the X-Trail.

**Focus U0-2** was also early to go 1x11. It is sticking with SRAM's Force CX1 groupset on its top-end Mares CX 0.0. Its gumwalled tires are a nod to the days when riders would be up the night before races sitting in a fog of solvent fumes while gluing tubular tires onto their rims.

Custom-made for Focus, Schwalbe's Rocket Ron Evo tires might look retro, but they're attached to DT Swiss's bang-up-to-date carbon Spline RC38 wheels,

which are tubeless-ready.

Anyone who watched Mathieu van der Poel bunny hopping the boards on the way to World Championship victory in Tabor this February probably noticed the radical camouflage bike beneath him.

To celebrate his win, **Stevens A3-306** is



Stevens Super-Prestige

making its flagship Super Prestige available in this wild color scheme, along with more muted options. Purists will also be happy to see that Stevens will continue production of a canti-equipped version.

For 2016, Stevens gives its four aluminum models a makeover, shedding between 100g and 200g apiece.

**Cannondale A6-200** brings a tweaked version of its popular and light SuperX for 2016. But its new Slate is the model that's going to monopolize the attention.

Cannondale calls the Slate "the bike you never knew you always wanted." While we can't see the UCI allowing it in World Cup races, that's not likely to put off many recreational riders.

With smaller wheels sporting monster tires, drop bars, 30mm of suspension on Cannondale's one-sided fork, and a dropper post option, the Slate is a high-end freak bike with little respect for convention.

**Bombtrack B3-201** is injecting some fun into cyclocross. Besides riding conventional races they send team riders off to compete in the Transcontinental Race between Belgium and Turkey, and the grueling off-road TransAlp Challenge. At Eurobike, Bombtrack is showing its new Hook 2 with a Columbus steel frame.

■ JD



Scott Addict CX

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MARIN

### Gestalt

Marin's new Gestalt series takes you Beyond Road. These endurance models let you take any path you feel comfortable, whether on pavement or off onto a dirt offshoot. Marin's proprietary lightweight butted aluminum Series 4 and Series 3 frames are built around the ability to choose tire volume from the stock 700x30 to 700x35, wide-range drivetrains and powerful road-specific disc brakes make any terrain and weather manageable. Unleash yourself on the areas you've hesitated to take drop bars before, with the speed and confidence necessary to take you Beyond Roads.

The Gestalt is available in three versions, including a SRAM Rival

equipped model featuring the new Naild 12.3.9 quick release thru-axle paired with the Navlt fork to provide the fastest QR action and unbeatable stiffness and tracking performance.

[www.marinbikes.com](http://www.marinbikes.com)

**B4-100**



# Employees who never gripe about overtime

Marwi CEO Patrick Pai calls his new workers “my most productive employees from Japan.” They are, in fact, Japanese robots, and since the end of last year they’ve been hard at work making Marwi saddles and pedals at the company’s factory in Dajia, Taiwan.



Patrick Pai (left) and James Huang of Marwi. (Photos: JB)

The Marwi Group **A5-302** invested some \$8 million (€7 million) in the automated production system, which is helping

Marwi march into higher-end segments of the bike market.

“Being different also means being competitive,” Pai said.

James Huang, managing director of Marwi Taiwan, said Marwi staffers wrote the software for the robots which were made by Fanuc, a big Japanese robotics supplier. They enable Marwi to maximize quality and minimize production time.

“Look at our fully automated vacuum and foaming saddle carousel,” Huang said. “It works on 36 stations simultaneously. The carousel produces nonstop 24 hours a day.”

Another set of robots dutifully cranks out 12,000 pairs of pedals every 24 hours, their yellow arms moving in rhythm

from one step to the next.

Marwi has owned the PT Xerama factory in Indonesia since 1992, and it still accounts for the biggest volume of Marwi’s production — 80 percent of its 24 million pairs of pedals, and 70 percent of the three million saddles that the Marwi Group makes every year.

With the robots, however, Pai is moving Marwi upmarket. It lets him make products in Taiwan that are competitive with those made in countries with lower labor costs.

The Marwi Group produces for several OEM customers but has been expanding its collection of aftermarket brands.

Those now include Biketool (tools), Selle San Remo (saddles), SSR-Pro



Robots on an automated vacuum and foaming carousel produce saddles 24 hours a day from 36 stations.

(premium saddles), Union (pedals, hubs, lighting systems and more for Europe) and Xerama (pedals for Asia and South America). ■ JB

# Giant turns to Yamaha, Shimano for pedelec line

Giant Bicycles is parting ways with Bosch and instead is featuring Yamaha and Shimano systems on its 2016 pedelec lineup for Europe.

“We are concentrating on an expanded pedelec range with Yamaha’s e-bike motor, and will cover our coaster brake pedelec line with Shimano’s new Steps e-bike kit,” said Marc Kessing, a spokesman for Giant Germany. **B3-300**

Kessing noted that Giant had been only a small customer of Bosch. “Until now the Bosch e-bike kit was only mounted on some assorted models for

the German-speaking market.”

Giant uses the Yamaha motor but not its complete e-bike kit, and supplies the other components itself. Giant calls its system “SyncDrive powered by Yamaha.”

Kessing said Giant’s expanded 2016 pedelec line will target several e-bike trends, including “electronic shifting, integration of design and function, the

pedelec growth engine of e-mountain bikes, and e-urban bikes for modern commuters.”

As an example, he pointed to Giant’s new e-bike for urban commuters, which is its first speed pedelec. Called the Quick-E+ 45, the bike features fenders, Supernova lights and a battery integrated into the downtube.

Giant also will sell a conventional pedelec version of the Quick-E, Kessing said. ■ JB



Marc Kessing with the Giant Quick E.



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## Overview: High-tech apparel

# With technical fabrics, apparel brands create smarty-pants cycling apparel

For many cyclists, “wearable technology” means a strap-on camera, a cadence-measuring fitness band, or even a smartphone app that controls an e-bike.



X-Bionic Twyce jersey

What they may not realize is that the garments they wear are also infused with sophisticated technology. Smart fabrics, combined with important but hidden technical touches in cycling apparel, give a new meaning to the concept of wearable technology.

Such smart garments don't just keep cyclists dry, protected from wind, or at a comfortable body temperature. They also promise to protect the skin from sunburn, fend off funky smells and bacteria, improve aerodynamics, and even reduce road rash in case of a high-speed tumble — often at the same time.

“Riding consumers are getting smarter. They want fewer pieces, with technology that makes them highly versatile. They should allow you to ride in all sorts of weather conditions and

still have a wide degree of comfort,” said Mark Yardley of Gore Bike Wear.

Windstopper technology remains a centerpiece of Gore's **B5-404** bike apparel line because it helps riders maintain their microclimate under a variety of conditions. Many fabric suppliers and apparel brands say cooling and moisture management are the features most demanded by cyclists.

Both features were in high demand this summer in the midst of scorching temperatures across Europe.

Many cyclists appreciated the Swiss brand X-Bionic **B5-602**. X-Bionic updated its 3D Bionic Sphere System, which uses sweat as a natural cooling system, with what it calls X-Bionic Twyce.

Twyce uses a mix of fibers that both

wick moisture and absorb it. When the rider is active and perspiring, the material dissipates sweat to keep him cool. But when the cyclist is no longer perspiring, the Twyce construction dries out rapidly so the cyclist won't get cold. X-Bionic offers Twyce in men's and women's shirts and bib tight shorts.

Made for hot days on the road, the Raceday Light Aero Jersey from POC **B3-403** uses a stretch fabric that wicks moisture and breathes. A dimpled surface on the woven stretch fabric that is used on the back and shoulders reduces drag and improves aerodynamic performance.

POC made the durable, water-repellent Raceday Thermal Jacket for colder conditions. It protects against wind and water while letting body moisture escape. It is made from a lightweight soft shell fabric with a dense structure that gives a natural windbreak effect and improves aerodynamic efficiency.



POC Raceday Light Aero Jersey



Ion Bibshort Aeration

For cross-country and road racers, Ion **B5-503** offers the Bibshort Aeration, made of breathable and moisture-wicking Channel Flow Lite. Fine channels on the inside of the fabric absorb sweat quickly and keep the skin dry. Ion also tweaked its bike shorts by adding extra vent zips on the sides of the thighs and ventilation holes on the inner legs.

De Marchi's **B5-112** weapon against hot and humid weather is the Super Leggera, a high-performance stretch jersey. Weighing less than 100g (3.5 ounces), the Italian jersey is made of breathable, quick-dry microfiber. De Marchi recommends the Super Leggera for riding in temperatures of 28 to 38 degrees Celsius (82 to 100 degrees Fahrenheit).

CoolLayer is BBB Cycling's **A3-108** way of helping riders keep their cool. It's

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### PHOTON 2.0 BIB-SHORTS

A1-305

The PHOTON bib-shorts are designed with an aerodynamic cut, and made with Thunderbike Power fabric that helps reduce muscle stress due to its light compression and Eschler fabric inserts on the sidebands. Raw cut, anti-sliding elasticated leg cuff cover the muscles like a second skin, keeping the shorts always in position. Innovative braces, made of seamless jacquard elastic, are completed by a single elastic mesh insert on the center of the back to allow for greater breathability and perfect fit. Thanks to the innovative C3 chamois with protective shell, multiple-destiny padding and Ergonomic 3D surface, the Photon shorts are incredibly comfortable and also suitable for long distance.

[www.santinisms.it](http://www.santinisms.it)



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### BETA JERSEY AND ARM WARMERS

A1-305

Leave your windbreaker at home, you won't need it! The BETA short-sleeve jersey is designed to work for every moment of your ride. No need to think about bringing a windproof jacket and no need to stop or slow down to add or remove layers; the Beta jersey and arm warmers, made of the exclusive Windstopper Laminated 178 fabric, will be all you need. Extremely versatile, the Beta jersey offers thermal insulation and wind protection in cold temperatures (10-15°C / 50-60°F) and breathability and comfort at higher temperatures (15-20°C / 60-70°F). Use it with the Beta arm-warmers! You won't need anything else!

[www.santinisms.it](http://www.santinisms.it)





De Marchi Super Leggera

an open mesh base layer with seamless body construction that uses Coolskin, an ultralight and open polypropylene fiber.

"The open mesh structure promotes airflow between the fabric and the skin while the push-pull effect sucks sweat away from your skin to the outer layer," the Dutch supplier explains.

Once summer ends, the priority turns to keeping riders warm and dry.

**Northwave B5-601** has teamed up with technical fabric supplier **eVent, A1-315** and will incorporate eVent's air permeable ePTFE (expanded polytetrafluoroethylene) membrane



BBB CoolLayer

technology in its latest winter apparel range.

The Northwave Arctic Jacket uses a three-layer laminate that includes the eVent membrane, called DVstretch. The membrane's porous structure lets heat and body moisture pass through instantly but is windproof and water-resistant.

"This combination of performance benefits is ideal for aerobically demanding sports like cycling," said Chad Kelly, global product manager for eVent fabrics. "Cyclists generate a lot of heat and moisture which needs to quickly escape through their clothing. But they also require essential protection from the wind and weather."

Kelly said eVent entered the cycling market two years ago and quickly found a demand for its fabrics. Other cycling customers include Castelli and Specialized. Northwave expects the Arctic Jacket to reach the market in October.

**7mesh Industries B5-608** uses Gore Windstopper for its fall 2015 and spring 2016 ranges. The Canadian brand's Synergy jersey combines Windstopper front panels with a lightweight knit back. The company describes Synergy as a "versatile option that carries through from cool mornings to warmer days while allowing exceptional moisture and excess heat transfer."

In its Naturetec family of fabrics, **Schoeller B5-506** uses natural fibers to deliver the breathability, moisture transport and heat retention that cyclists require. The fabrics are based on mulesing-free merino wool ("mulesing" is a controversial procedure used by sheep ranchers in which strips of skin are removed from a sheep's backside to prevent a sometimes fatal condition known as "flystrike.")

Schoeller, which supplies high-tech fibers and fabrics to many apparel makers, offers the merino fabrics in a superlight summer soft shell version or in a heavier, abrasion-resistant version.

Cyclists want to be dry, not too hot and not too cold. But they also want to



Craft Tech Aero Jersey

be fast. So apparel makers, especially in the road category, also are focusing on cycling apparel that's aerodynamic.

**Craft B5-403** improved its Tech Aero Jersey by working with riders for Orica



Northwave Arctic Jacket with eVent DVstretch

Greenedge and Orica AIS, two Australian cycling teams.

"The riders wanted an aero jersey that performed on the highest level, aerodynamic-wise, but at the same time had the cool feeling of a climber's jersey,"

weight and improve aerodynamics.

**Löffler B5-500** highlights its seamless bike garments made with highly elastic materials. The company uses Hotbond, an ultrasonic welding technique, to create ultra-flat materials. It has exclusive rights to Hotbond for sports apparel.

"In these tights and jerseys, nothing pinches, nothing rubs and nothing limits your movement," says Löffler, which makes most of its garments in Austria. The range encompasses bib pants and men's and women's jerseys.

Newer fabrics also allow for the design of ultralight garments. The Pomice jersey by **Briko, B2-204** which hit the market earlier this year, bagged a Red Dot Award 2015 for its design and functionality. It uses ultralight fabrics that wrap around the body and support the wearer's



Look Skin Protection technology

muscles. The special "shuttle" structure of the fabric also guarantees protection against the wind. The jersey at the top end of Briko's Pro Gara range also won a 2015 Plus X Award.

Once heat, moisture and air penetration have been sorted out, there's still the matter of crash (and road rash) protection. **Look B2-301** says its Skin Protection system offers 40 percent more resistance to abrasion than standard fabrics. In its Replica range, Look uses a dimpled fabric that, it says, provides muscular support and promotes active recovery. Mesh inserts help regulate body temperature.

**Scott B3-300** also emphasizes abrasion protection in its RC Pro Tec shirt and bib shorts for men and women. The outfit features Schoeller's ITD ProTec fabric on shoulders, sleeves and both sides of the legs for extra crash protection — even on asphalt at high speed.

Scott has exclusive use of the technology for two years. The fabric incorporates knit carbon yarns that are hard to break. Combined with ceramic printing, the garments are durable and have a high resistance to abrasion. ■ BS



7Mesh Synergy Jersey

said Daniel Högling, Craft's international brand manager.

The company, known for its base layer garments, built the jersey with a blend of five fabrics, including a six-channel cooling polyester fabric and another fabric made of mesh for more cooling. Ultrasonically welded seams reduce

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## Alpha Neo Jacket

Alpha Neo Jacket teams up the most advanced Polartec® fabrics for protection: Polartec® Neo Shell® – breathable wind & water proof, and thermal insulation Polartec® Alpha® – warmth and breathability at its best. It is the first cycling winter jacket to combine superior breathability and warm insulation with waterproof performance in a lightweight package. The possibility to allow small amount of airflow inside the garment compared to classic "vapor barrier" style insulation, rapidly draws moisture away from the body and allows Alpha Neo to be perfectly suited to all stop-&-go cycling activities where weight and quick drying time are the keys to staying warm, allowing for a remarkably broad comfort range. Product Code: ICU0303 930

**B5-406**

[www.zerorh.com](http://www.zerorh.com)



# Dutch ID advocates 'a new way of cycling'

Dutch ID has an eye for innovation. In 2012, it was the first Dutch e-bike brand to use Bosch motors — a move that paid big dividends with consumers and with the Dutch media.

The brand is owned by **Amazing Wheels, A7-108** which also imports Flyer e-bikes from Switzerland for the Benelux countries — Belgium, the Netherlands and Luxembourg.

Now, Dutch ID is focusing more closely on commuters.

"I clearly see a growth in the market for commuting," said Tim de Rooij, general manager of Amazing Wheels. "More and more people see the benefits of riding an e-bike to work. You're quite active, but don't need extra time."

He added, "And, of course, there is also the great advantage of a stress-free, congestion-free ride. These people are looking for an e-bike that looks sporty and has a large range."

For its newer product lines, Dutch ID is branching out beyond Bosch to include models that incorporate the Shimano Steps e-bike system. Some models also use the NuVinci Harmony continuously variable gear hub.

Amazing Wheels has also introduced its first Dutch ID-branded speed pedelec, the Trekking HS N360.

It's powered by a Bosch Active 350W performance system with a Bosch 400 Wh battery, and uses a NuVinci N360 hub.

De Rooij said the Dutch ID brand took off after introducing its first Bosch-equipped system.

The 2013 Cycle Test by the Telegraph, the biggest Dutch newspaper, named Dutch ID the best of that year's crop of e-bikes.

"We worked extremely hard to produce a

quality product, which had a better quality than the e-bikes that were available in that price segment," de Rooij said. "This test confirmed that our strategy worked and that was great, of course."

■ AH



Assembling an e-bike at Dutch ID

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## Shimano's got the blues, but that's all good

Shimano is commemorating the 25th anniversary of SPD.



To celebrate its famous clipless pedal system, **Shimano A1-200** is releasing a limited edition line of pedals and a shoe done up in bright Shimano blue.

SPD, which stands for "Shimano Pedaling Dynamics," wasn't the first clipless pedal system on the market. But when Shimano launched its first SPD system in 1990, it became wildly popular because riders could "walk" in their shoes when off the bike because it used a recessed cleat.

At Eurobike, Shimano is showing the limited edition SH-M200B enduro and trail shoe and the matching XTR M995 trail and M990 race pedals. The company will make only 1,200 M200 blue shoes for Europe, and 1,900 M995 and M990 pedals.

Shimano had something else to celebrate this year: Chris Froome's Tour de France victory. Shimano is a sponsor of Team Sky, and Froome rode most of his stages with Dura-Ace Di2 components, various Shimano deep section wheels and a Pro stem, handlebar and seatpost. ■ DM

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# Back Forty's RSL: not a me-too carbon wheel

Back Forty Development, which debuted its Speed Release quick release for disc brake wheels earlier this year, is launching a set of strikingly unusual carbon wheels at Eurobike.



Back Forty's RSL carbon rims have a distinctive shape.

The wheels use what Back Forty **A7-302** co-founder Steve Metz calls RSL, for "radial staggered lacing." Their shape features a high/low flange effect on the rim.

"It all comes down to the question of stance and bracing angles," Metz said. "Wheel makers are all trying to create an isosceles triangle or two equal right triangles when an equal number of spokes are on each side. This aids in the equalization of spoke tension."

But with rear spacing restrictions, the need to accommodate up to 11-speed cogs and disc brake rotors, "it becomes very difficult to optimize," he said.

Metz said the shape is difficult to pull off with carbon, but added, "I was fortunate to work with an innovative and experienced molder to achieve success."

The high/low flange design led to a small improvement in the bracing angle, and the rim became stronger.

Because of its enhanced stiffness and strength, Metz said RSL was able to bring the weight down to a "respectable" 400g, considering its 25mm inner width and deep sections, for a 27.5-inch enduro/trail rim.

Technical factors aside, Metz said, the RSL wheels just look different.

"As much as we love the technology people are drawn to the rim for its look," he said.

He said the design of the RSL wheels would stand out amidst the hundreds of rims on the market, where the best performing look very similar to the worst.

"It would be a benefit to have some visual differentiation. It makes the wheel look better and it makes the bike that the wheel is on look better," Metz said.

Metz is a former longtime manager with Cannondale and Cycling Sports Group. His partners in Back Forty are Mike Wang, founder and general manager of the Taiwan trading company Dragon Worldwide Logistics; and Rafe Schlager, an engineer and wheel building specialist who owns Topolino Technology.

Here in Friedrichshafen, the trio also are showing their Speed Release quick release system, which they debuted at the Taipei Cycle Show and Sea Otter Classic earlier this year. It's designed to make speed changes of wheels equipped with disc brakes.

Wang said Speed Release is "as fast as a quick release axle and as safe as a thru-axle, while making the life of bicycle mechanics easier."

As a bonus, the Speed Release system promises to facilitate neutral wheel support, overcoming one of the hurdles preventing disc brakes from acceptance in professional road racing.

Because the axle remains in the hub, the process of changing a wheel is fast and easy. As long as frame and



Michael Wang (left) and Steve Metz with a Quai bike featuring a Speed Release quick release system and RSL wheelset. (JB)

fork manufacturers comply with tight tolerances, the brake rotor always remains in alignment, unlike with traditional quick release axles.

Wang is also launching Quai, a complete bicycle brand that will feature the best of the trio's ideas. Wang called Quai an "OEM pilot brand for all our innovations".

"At Quai we know that great ideas may never see the light of day without the creation of a working prototype," Wang said. "We promise to ideate, evaluate and prototype any and all ideas that we feel are creative and innovative and then allow our network of distributors and retailers to evaluate the product and

commercialize it through Quai."

Anyone wondering what Metz, Schlager and Wang have "ideated" lately can see a Quai road bike featuring an RSL technology carbon wheelset and a Speed Release quick release system at the company's booth. ■ JB



The wheels will also appear on Quai bikes



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# New Products 2016

## Shimano TR9



Shimano's TR9 elite triathlon racing shoe sheds a few grams while maintaining its stiffness. Its carbon fiber sole, comfortable inner and efficient straps are all designed to optimize power transfer and shave time off transitions. Available in Shimano blue. **A1-200**

## SKS Fatboard Set



The Fatboard Set offers all-around mud protection for fat tire bikes. The front mounts easily under the downtube with high-performance straps, and the rear fits to the seat post in seconds using the SKS tool-free quick-release powerstrap attachment system. The two-hinge body adjusts to the geometry of the bike. **A5-400**

## Cateye Volt6000

With 6000 lumens, which Cateye says is the most powerful bike light on the market, the Volt6000 turns dark into day for an unparalleled night riding experience. The Volt6000 is another in a history of CatEye firsts, from the first flashing light in 1964 to the first LED headline in 2001 to, now, the Volt6000. **A1-201**



## Illumenox Shield 500

The Shield 500 packs a bright beam in a small USB case. It illuminates 180 degrees without damaging the eyes. An aluminum top cover dissipates heat so the LED light maintains its efficiency. The Shield 500 charges through a micro USB port. **A3-604**



## A-Class Wheels ALX473

The ALX-473 is a deep section alloy road wheel that is among the lightest available. With a 30mm deep and 22mm wide profile, the rim is aerodynamic and fast. Combined with a welded rim joint, the proprietary EXA rim material is strong and light. The 17.4mm inner width accommodates wider tires. The rear wheel is laced with 24 spokes in a 2:1 lacing pattern for stiffness, while the front uses 20 radial laced bladed spokes. **A5-203**



## KTM Macina Kapoho 27+



The Macina Kapoho 27+ marks KTM's entry into the 27.5-plus bike market. Its 3-inch tires roll on low pressure for grip in rough terrain, making technical trails accessible to more riders. It's powered by the new Bosch CX system with increased torque for powerful propulsion. **A4-300**

## Taya High Torque DHT chain

Mid-drive e-bikes are booming, but the torque created by a center motor puts a lot of stress on a bicycle chain. Taya has developed an impact-resistant e-bike chain that's been proven on high-power systems — even those generating up to 94Nm of torque. The chains use Taya's proprietary Diamond Hard Tech heat treatment system, which creates chains that last up to 5,000 km (3,100 miles). **A5-503**



## Dapu MD250 mid-drive motor

Dapu's second-generation mid-drive motor generates an astounding 100 Nm of maximum torque while achieving a peak efficiency of 80 percent or greater. Offering affordable quality, the MD250 is a brushless motor using dual planetary gears for higher torque and efficiency at low speed. Dapu motors are built under Japanese corporate management and used by e-bike brands in more than 40 countries. **A4-409**



## Pure Electric PE Diamond Jacket

Pure Electric combines the lightness and aerodynamics of cycling gear with the toughness of motorcycling apparel. Riders can quickly remove pocket protectors, transforming a piece of technical cycling wear into something fashionable enough for a business meeting or dinner date. **B5-610**



## Haibike Xduro Dwnhll Pro

The Xduro Dwnhll Pro makes lifts obsolete. This first mass-produced e-downhill mountain bike sports a World Cup-ready geometry. With its Bosch Performance CX mid-drive motor — mounted directly to the frame instead of to an adapter plate — it goes uphill as easily as down. The 500Wh battery is in the downtube. Coupled with a skid plate, this gives the bike stability and a well-positioned center of mass. **A4-100**







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# New Products 2016

## Stromer ST2 S



Stromer's acclaimed ST2 e-bike receives three significant upgrades in its S version. A new 938 Wh lithium ion battery delivers 20 percent more power than the base ST2 model, equivalent to extending the range by up to 180 kilometers (112 miles). The Supernova M99 headlight is configured for the ST2's high speeds, illuminating the road with up to 1,250 lumens of power. The fast and precise Di2 electronic gearshift system from Shimano promises intuitive gear shifting with a neat and tidy appearance. **B3-502**

## Miranda eBike Carbon Cranks



Miranda developed its new carbon fiber cranks for e-bikes. At only 360g a pair, the cranks are made with double hollowcore technology for strength and impact absorption. The contemporary exterior comes in soft metallic colors and was inspired by ocean waves. A scratch-resistant coating enhances durability. **A1-418**

## Thule VeloSpace

This versatile carrier accommodates everything from e-bikes and fat bikes to small children's bikes. Accessories include a transportation wheel, a loading ramp and Thule BackSpace, a lightweight cargo box. Detachable bike arms make mounting of bikes simple. The carrier locks to the towbar, and bikes lock to the carrier for security. **A7-500**



## Sate-Lite C1

Powered by an LED light, the C1 offers 40 lux of light power and is visible for 70 meters (230 feet). It can be powered by 6- to 48-volt systems and weighs 95g. **ZH-219**



## Source Hipster

The Hipster, Source's first hydration belt, carries up to 1.5 liters (51 ounces) of liquid. The bladder is made of a film that is almost as smooth as glass, so there's less chance of bacteria or biofilm buildup. That means water won't taste moldy, and there's almost no cleaning or maintenance required. It's light and won't interfere with movement, while small compartments provide storage for keys, money, gels and trash. **B5-202**



## Crops Lion Alarm

The Lion Alarm keeps bikes safe and works with all Crops K4 locks. It connects to the Linkstation, which is fixed to the downtube or seat tube. The alarm can be set to 60, 90, or 120 decibels. If an intruder tries to take the bike, the alarm blares at eight-second intervals. It's powered by a rechargeable lithium ion battery. **A5-202**



## Giant TCR Advanced SL

Ridden to victory at a Tour de France mountain stage in July, Giant's new TCR Advanced SL is a well-rounded, high-performance road racing bike. With a completely redesigned Advanced SL-grade composite frame — offering the greatest stiffness-to-weight ratio of any production road bike — it delivers versatile climbing, descending, cornering and sprinting for competitive road riders. The top tube, seat tube, integrated seatpost and seatstays all have been reshaped for better torsional stiffness and reduced weight. **B3-300**



## Infini Micro Luxo

The Micro Luxo emits 200 lumens of light, including enhanced side beams for safety. Its rechargeable Li-poly battery is eco-friendly, and the intelligent power indicator reminds the user when the battery is low. It mounts tool-free on most handlebars and can be attached to a helmet. **A5-303**



## Mando Footloose IM

The Footloose IM uses Mando's Series Hybrid Technology, which uses an alternator to connect the cranks and the rear wheel instead of a chain or any mechanical connection. Users can choose among several acceleration or pedal resistance modes. Front and rear wheels are of cast aluminum, while the polished alloy frame is wrapped by high-quality plastic that is available in a variety of colors. **A6-306**



## Arisun Snow Storm

The Snow Storm is made for riding in both snow and sand. With wide spacing between knobs, the Snow Storm grips firmly on soft surfaces. A spiked version offers even more grip. The Snow Storm is one of many fat tire offerings from Arisun. **A7-318**



# New Products 2016

## Vaude Pro Windshell Jacket

Vaude's lightest wind jacket for cyclists weighs 78g and fits like a glove. High-stretch side and shoulder panels allow for full freedom of movement. It packs into its own back pocket and slips into a jersey pocket or backpack when not needed. It's water resistant and made with a PFC-free Eco Finish treatment. **B5-400**



## Thun Gates-compatible BBs

Bottom bracket specialist Thun launches a series of BB cartridges that are compatible with the new five-arm Gates Carbon Drive crankset. The Thun Volta series ensures a precise belt line for Gates' new lower-priced bicycle drive, CDN, which is made for bikes that retail for €750 to €1,500 (\$815-\$1,635). **A2-202**



## Bangkok Cycle Pulse Team

Developed with KOM specialist Peter Pouly, the new Pulse Team bikes have a new carbon frame for climbing but is comfortable enough for riders who spend hours in the saddle. It's one of the lightest road bike lines available at the price. The Pulse frame and fork weigh only 1050g. **A6-405**



## Elastic Interface MTB Performance 3

CyTech introduces a pad in its Elastic Performance line that's designed for cross-country mountain biking. The third-generation MTB Performance 3 combines maximum freedom of movement and protection with a minimalist design. High-density ischiatic inserts provide extra padding at the points of greatest pressure. A bicolor version shows the shapes of the ischiatic supports. It's available in women's and men's versions. **B5-210**



## Echowell Mirror 100

Echowell's new cycle computer uses Bluetooth Smart to mirror the data on a smartphone app, including notifications of incoming calls and text messages. It can also be used without a smartphone and communicate with ANT+ speed, cadence and heart rate sensors. It is compatible with several Echowell sensors. **B2-113**



## Storck Aernario

The award-winning Aernario has been top-rated in many tests because it combines an unbeatable stiffness-to-weight ratio with sharp steering, comfort and intelligent design. It's available for caliper or disc brakes. The disc version uses front and rear thru-axles for extra safety, stiffness and precise wheel installation. **A3-100**



## Tern Eclipse X22



Tern calls it the Blackbird — a full-sized road bike that folds in 10 seconds. It has hand-built 26-inch wheels, a Shimano Ultegra drivetrain and Shimano hydraulic disc brakes. The Eclipse X22 has the ride and specs of a performance road bike but can be configured for commuting or light touring. **B4-303**

## Bafang Rear Drive System



Powerful, efficient and stable, Bafang's rear drive system is a high torque, high performance drive unit that offers from 250W to 500W of power. It's compatible with a 135mm rear dropout and is suitable for seven- to 11-speed cassettes. The interface is easy to use, and dual pedal torque sensors are highly accurate. **ZH-205**

## Airace Handy

The svelte Handy is a tire lever and CO2 inflator in one tool. A twist-back design allows control of the cartridge airflow, while the valve fits Presta and Schrader valves. The aluminum tire levers have plastic rim protectors. The Handy comes in a high-polish finish. **A5-108**



## Novatec Alpine 275

The Alpine 275 wheelset is for aggressive trail and enduro riding. The front wheel weighs 770g and the rear 910g. Wheels have a 23mm tubeless-ready inside rim width. A six-pawl, progressive engagement rear hub with ABG (Advanced Bite Guard) ensures efficient drive while preserving the alloy cassette body. Made for disc brake systems, the Alpine 275 is also available in 29-inch diameters. A version is available for SRAM 1x systems. **B1-202**



# New Products 2016

## Controltech Silicone Bar Tape And Grips



Silicone provides a balance of softness and grip for Controltech bar tape and mountain bike grips. Unlike traditional bar tape, Controltech's reversible silicone tape can be wrapped and unwrapped repeatedly. The bar tape uses the same soft silicone as Controltech's mountain bike grips. Instead of throwing it in the trash, riders can rewrap the bar tape from the inside out, for many more miles of use. **B4-207**

## M-Nova HRNT Temp Feel



The humble bicycle sticker becomes a fashion statement, and a security device, with the HRNT Temp Feel from M-Nova. Color and textural patterns can be "hidden" in the sticker until viewed in sunlight or with an ultraviolet light. It thus offers a similar security function as paper currency. **B1-205**

## DT Swiss XMC 1200 Spline

The new 240s based Spline hub is the lightest hub ever built into a DT Swiss wheelset (93g for the front wheel). The rear hub incorporates DT Swiss' proven 36 T Ratchet System. Tool-free hub maintenance and the possibility to switch endcaps as well as the rotor body make it especially user-friendly. The XMC 1200 Spline weighs 1410g per set (1495g in the 29er version) and retails for a suggested €1,998 (\$2,195). **A3-402**



## Innova Gneiss

With dense central knobs in the central crown area, the Gneiss provides an easy rolling, comfortable ride in this "plus-size" 27.5x3.0 tire. Loose knobs on the tread shoulder allow for good cornering traction and handling. The Gneiss may look aggressive, but it's also light. **A3-809**



## Trigon TR507



Trigon makes its full carbon monocoque frame with a special lay-up that keeps it light and stiff. Ultra-slender seat stays provide a smooth ride without power loss. Cables can be routed internally for a clean look and aerodynamic performance. **B3-107**

## SRAM 1x Road

SRAM's new 1x drivetrain systems — the SRAM Force 1 and SRAM Rival 1 — are at the heart of a movement in road toward gravel, adventure, fitness, and cyclocross, when riders venture beyond the comfort of pavement. Many are seeking a drivetrain that is efficient, light and functional. **A3-202**



## CORSA

Vittoria competition tires benefit from millions of kilometers in racing experience. With the revolutionary G+ Isotech\* compound (Vittoria's unique Graphene compound) and its leading Corespun casings it is unsurpassed in its competitive performance.

- The world's best tire
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- Kevlar® reinforced Corespun K for increased sidewall protection.

\*G+™ is a registered trademark of our technology partner Directa Plus Ltd

[www.vittoria.com](http://www.vittoria.com)

**A7-309**



## Selle San Marco Vintage Concor Profil

Vintage, the original saddle line that made San Marco famous, continues to offer great performance. Still produced in Italy as always, the Vintage line now includes the elegant Concor Profil, featuring a new underside that brings refinement to the well-known Concor. **B3-405**



# New Products 2016

## Gaerne G.Nemy

Developed in partnership with Vibram, the outsole has excellent grip for walking and cycling. Lateral reinforced lugs provide traction and stability, and a removable patch covers the binding system. The thin sole is made for mountain biking and is compatible with most clip-in pedals. The microfiber and mesh upper is reinforced in key areas. The G.Nemy is available with a Gore-Tex membrane so it is waterproof and breathable in cold weather. **B5-603**



## Bosch Drive Unit Performance CX

Beneath the good looks is a noticeable performance boost. The Bosch Performance CX is the optimum off-road drive for acceleration and uphill flow. The Performance CX delivers continuous maximum torque of 75 Nm, and keeps the trail control and flow going by offering the right support level, from 50 percent to 300 percent of effort. **A6-402**



## Sigma Sport Brakelight

The Brakelight's bright, high-power LED lights up with the slightest pull of the brake lever to indicate that a cyclist is braking. Weighing just 7g, the Brakelight installs in seconds and is compatible with all cable-powered mechanical brakes. It's powered by a CR 1025 battery that can last for years —some 100,000 braking actions — before it needs to be replaced. Available in five colors. **A5-200**



## Beto CMP-159SGB

This sturdy steel floor pump features an easy-to-read 2.5-inch industrial gauge that incorporates a button for bleeding pressure. Beto's patent-pending Tri-valve head fits Schrader, Presta and Dunlop valves. The steel barrel is welded onto a steel base. **A5-508**

## Supernova M99 Pro



Made for fast e-bikes, the first LED Matrix front light sets new safety standards with an automotive high beam, powerful low beam and daytime running light. The LED Matrix has up to nine precisely positioned, high-power LEDs contained in an aluminum housing. Each LED can be individually controlled to illuminate the 99 precisely manufactured reflector mirrors. **A2-106**

## Velo Angel Saddle



The Angel line are light, comfortable saddles for performance cyclists. The light, stiff shell incorporates a Y-shaped cut out to alleviate pressure while providing necessary support. Velo's Arctech rail system allows the Angel to provide additional shock absorption without the weight penalty of extra padding. The carbon-railed Angel weighs just 122g. **B2-503**

## Neco 1 headset

Neco's new threadless headset integrates with frame's head tube. Ports on the upper and lower cups allow cables to pass through and remain hidden inside the frame, improving the bike's appearance while protecting them from the environment. It accommodates different types and sizes of wires. **A5-109**



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http://48h.innova-pro-tires.com/

# New Products 2016

## Roxim Raptor X4E



The Raptor X lights for e-bikes deliver whether riders are on- or off-road. The very compact lights provide a panoramic 200-degree light spread so riders can see clearly to the sides as well as ahead. It accepts DC power from 6V to 90V sources, covering most e-bike batteries. **A5-213**

## La Fonte Predator SAT Man

Predator SAT Man is designed for the new generation of saddles with a large center opening. The chamois gives riders maximum freedom of movement, enhanced breathability and moisture management. SAT stands for "shock absorption technology" and derives from a research project involving La Fonte and the Bioengineering Center of the Politecnico di Milano. **B5-613**



## Spanninga Extend

Extend is an adjustable kickstand that adapts to all kind of bikes, including e-bikes. Made of an aluminum alloy, the Extend is stable and has a load capacity of 35kg (77 lbs.) although it weighs only 300g. Available for center or rear mounts. **B4-206**



## Chosen Smart Hub

Chosen's Close Drive System is a new type of hub that offers two improvements over traditional hubs: zero internal friction and silent operation. The Close Drive System physically closes the pawls when hub is idle, thereby easing friction between pawl and ratchet teeth and eliminating sound. Racers can now attack from behind without being heard. By reducing internal friction, Close Drive System hubs also last longer than traditional hubs. **A6-307**



## Kryptonite Gravity Line

With Kryptonite's new Gravity Line, a cyclist can secure both wheels and the frame with one lock. The bike is locked when it is upright and unlocked when the bike is upside down. The Gravity Line does not require a special key to install or remove. Its WheelNutz and WheelBoltz can be removed by rotating the bicycle 180 degrees and using either a 15mm wrench for the WheelNutz (shown) or a 5mm hex wrench (included) for the WheelBoltz. **B2-400E**



## Magura Vyron eLect

Magura takes dropper seatposts into the digital age with ANT+ wireless technology. Because there are no wires, the Vyron eLect fits in seconds and is easily swapped between bikes. The eLect Remote, which mounts on the handlebar, controls the Vyron eLect along with Magura's eLect forks and shocks. Travel is 150 mm. A USB-rechargeable battery pack can power around 400 actuations. It will be available in November for a suggested retail of €400 (\$440). **A2-204**



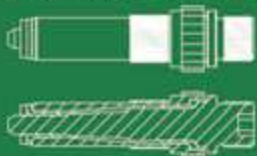
## LOHAS Cyber Dynamics

The patented design of the all-in-one Cyber Dynamics wheel integrates the motor, batteries, and controller in a slim housing. It's available in several wheel sizes and for quick release hubs, and supports a walk-assist mode. The wheel is controlled by a smartphone app and can integrate with other Bluetooth devices like heart rate monitors. The sensors also provide GPS functions and temperature, humidity and air quality readings. **A5-230**



## wellgo

www.wellgopedal.com



Cartridge tube design with Wellgo New Polymer bearing system.



## R251

- Dynamic Streamline body design.
- Wider stepping surface offers better comfortable riding.
- Stronger spring tension design.



# New Products 2016

## Arisun Big Smoothy

The Big Smoothy is a light, fast tire for urban fat bikes. An inverted, continuous central tread incorporates a dimpled diamond design for a smooth ride on hard surfaces. Knobs become progressively larger and more aggressive as they wrap around the sidewalls for better grip in gravel, dirt and snow.

**A3-715**



## BioLogic SportCase

The SportCase is a rugged, mount-anywhere case that keeps the latest generation of iPhones safe and accessible, on or off the bike. An integrated mounting system doesn't add thickness. The AnchorPoint clamp mounts on bikes, motorcycles and exercise machines, and is compatible with standard tripod mounts.

**B4-303**



## Messingschlager M-Wave M 30 HCW

Why buy several computers when you can have everything in one? The M-Wave M 30 HCW combines a speedometer, altimeter, heart rate computer and cadence in one device and includes wireless transmission. If you don't need all of those functions, M-Wave offers less expensive models as well.

**A5-100**



## Xpedo ZED

The ZED is a low-profile, extra large platform pedal for all-mountain, downhill or dirt jumping. The 6061 CNC'd aluminum body is 110mm wide and 12mm thin, so there's plenty of ground clearance. 32 grub-style DAX pins provide traction.

**B2-502**



## Zoom Aero DD

The sleek and colorful Aero DD doesn't look like a typical stem. Its D shape dampens vibrations. The flat design leaves room for mounting cycling computers or smartphones.

**B4-103**



## Ming Cycle Strida C1



With a clean belt drive, a simple and fast folding action, and a comfortable upright riding position, the Strida is elegant and easy to use. The unique frame uses only three tubes and three joints. The C1 is a new carbon-fiber version of the classic Strida that's light and stylish.

**A5-505**

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SEE MORE AT BOOTH **A5-302**

Overview: E-MTB

# Who's a skeptic now? Brands pour resources into e-mountain bikes

Sales of mountain bikes with electric assistance are booming, and brands are pushing the category into new segments and price points. They are also doing a better job of integrating system components, such as the battery and the motor, with the frame.



Bergamont Trailster C

Just a few years ago, e-mountain bikes were exotic, controversial and, many thought, not commercially viable. The technology seemed way too fragile to survive brutal off-road conditions, and the added weight of the battery and motor seemed like sure fun-killers.

Fast forward to 2015, and there's hardly a manufacturer that can afford to ignore the siren call to electrify not just their commuter bikes but their mountain bike lines as well.

**Haibike A4-200**, a trendsetter in the category, is offering 41(!) e-mountain bike models in its XDuro line alone for 2016, powered by Bosch mid-drive motors. Haibike also makes the less

expensive Sduro line, aimed at younger riders, that is built around Yamaha's SyncDrive mid-drive motor.

(For a thorough look at the new mid-drive motor systems at Eurobike, see our related story on page 58.)

As the e-mountain bike market grows, brands also are offering more specialized and differentiated models.

While first-generation e-mountain bikes were designed as relatively tame all-around performers, this is changing for the 2016 model year.

New e-mountain bikes range from exotic and relatively light endurance models to gravity-oriented machines with lots of travel.



Haibike XDuro FullSeven Carbon Ultimate

Most of the trends from the non-electrified side of the market are also showing up here, including electrified fat bikes and plus-size bikes.

**Lighter bikes, lighter wallets.** When it comes to light and exotic offerings, the Haibike XDuro FullSeven Carbon Ultimate ticks all the boxes: The carbon frame of this fully suspended endurance



Focus Jarifa i29

sponsored by



## SDURO FullFat Six

Mud, sand, gravel or snow – nothing can stop the SDURO FullFat Six. This full-suspension e-bike with its 4.0" Schwalbe Jumbo Jim tyres is powered by a 250W Yamaha central motor and a 400Wh lithium-ion battery. The central motor integrates seamlessly into the solid frame thanks to the unique gravity casting interface. The Rock Shox Bluto fork and the Rock Shox Monarch rear

shock provide 120mm of travel at the front and the rear, providing comfort and fun in any terrain. A Shimano XT 20-speed shifting system with double chainring and hydraulic disc brakes by Magura round out this offroad-ready setup.

[www.haibike.de](http://www.haibike.de)



A4-200

sponsored by



## XLC ALLMTN

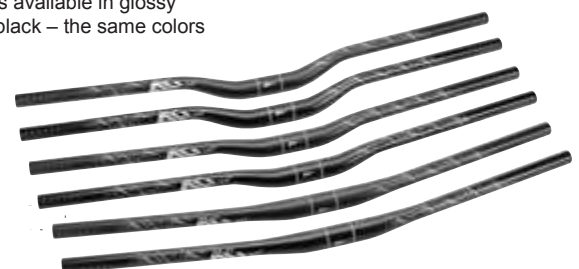
The Allmountain series ALLMTN range from XLC – launched in spring 2015 with dropper posts, saddles and pedals – is growing. XLC presents three new handlebars for Enduro/Allmountain riders, two riser bars with 9° backsweep and length of 780mm – one with 15mm rise and one with 30mm rise. The third is a topflat bar with 12° backsweep, 10mm rise and 760mm length.

as the handlebars. Due to their stiffness and ergonomics, these handlebars are the perfect choice for all eBikes as well as non-eBikes.

ALLMTN is also offering a new helmet collection for 2016, with great safety features, a cool design and sparking colors.

[www.xlc-parts.de](http://www.xlc-parts.de)

A special ALLMTN stem is available to match these new bars. The 0° stem comes in 35, 45, 55 and 65mm extension and is available in glossy black or matte black – the same colors



A4-200





HNF Heisenberg XF1

model weighs a mere 2.79kg (6 pounds, 2 ounces) and offers 120mm of travel. Thanks to a fine selection of high-end components, the entire bike weighs 17.2kg. While that may not seem spectacular for a mountain bike, it beats just about any other e-mountain bike on the market.

The FullSeven Carbon Ultimate will also lighten a buyer's wallet: It will retail for €14,999 (\$16,460).

From **Focus 10-2** comes the Jarifa i29, another endurance-oriented e-mountain bike. Built around the company's own Impulse EVO RS compact mid-drive motor, the top-of-the-line Jarifa i29 SL will come equipped with a RockShox RS-1 fork, SRAM X1 11-speed drivetrain and DT Swiss M1900 wheels.

**More travel, more fun.** If you're looking for more travel and more fun on descents, the XF1 from German newcomer **HNF Heisenberg A2-203** is a unique option.

With 150mm of travel front and back, this e-mountain bike can cope with rough terrain. And it looks like nothing else at Eurobike, because it uses a swingarm design licensed from BMW.

Further touches include a Rohloff Speedhub in the back and a Gates Carbon drive belt drive. All of this innovation comes at a price, though: €8,500, to be

exact.

Haibike has more affordable alternatives with its Bosch-equipped Xduro Nduro, and, using the Yamaha SyncDrive mid-drive, the Sduro Nduro.

For those who want to get rowdy, Haibike is also offering its first electric downhill mountain bike, the Xduro Dwnhll Pro.



Wheeler E-Falcon

The all-mountain segment, featuring bikes with 120mm to 140mm of travel, is also well represented in 2016 model lines.

**Cube B1-200** is showing electrified versions of its Stereo models, featuring



Rotwild R.X.+ FS

120mm to 160mm of travel.

**Bergamont B3-400** has electrified its 27.5-inch platform with a Bosch mid-drive system. The result is the Trailster C, with 140mm of travel in the back and 150mm up front — capable of serious riding in rough terrain.

With various "E-Power" versions of its 10Hz E-140 model, **Corratec B1-300** also joins the party with Bosch-equipped bikes.

The BH Evo BigFoot Pro is a follow-up to its all-wheel-drive Evo Snow it introduced last year. Twinburst is launching two AWD e-mountain bikes — a full suspension model and a hardtail — as part of its inaugural line.

**Mondraker B4-208** has upgraded its Panzer fattie into an e-fat bike using a Bosch system. The company also launches the plus-sized e-Vantage model.

**Rose Bikes B3-108** has a plus-size hardtail for 2016 as well, using ContiTech's mid-engine.

There is no shortage of fully suspended e-mountain bikes, including the E-Genius Plus from **Scott; A3-300** the R.X+ FS models from **Rotwild; A2-201** and the Macina Kapoho 27.5+ from **KTM. A4-300**

Even the kids can now get in on the fun: Haibike is launching two 24-inch HardFour e-MTB models. They use the Yamaha system, but program it so the motor can't exceed a speed of 20 kph (12 mph).

**Better together.** Along with the proliferation of categories, the other obvious trend for the class of 2016 is the better integration of the electric components with the frame.

Fine examples of this are the Focus Jarifa i29 models, the new Eagle series from **Wheeler. B3-200** Rose Bikes' new, still-to-be-named plus-sized hardtail, Giant's Dirt E+ hardtails and Rotwild's R.X+ FS models.

All of them have batteries that have been integrated to various degrees into voluminous downtubes on their frames, rendering the fragile bottle holder mount option obsolete.

But the batteries are still easy to take off the frame for charging.

■ LVR

And **Giant B3-300** uses the Yamaha SyncDrive on its Full E+ series, with 130mm of rear travel.

**Fatter, faster and funkier.** Don't be surprised to see more exotic trends like fat bikes and plus bikes with electronic assistance at Eurobike.

Spanish brand **BH Bikes B3-204** and French newcomer **Twinburst ZH-311** offer e-bikes with not one, but two motors, in the front and rear hubs. The brands say all-wheel-drive offers superior traction in snow, ice and sand.



Mondraker e-Panzer

sponsored by



## E-BARZO

The fast-rolling cross-country tire is now available in a version for electric motor bicycles. With its small-block tread layout and the counter-v formation it is capable of cleaning mud, dirt and debris, easily dealing with both cornering forces and acceleration torque generated by the electric motor.

- G+ Isotech\* compound (Vittoria's unique Graphene compound) for increased strength and durability
- Improved durability for use with electric motors
- Unchanged top-level performance

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A7-309



## Overview: Mid-drive e-bike systems

# Bosch and Shimano race on as other mid-drive motor makers give chase

**Bosch may still be the leader of the fast-growing market for mid-drive e-bike systems, but company officials had better not look back — someone might be gaining on them.**

Leading the chase to catch Bosch is **Shimano**, **A1-200** whose Steps system has, in less than two years, gone from a small-scale test program to a full-fledged system that will be used by some 40 major bike brands for 2016.

“There are pros and cons to being first to the market, but there’s also plenty of space in the e-bike market as it’s now fragmenting quite quickly,” said Ben Hillsdon, a spokesman for Shimano Europe. He suggested that future mid-drive systems would become increasingly specialized.

Shimano believes the e-bike market is growing fast enough to give it a fighting chance.

While the e-bike market is relatively

mature in Germany and the Netherlands, Hillsdon said, “there’s lots of unrealized potential in countries like the UK and Scandinavia, where a big e-bike expansion should naturally follow the rapidly growing commuter markets.”

Hillsdon said Shimano would use consumer promotions and retailer support to help those markets grow.

Although Shimano at press time had said nothing about a speed pedelec version or smartphone connectivity, its Steps system, with a light, 3.2kg motor and electronic Di2 hub gear shifting, has won over many fans.

Brands that are adopting the system include **KTM**, **A1-300** Trek and Raleigh U.S.



Wallerang M.01 with Shimano Steps

The light Steps system could help bring about a lighter future for e-bikes. Taiwan's **Edge** **A6-311** is launching the Steps-equipped Pinnacle with a carbon frame. Edge said the complete bike weighs 14.5kg (32 lbs.).

Swedish start-up brand **Wallerang** **A4-605** is launching a line of Steps-equipped bikes that will be built in Gothenburg, and durable enough to handle the rigors of the Nordic climate.

**Bosch** **A6-402** isn't letting the grass grow around its feet. It has embraced the growing popularity of e-mountain bikes (see related story, page 56) by enhancing its e-MTB-focused Performance Line CX system. Bosch said it's given the system a “perceptible improvement,” increasing the torque to 75 Nm from 60 Nm, and enhancing pedal assist in turbo mode to 300 percent from 275 percent.

Battery capacity also jumps to 500Wh

without increasing the size of the housing. Its Nyon display is now available as a retrofit kit, while software updates give it more robust navigation functions.

Plenty of brands are using Bosch; Haibike alone is expanding the number of Bosch-equipped models in its Xduro line to 41 models for 2016, up from 29 this year.

**Waiting for the big wave.** Several other brands are surfing the wake created by Bosch and Shimano.

Chinese giant **Bafang**, **Z1-205** the world's biggest manufacturer of hub drives, is launching a new mid-drive at Eurobike it calls Max Drive (see related story, page 14).

“Our new Max Drive mid-drive should make a splash at the show. It is powerful, having beaten off competition from Bosch to win the recent 24 hour race at the Nurburgring, but can also offer practical



Edge Pinnacle with Shimano Steps

sponsored by

**DAPU**  
e-bike systems

### Mid Drive Motor MD250

**A4-409**

Dapu is proud to introduce its second generation of Mid Motor. Generating an astounding 100Nm max torque, the MD250 still achieves a peak efficiency of ≥80%. The torque sensor and motor controller are integrated within the motor body. The MD250 offers a high quality, yet very affordable option to other mid motors on the market.

Dapu motors are renowned for producing high torque with exceptional reliability, which is why they are used by some of the leading ebike brands in over 40 countries across the globe. Our motors are brushless and dual planetary-g geared which allows for higher torque and improved efficiency at low speed.

The reliability of Dapu motors systems from a strong company culture implemented with pride and commitment from the Japanese corporate management all the way to the factory floor. In-house production of our motor controllers and operating software allows perfect compatibility.

[www.dapumotors.com](http://www.dapumotors.com)



sponsored by

**nevi**

### e-Ti Bike

The only complete titanium bicycle with electric motor in the world

From Italian titanium specialist Nevi comes this special frame design for Bosch electric drive systems. Featuring a very elegant and comfortable e-bike titanium grade 9 (3Al-2,5V) and titanium grade 5 (6Al-4V) downtube.

This exclusive model for Eurobike is equipped with titanium fork, stem and handlebar by Nevi, XT groupset and Mavic Crossmax wheels.

E-powered by Bosch Performance: the powerful electric propulsion system consists of the drive unit (25km/h cruise), 400Wh Power pack and Nyon all-in-one onboard computer. The Nyon E-bike controller features navigation and fitness trainer and smartphone connectivity. Total weight 16.8kg.

[www.nevi.it](http://www.nevi.it)

**B3-504**





Bosch Performance Line CX

features like coaster brake compatibility," the company's Bart van den Boom said.

In Europe, Bafang recently opened a service center, and van den Boom said at least seven major bike brands are spec'ing Max Drive on 2016 models, with more expected for 2017.

Bafang offers the Max Drive in 250W and 350W versions, and battery options up to a whopping 688Wh of capacity.

Yamaha, an early e-bike pioneer, is also working on making a comeback in Europe. It recently entered into a strategic partnership with the Accell Group, Europe's biggest seller of e-bikes, to develop a new line of mid-drive motors under the Ion brand name.

Haibike, an Accell brand, is spec'ing Yamaha motors on its expansive and less expensive Xduro line of e-mountain bikes.

**Well made in Germany.** Several German



Kalkhoff Integrale S11 with Impulse Evo RS Speed system

manufacturers are attempting to capitalize on the popularity of e-bikes in their home country.

**Kalkhoff, UO-2** a brand of the Derby Cycle Group (now owned by the Dutch conglomerate Pon Holdings),



Protanium Diavelo bike with Brose motor and ContiTech belt drive

has completely reworked its Impulse mid-drive system. From 2015, it's called the Impulse Evo system and will include two model lines, Include and Integrale.

Kalkhoff and its sister brand, Focus, are unusual among e-bike brands because they use a proprietary motor system instead of buying systems from a specialist manufacturer.

Kalkhoff says the Impulse Evo motor delivers maximum torque of an impressive 100Nm. It says it has managed to reduce "background noise" by half, and has added an additional cadence sensor and quicker data transmission.

The RS version for speed pedelecs is more powerful. Kalkhoff's new smart

display is compatible with smartphones. An Evo Impulse navigation app, based on open-source Naviki software, provides GPS capabilities.

The Integrale model line undoubtedly shows the most pronounced upgrade. Built-in batteries, which remove for charging, are available up to a capacity of 612Wh, which Kalkhoff says is enough to go up to 127 miles (204 km) on a charge.

**Brose AG-205** got a shot in the arm with the recent announcement that Specialized will spec Brose motors on its new line of e-mountain bikes.

Meanwhile, Brose's original launch partner, the German mountain bike brand **Rotwild, A2-201** has updated its Brose-powered X+ e-mountain bike with a new 500Wh battery incorporated in the frame and a software upgrade.

Brose motors also appear on new models from Protanium FG-O/406 and from **Visiobike A4-601**.

Brose is also gaining traction through its partner **ContiTech, A6-301** a division of the huge Continental tire company, which looks to e-bikes as an increasingly important means of urban mobility.

"We consider e-bikes and pedelecs not only as an important market for us but as one significant building block of mobility in future megacities," said Regina Arning, head of the industry division of the ContiTech Power Transmission Group.

ContiTech uses a Brose motor in a system built around a ContiTech belt drive. Contitech calls its system CeBS, for "Continental e-bike System." The CeBS system includes integrated downtube batteries.

The company said some 30 brands are showing CeBS-equipped e-bikes here at the show, including **Eflow FG-B9/3** and **Rose Bikes, B3-108**

ContiTech, which along with Gates has pioneered the use of belt drives for bicycles, believes they may become the norm for low-maintenance e-bikes.

**TQ Systems ZH-212** garnered headlines for its powerful and fast "pin drive," which appears on the 75 kph (47 mph) **M1 Sporttechnik A6-207** Spitzing R-pedelec.

TQ is boosting production of the drive, now called the Cleanmobile PIN120. It says three bike manufacturers at Eurobike should have TQ-equipped e-bikes on display.

Motors from **MPF, FG-0/210** another German manufacturer of premium mid-drive systems, are at the heart of



Qwic P-MD10 with MPF drive

Visiobike's range, which now has three MPF-equipped models. MPF motors also appear on the unique carbon monocoque bikes from **Leaos A4-703** (see related story, page 22) and on bikes from the new Dutch brand **Qwic, A4-607**

In addition to Bafang, other Asian motor manufacturers are looking to grow in Europe.

**Greentrans A5-221** (founded by CMC, a Taiwan Mitsubishi partner) is showing a new system at Eurobike. The 48V version is suitable for off-road use, while its 36V system was recently adopted by **Dutch ID A7-108** for a commuter model.

Continued on page 60...



Remote for ContiTech CeBS system

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## MAX drive system

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Bafang's MAX is a powerful drive system that is compatible with virtually any frame, featuring low maintenance and easy installation with a compact, modular design. A high-performance drive unit is coupled with a versatile, easy-to-use HMI unit that reads controller data accurately. A choice of battery packs up to 690Wh is available. The Bafang Max Drive System team won the 24 hour E-Bike Race at Germany's Nürburgring on July 25, coming first from a total of 13 teams. BAFANG dedicates itself to the core

technology development of drive systems ranging from motors, batteries and HMIs to connectors and controllers. It is the only Chinese company with independent intellectual property covering key technologies of drive systems.

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Brose develops custom-made e-bike systems. Our goal is to design e-bikes in cooperation with manufacturers to perfectly meet the needs of the target group. For example, OEMs can choose from many options and can combine the drive unit with different types of displays and batteries. The angle of the engine within the frame is flexible or the drive unit's cover can be adapted to fit the e-Bike design. For a variety of e-bike applications, different motor setups have been developed so OEMs can select the ones that suit their purpose best. Moreover, in close cooperation with Brose, manufacturers are able to develop their own

motor setup in a special program that is tested and validated exclusively for the OEMs to design a custom e-bike riding experience.

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...Continued from page 59

Rotwild X+ with Brose drive

**Dapu, A4-409** a Chinese motor manufacturer under Japanese management, is launching a mid-motor system for fat bikes and another second-generation mid-drive that generates 100 Nm of torque.

**Nidec Copal, AG-208** a Japanese company that specializes in precision motors, makes a mid-drive that is being spec'd by the UK's **Momentum Electric, FG-0/102**. Momentum claims that the 3.1kg motor, which delivers 700W of peak power and 95 Nm of torque, is the lightest mid-drive motor on the market. Momentum uses the motor on its high-end VIT-S e-road bike, while it is equipping its lower priced Model T and Upstart city bikes with Bafang's Max Drive.

**Out of the mainstream.** One striking example of an innovative

For manufacturers, this explosion of mid-drive options creates a problem: All of these different motor systems are incompatible with one another. A bike brand has to design a frame to fit a particular system.

But what if an OEM had the ability



TQ Systems Cleanmobile PIN120



Bafang Max Drive system

to swap out systems on the fly? Swiss designer Andy Muff says he has come up with a method for doing just that.

Muff, founder of **Andy Muff, A2-403** developed the Integrated Size Adapter, which lets manufacturers fit different e-bike motors to one frame. The adapter fits Bosch, Shimano and Yamaha mid-drive motors among others.

By letting OEMs take a "pick and mix" approach to mid-motor drives, Muff said they could cut lead times and solve some of the logistical and delivery issues that have affected mid-drive supplies. ■ **RICHARD PEACE**

mid-drive system comes from Italian startup **Neox, FG-0/104**. Neox developed a patented system that combines a mid-drive motor with a sequential electronic gearbox. The Neox system eliminates the seat stay. Instead, a reinforced, fully enclosed drivetrain also serves as a single-sided chainstay.

Germany's **Pendix AG-303** is showing an ingenious gearless motor. Unusually, it mounts to the non-chain side crank arm of almost any bike and was created for the retrofit market. Pendix says the system weighs 5.5kg.

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



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## Riding & Dining after the show

# Some like it hot, so they head to Friedrichshafen's Spicy Grill

Charles Fernando is a native of Sri Lanka, but love brought him to the shore of Lake Constance. And love of cycling brought him to Friedrichshafen's road bike club, known by its initials FkU.



Jannis Michalis and Elke Maria, owners of the Spicy Grill Tavern

Now, he distributes large diesel generators from a German manufacturer to customers in India and Africa. Fernando, 50, lives in the Friedrichshafen area with his wife and family.

A Sri Lankan's love of spicy food is difficult to satisfy in Germany, but Fernando has found a perfect venue: The Spicy Grill Tavern, which he recommends to Eurobike visitors.

The Spicy Grill is about 5km (3 miles) west of the Eurobike grounds in Friedrichshafen-Manzell. It's easy to reach, because it sits on Bundesstraße 31, a main road. The restaurant is already a favorite of many Eurobike attendees, including the staff of the *Show Daily*.

Another plus for show visitors is that the restaurant stays open late, usually until 10 p.m. Frequent Friedrichshafen visitors know how rare it is to get a late dinner here.

While Fernando can't get traditional Sri Lankan food at the Spicy Grill, he has found plenty of other menu items to satisfy his chile craving.

"With its burgers, pizzas, steaks and other dishes from the grill, this place focuses on spicy stuff," Fernando said. "My personal favorites are the spicy pizzas they offer".

Apart from the food, Fernando is a fan of the restaurant's casual, cozy atmosphere.

"It's not too big, it's not too small. Same applies to the manageable-sized menu," he said.

Wimpy diners who don't like it spicy don't have to stay home. The kitchen staff will accommodate their requests to tone the heat down, or turn it off altogether.

The Spicy Grill is owned by Jannis Michalis, a native of Greece, who opened the restaurant with his German wife, Maria, in 2008.

It may be surprising to see a Greek-owned restaurant dedicated to the spicy side of life, but Michalis said it satisfies his cosmopolitan tastes.

"I see myself as a European. I have travelled all over the world," Michalis said. "I liked the spicy food in some South American and Asian regions. I thought, 'Hey, this is something

different than the generally boring taste of European cuisine.' That's what I wanted to offer."

Check out some restaurant atmosphere and dishes in a YouTube



The Spicy Grill

video made by Spicy Grill, [www.spicy-filmab.eu](http://www.spicy-filmab.eu).

The restaurant also maintains a website, in German only, at [www.spicy-grill.de](http://www.spicy-grill.de) +49 7541 31077.

The late hours may be another reason Fernando is so fond of the Spicy Grill. Fellow FkU members say Fernando is not an early bird. "He's always late," they say.

■ ROLAND HECHT/JO BECKENDORFF



Charles Fernando (Photo: Roland Hecht/FkU)

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 Tavern.

+STROMER-



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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

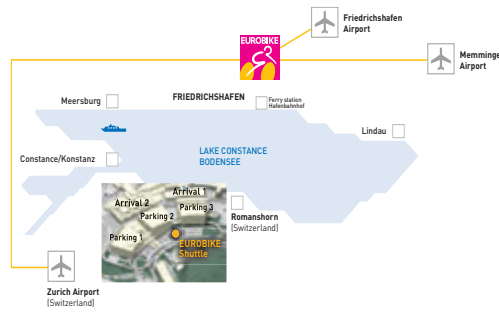
No stress and no cost

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!



## Airport Shuttle

Zurich, Friedrichshafen, Memmingen



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

### 1 Hotel Shuttle Überlingen - UHdingen - Immenstaad - Fischbach

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for various hotels in Überlingen and Immenstaad.

### 2 Hotel Shuttle Meersburg - Hagnau

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Meersburg and Hagnau.

### 3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Salem, Bermatingen, Markdorf, Oberteuringen, and Ailingen.

### 4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Weingarten, Ravensburg, and Meckenbeuren.

### 5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettleng

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Wangen, Neukirch, Tannau, and Tettleng.

### 6 Hotel Shuttle Nonnenhorn - Kressbronn

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Nonnenhorn and Kressbronn.

### 7 Hotel Shuttle Lindau Island/Insel

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Lindau Island.

### 8 Hotel Shuttle Neuravensburg - Weißenberg - Lindau - Wasserburg

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Neuravensburg, Weißenberg, Lindau, and Wasserburg.

### 9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eriskirch

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Lindau, Oberdorf, Langenargen, and Eriskirch.

### 10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)

Table with columns: Bus Stop/Haltestelle, Tour 1, Tour 2. Lists departure and arrival times for Dornbirn, Bregenz, and Lochau.

Table for ZURICH Airport/Flughafen - EUROBIKE. Shows departure times from Zurich and arrival/departure times at Eurobike Messe Entrance West.

Table for FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE. Shows bus stop/haltestelle, departure times from Friedrichshafen, and arrival/departure times at Eurobike Messe Entrance East.

Table for MEMMINGEN Airport/Flughafen - EUROBIKE. Shows departure times from Memmingen and arrival/departure times at Eurobike Messe Entrance East.

## Free Rental Bikes

During Eurobike a total of 500 rental bikes will be available at various locations — and they're free!

Visitors and exhibitors can make their way to the exhibition center easily and quickly. And what could be a more fitting way of arriving at the world's biggest bicycle show? In the evening, it's easy to get back to their starting point. Get in the Eurobike mode before you even reach the center. And the best thing about the bike rental service: it's free. For more details, see www.eurobike-show.com/eb-en/travel/bike.php

## Rental Process

Call the Rental Hotline (24-hours daily from Aug. 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

Table for FERRY | BODENSEEFÄHRE Constance/Staad/Konstanz/Staad - Meersburg. Shows departure and arrival times between Konstanz and Meersburg.

Table for CATAMARAN | KATAMARAN Constance/Konstanz - Friedrichshafen. Shows departure and arrival times between Konstanz and Friedrichshafen.

Table for FERRY | BODENSEEFÄHRE Romanshorn - Friedrichshafen. Shows departure and arrival times between Romanshorn and Friedrichshafen.

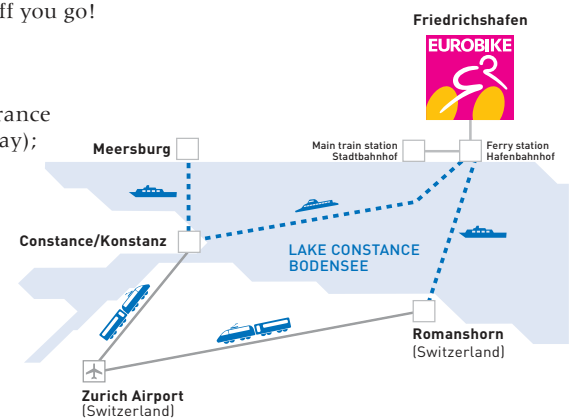
Friday and Saturday additional departures from Friedrichshafen / Freitag und Samstag zusätzliche Abfahrt von Friedrichshafen: 20.02/22.02. Duration of the journey approx. 52 min. Subject to a charge. / Fahrzeit ca. 52 Min. Kostenpflichtig.

Table for FERRY | BODENSEEFÄHRE Romanshorn - Friedrichshafen. Shows departure and arrival times between Romanshorn and Friedrichshafen.

Duration of the journey approx. 41 min. Subject to a charge. / Fahrzeit ca. 41 min. Kostenpflichtig. www.bsb-online.com

All timetables are also available on our website www.eurobike-show.com (Travel & Accommodation) or in our EUROBIKE app

naviki App: Use the free navigation app for Android and iPhone. naviki will always show you the best cycling route to the EUROBIKE. More information: www.eurobike-show.com





# Norco benefits from direct distribution

Norco Bicycles reaped the benefits of its recent decision to take over its distribution in Germany at Demo Day yesterday, as its booth filled with a steady line of riders waiting to try its new XC and downhill mountain bikes.



Norco's Paul Burnett with the Aurum

"This is the first time in a long time we've done demos here," said Paul Burnett, product manager for the Port Coquitlam, Canada-based brand.

Since opening a wholly owned subsidiary, Norco Germany, last year, Norco **B4-202** has its own staff in Germany to handle the logistics of

running a demo program.

The Norco Germany team consists of a sales manager and three reps, as well as a shared warehouse space in Flensburg, Germany.

Norco Germany is the company's first subsidiary — it uses distributors in most countries — but in this important market, Norco wanted

better control of its business.

"Overall last year we had really good growth," Burnett said. "We've just taken these initial steps. It's only been a year, but I think the growth is going to continue.

Demo Day served as a launching pad for the Revolver, Norco's first full carbon cross-country race bike, as well as its redesigned Aurum downhill rig.

The 4-inch-travel Revolver comes in either 650B or 29er wheels and is built around Norco's four-bar suspension platform with a rear chainstay pivot point and a sub-1,000-gram frame. It comes in four models, with the marquee model decked out with carbon wheels, RockShox RS-1 fork and SRAM XX1 drivetrain.

The Aurum, Norco's first carbon downhill bike (the rear triangle is alloy), is the result of nearly three years of product development.

The 8-inch-travel bomber is built around 650B wheels, a narrower rear-end and compact front triangle for better control. Norco's racers have been testing aluminum frames for the past two years, to dial in the geometry, before the company felt confident enough in the ride feel, kinematics and fit to commit to carbon molds. ■ **NF**

# BH releases new road disc bike

Spanish brand BH Bikes has joined the road-disc revolution with the G7 Disc, which it claims is the most technologically advanced and safe bike it has ever made.

The wind-tunnel tuned machine from BH **F6-0/207** features cross sections on the down tube and fork that create a linear air-flow and reduce turbulence, while the low stays to the rear add substantially to the improvement in aerodynamic response.

The seat clamp, too, is specially designed to be aerodynamic, as well as to reduce pressure both on the frame and seat post. It can also be used to house a Shimano Di2 battery.

The geometry, meanwhile, has been altered to take account of the disc brakes: the sloping top tube pushes the center of gravity lower. It is manufactured with a combination of pitch fiber and Toray T24 fibers, and uses a Press Fit 386 BB. ■



BH G7 Disc



Freewheel Racing / Grand Rapids, USA

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# Sun comes out for Demo Day





# The Hero4 Session is GoPro's tiniest camera

Selfie lovers can rejoice: Now they can be more discrete as they capture the world around them on video.



Joris Edlmann with GoPro Hero4 Session

GoPro **B2-400c** is showing its Hero4 Session, the smallest and lightest POV camera that the market leader has released to date.

GoPro's Joris Edlmann modeled the square camera, which attaches via a new wrist strap, as music from the GoPro Hummer thumped in the background.

"It's super-tiny, that's the beauty of it," Edlmann said.

Despite its diminutive size, the Session still packs in a decent amount of features. It operates with a single button that starts and stops video and goes into single, burst and time-lapse photo mode if held for three seconds.

The button can be programmed according to users' preferences through a GoPro app.

The Hero4 Session captures video at

resolutions from 720p to 1440p, at up to 120 frames per second — not quite the sharpness of the 4K resolution offered by its bigger brother, the Hero4 Black. It also produces 8 MP still images.

It's also waterproof up to 33 feet without a separate housing and has built-in WiFi and Bluetooth connectivity. It's compatible with all of GoPro's existing mounts and retails for €350 (\$400).

Edlmann brought eight cameras to Demo Day for riders to use as they went out on their test laps. He was optimistic that the Session would help get consumers fired up about GoPro in the fast-growing European market.

"It's more about quality than quantity," Edlmann said. "We want to get people stoked about GoPro." ■ **NF**

# The Fuji five-year weight-loss plan

Five years is a long time in bike design and materials technology, as Fuji's new SL road bike proves. Right now, it's being ridden by the pros of the Caja Rural team, a few thousand kilometers from Friedrichshafen in the Vuelta a España. Fuji's dealers and distributors got their first chance to swing a leg over the superlight frame at yesterday's Demo Day.

A 56cm frame weighs 695g unpainted, while the raw fork is 293g. Fuji **B4-300** achieved this by cutting the number of joints in the frame from eight to four.

"It's a much more efficient way of utilizing carbon's natural properties. It has to be continuous to be strong," said Steven Fairchild, senior product manager for road. "The whole front triangle, including a portion of the chainstay, is molded in one piece. The seatstays and chainstays of each side are molded individually. There are hollow sections all the way through, including the dropout."

The main tubes all feature flat sections.

"Those flat sections allow us to use a very high-strength carbon. You can only use it in a flat orientation," he said.

This means that the SL is 237g lighter and 11 percent stiffer in the bottom bracket, 9 percent stiffer in the headtube and 18 percent stiffer in the fork than the Altamira, Fuji's previous weight-weenie frame. Five years ago the Altamira was state of the art.



Steven Fairchild of Fuji

Fairchild doesn't expect any more "quantum leap advances" in carbon fiber.

"It's going to be the manufacturing methods and the resin," he said. "There's still a lot of advancement to be made in the mixing of different resins to get different properties." ■ **ML**



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# Tern, Xtracycle make cargo bike writ small

“There aren’t many cargo bikes that’ll fit in an elevator,” said Josh Hon of Tern. “This one does.”



Xtracycle's Shannon Evans hauls Tern's Josh Hon on the Cargo Node

Tern **B4-303** has teamed up with Xtracycle to create a longtail cargo bike version of its Node folding bike. Called the Cargo Node, it will retail for €1,900 in Europe and \$1,800 in the United States.

“Ross Evans, the founder of Xtracycle, is a good friend,” Hon said at Demo Day. “We went to Stanford University together and have kept in touch.”

The Cargo Node originated from some close proximity thinking: “We were seated in a hot tub, and I said, ‘you make this really cool rear rack and we make these cool bikes ... maybe the joining of the two could make something interesting?’”

The result was a longtail folding bike with a 65 percent smaller footprint than a standard cargo bike. The Cargo Node is

equipped with Xtracycle’s new Leap rack, the 2016 version of the Freeradical rack that the company has been making since 1998.

The Leap has a telescoping front boom so it fits a wide range of bike sizes, from a 24-inch-wheel folding bike like the Node up to a 29er.

The Cargo Node can fit in an apartment and a small garage and is portable enough to go on public transportation, Xtracycle’s Shannon Evans said.

“I can fold it and get it on buses and trains. If I can’t get a seat on the train, I can use the Cargo Node as a bench.”

She said it’s now her “date bike.” “To go to the city on the train for dinner with a bunch of friends, this is the bike I now use.” **CR**

Velocity

HALL A3 | STAND 706

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# Insolvency hasn't slowed down AX-Lightness

**In July the carbon specialist AX-Lightness of Germany filed for insolvency. But that hasn't stopped the automotive and bicycle brand from exhibiting at Eurobike.**

"Despite insolvency, production is running at full capacity," a bullish Kai Christian Uhr. He is the receiver now in charge of the company.

"The continuation and restructuring of the company is assured," he said.

**AX-Lightness B3-109** has not shed any of its 33 full-time workers, and investors are said to be sniffing around the brand.

"Several companies are deeply interested in AX-Lightness," Uhr said. The receiver said he expects a rescue package to be finalized by mid-September.

AX Lightness general manager Axel Schnura said that insolvency protection was necessary after the company lost a major automotive contract, while an OEM customer failed to pay its bills.

Schnura said the company's bicycle activities remain profitable. "We've experienced a 60 percent growth rate for our bicycle business," he said.

Proud of its made-in-Germany

operations — the company slogan is "Laminated in Germany" — Schnura said that it is not possible to achieve the same quality in the Far East.

"Ask our motorsports partners from the highest racing categories such as Formula 1, MotoGP, LeMans or FIA GT. They will confirm this claim."

AX-Lightness is a regular winner of design awards for its carbon forks, handlebars, wheels, frames and complete carbon road bikes. Its bicycle technology benefits from its association with the high-end automotive side of the business, including the new products on show at Eurobike, Schnura said.

At yesterday's Demo Day AX-Lightness unveiled its first-ever mountain bike, a carbon XC-marathon hardtail with a race-oriented geometry.

"All of the technology and experience that can be seen in our road bikes is now available for mountain bikers," Schnura said. ■ JB



Axel Schnura with the AX-Lightness Vial Evo XC mountain bike (Photo: JB)

## Replace your e-bike battery from a vending machine

**Imagine swapping out the battery of your e-bike as easily as buying a soda from a vending machine.**

That's the concept behind the Energy Tube, a plan for standardized e-bike batteries that can be swapped out as needed.

**ExtraEnergy FC-06100** is showing a concept of an Energy Tube-equipped bike designed by Kalle Nicolai, the German bicycle designer.

His Urban Concept Bike is part of his new HNF Heisenberg bicycle brand.

"The EnergyTube intelligent battery system can be changed very quickly," Nicolai explained. "Thanks to this, electric bikes can be designed to be very lightweight. Instead of using one single heavy battery the user can decide to ride with one single or a multiple amount of EnergyTubes. I'm looking forward to seeing EnergyTubes enter mass production."

One EnergyTube contains 100Wh of energy, and can be used for many applications, such as e-bikes, scooters and other vehicles.

Older Energy Tubes can be used to store power generated by wind farms or solar panels, ExtraEnergy founder Hannes Neupert said. At their end of life they are 100 percent recyclable.

On the Urban Concept Bike, riders interact via a smartphone that can be controlled from the handlebar while riding.

The Kappstein drive and propulsion system has six internal gears in total and is combined with a Gates Belt Drive.

HNF Heisenberg is also showing the concept bike at the upcoming IAA car show next month in Frankfurt. ■ JB



ExtraEnergy's Hannes Neupert displays the replaceable Energy Tube battery, and integrated charging cable that stores in the bike's seat tube, on the Urban Concept Bike. (Photo: JB)

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# No backpack needed with Alpinestars' Paragon Vest

It's been only a few months since Alpinestars earned an award for its Evolution Jacket, which incorporates protection with a hydration bladder.



Giulio Neri with the Alpinestars Paragon Vest

extra padding. The Evolution Jacket won an ISPO Award in the Action Sports, Protection and Safety category. It's made of lightweight, stretchable mesh and a removable back protector with ergonomic shape and shoulder pads. Alpinestars is also bringing back its women's range, which it discontinued last year. The company has revised the line for its relaunch. "It went through a hiatus but there is a lot of demand for women's

But the Italian company has already upgraded the product with the Paragon Vest, a sleeveless version with several new features. "It allows you to ride without a backpack and gives you everything you need for hydration, protection and storage," Giulio Neri, a spokesman for Alpinestars **BS-205**, said yesterday. The light Paragon Vest has two routing options for hydration, which makes it particularly easy to use while in the saddle. Alpinestars added a Velcro loop to keep the bladder in place, and a pocket for

products, with more and more women riding mountain bikes. We wanted to take the time to come up with significant improvements," Neri said. Intended for all-mountain riding, the range comprises the Stella Mesa jersey in three colors and the Stella Pathfinder shorts in two colors. The shorts are made with four-way stretch fabric, an elasticated back panel, an integrated lens wipe and a women-specific pad, among other features. The company's wider men's assortment includes downhill and enduro ranges. **BS**

# Vroomen opens U.P. about adventure bike

"We're working hard to stay small. That's our motto now," Gerard Vroomen says.



Open's Gerard Vroomen with the U.P.

Vroomen is talking about Open Cycle, **BC-403** the brand he founded with Andy Kessler. Both know the opposite of small; Vroomen co-founded Cervélo, and Kessler is the former CEO of BMC. From its first bike, a hardtail mountain bike, Open Cycle has doubled its product range to two

models. The new model is a speed-focused adventure bike called the Unbeaten Path, or U.P. While retaining the geometry of a road or 'cross bike, the frame has enough clearance for 700c road or CX tires or 650b MTB tires, which have practically the same outer diameter. "You can design a bike to take the same size wheel, with either a road bike or a mountain bike tire on it," Vroomen said at Demo Day, "but then the wheel becomes so big that you need really long chainstays. The geometry is messed up." To make space in the congested zone around the chainring, the right-hand chainstay has been lowered to accommodate road cranks and wide tires. "Future-proof" internal routing can handle electric, manual and hydraulic systems. The frame has extra mounts for bags. "Even if you like riding the trails, the chances are you live in a city, so this gets you in an efficient position to get you out of the city quickly and hit the gravel — the actual fun stuff," Vroomen said. The U.P. is shipping now, with a frameset price of €2,900 (\$3,310). Open Cycle has around 50 dealers worldwide, but expects to expand the network to 60. **ML**



## APACHE CHIEF WITH SYNTHESIS TECHNOLOGY

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<b>BEAD:</b>	700 x 23c (Continuum) Tubeless Ready, B-Proof
Folding Bead	700 x 25c (Continuum) Tubeless Ready, B-Proof, Synthesis
	700 x 25c (Continuum) Tubeless Ready, B-Proof
	700 x 28c (Continuum) Tubeless Ready, B-Proof, Synthesis

# 1921

Made in Germany



# A free-spirited bike with a hidden motor

Looking for an e-bike that doesn't look like one? So were three Vienna-based entrepreneurs: Martin Trink, Usama Assi and Stephan Hebenstreit.



Usama Assi with the Freygeist Classic (Photo: JB)

Last year, they were brainstorming the idea of a stylish lightweight urban e-commuter bike that couldn't be identified as an e-bike right away. They were not happy about what they saw on the market, so they searched for investors through the German crowdfunding platform Companisto.

"We started to collect investment for our urban e-bike idea in March. After two months we had more than 1,000 investors and €1.5 million [\$1.7 million]," general manager Usama Assi said as he showed the first model, the Freygeist Classic, at yesterday's Demo Day.

**Freygeist A2-304** means "free spirit." The Freygeist Classic weighs only 12kg. A 340 Wh Panasonic battery is hidden in an alloy downtube that isn't much wider than a conventional bike's downtube.

"One charge is good for up to 100 kilometers [62 miles]," Assi said.

The 250 Wh rear hub motor is also small and made by a producer Assi did

not want to name.

At the beginning of the year the Austrian trio moved its headquarters to Berlin.

"The German market is way bigger than Austria. Moreover we had the idea of producing in Germany," he said.

German Answer, which makes the lightweight Kilo mountain bike suspension fork, assembles the Classic. The first models will leave its Frankfurt factory in a few weeks.

Martin Trink is also the brand's general manager, and the public face of Freygeist. Trink is responsible for the future vision and further development of our product", while Assi, an engineer, is responsible for technology, logistics and production. Stephan Hebenstreit oversees finances, control, marketing, human resources and sales.

Freygeist plans to distribute through an online store as well as through some IBDs. ■ JB



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## Sixsixone gets pads locked

Sixsixone is battling "protection migration" with Padlock technology: Its latest jacket, shorts and knee pads are fitted with a button that allows the pieces to be snapped to each other, making sure they remain in the right place.

It's just one benefit of the feature-packed Recon kneepad. Built for trail and mountain biking, it also uses XRD technology, a special foam, in the pad.

"If you hit it, it gets harder, but it's really malleable as well," said TJ Parcels, product developer at Sixsixone.

Upon impact the foam instantly forms a protective shell around the knee but the pads are otherwise light and flexible. "You can roll them up and throw them in your pack, or shove them in the back of your pants," he said.

The Recon was developed with

input from Nicolas Vouilloz, a French professional mountain biker,

rally driver and 10-time winner of the downhill mountain bike World Championships. He describes it as "minimal enough to ascend and just enough protection for the most technical descents."



Sixsixone Recon kneepad

It's the lightest protection in Sixsixone's line-up, weighing 140g per set.

The Padlock Connection System is present on the Evo jacket and shorts, and across the company's kneepad range. ■ BS



# It's curtains for Carradice

English bag maker Carradice is famous for its use of cotton duck canvas and leather, but it has created a sub-brand, UPSO, to manufacture and market a new range of PVC bags made from recycled truck tarpaulins.

UPSO stands for "up-cycling through sewing." Managing director David Chadwick said the range also uses old fire hoses and seatbelts as leather and webbing substitutes. Each Carradice A2-318 bag is unique, and this poses a challenge for online ordering. Consumers and bike shops who order bags from the UPSO website will get the actual bags they see in the photos.

"We've set up a production line with a photo booth — when you click and order a bag, that's the actual bag you'll get," said Chadwick. "After it's sold the picture goes offline."

The bags are robust, colourful and weathered, but they're not smeared in road grime.

"We only choose the best 'cuts' and

we get the curtain sides washed by an industrial cleaning company close to us."

When driving on the motorways of Britain Chadwick is now on the lookout for truck curtains he thinks would make good bike bags.

"I have taken to emailing truck companies, 'I've seen your truck curtains, when they get torn can we have them please?' There are a few I've got my eye on."

However, most of the tarpaulins are sourced from a company that makes new curtain sides.

"They usually have to dispose of the old ones," said Chadwick. "These companies have piles of curtains in the corner. We go in and hand-pick the best ones."



David Chadwick of UPSO

The UPSO range consists of a full line of bags, from fanny-packs to rucksacks. UPSO panniers are sold singly as matching pairs simply don't exist.

All of the bags are sewn in the Carradice factory in Nelson, northern England and each bag is individually signed by the person who crafted it. ■ CR

## My Boo: Beautiful, sustainable bamboo bicycles

While this year's Demo Day was packed with e- and plus-size, one exhibitor presented a real contrast.

My Boo, a young company from northern Germany, relies on a sustainable material – beautiful bamboo frames made in Ghana. "In Ghana, bamboo is abundant and is where the best-looking tubes are selected and cut for our frames," said Maximilian Schay, the co-founder and CEO of My Boo A4-410. He said the frames pass all EN-tests for bicycles and

pedelecs. The EN 14764 tests simulate the lifetime of a bicycle, which is about 20 years.

My Boo bamboo is cut and made into frames by a non-profit organization, the Yonso Project, in Yonso, a small rural town in Mampong district in central Ghana.

"We already built a new workshop

building and have trained about 20 young Ghanaian people," Schay said. "There are more than ten full-time employees working on our frames. Each frame made out of thick, solid bamboo takes a total of 90 hours of craft. The joints of the bamboo tubes are made out of hemp and dual-component resin."

For 2016, My Boo is offering eight models – sport, tour and leisure bikes equipped with premium components from Brooks, Rohloff, Schwalbe, Selle Royale, Shimano and others. ■ JB



Maximilian Schay of My Boo

Visit us in Hall A6,  
Booth 402





- 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.gzhz.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.gzhz.de
- 11 **Klangschiff** (boat of sound), 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 **Panoramafel** – Panoramic display board – The alpine panorama at a glance. On a four meter long viewing board on the promenade you see the panoramic view from the Rätikon mountains to the Bernese Alps.
- 14 **Nikolauskirche** – Nicolas church – The Nicolas church was first mentioned as a chapel in 1325. The church was destroyed in 1944, and reconstructed from 1946 to 1949. The present interior design is from 1987.
- 15 **Rathaus** – Town hall – Right in the centre of town. Newly built in 1954-56 by the architects Tiedje and Kresse.
- 16 **Buchhorn Brunnen** – Buchhorn fountain – Designed by the artist couple Rumpf in 2001. The stylized tree, a beech tree together with a horn lying in the fountain basin, symbolizes the word "Buchhorn", the original name of Friedrichshafen.
- 17 **Rundfahrten** – Round trips (half hour) – on the on the nostalgic "Seeschwalbe" boat from Easter to late September at weekends and during school holidays (only in good weather). **Info:** Tel. +49 (0) 7551 916904, www.seeschwalbe-fn.de
- 18 **Moleturm** – Enjoy the unique panoramic view over Lake Constance and the alps from the 22 m high viewpoint tower at the boat harbour. A panorama display board gives you a detailed overview.

- 19 **Medien- und Geschäftshaus k42** – Town library with focus on new media, cabaret stage.
- 20 **Hafen** – Harbour for ferry, boat, catamaran – Round trips and regular routes during the sea son. Ferry to Romanshorn and catamaran to Constance all year round. **Info:** Bodensee-Schiffsbetriebe GmbH, Tel. +49 (0) 7541 92380, www.bsb.de  
 Katamaran – 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 700-8, 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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