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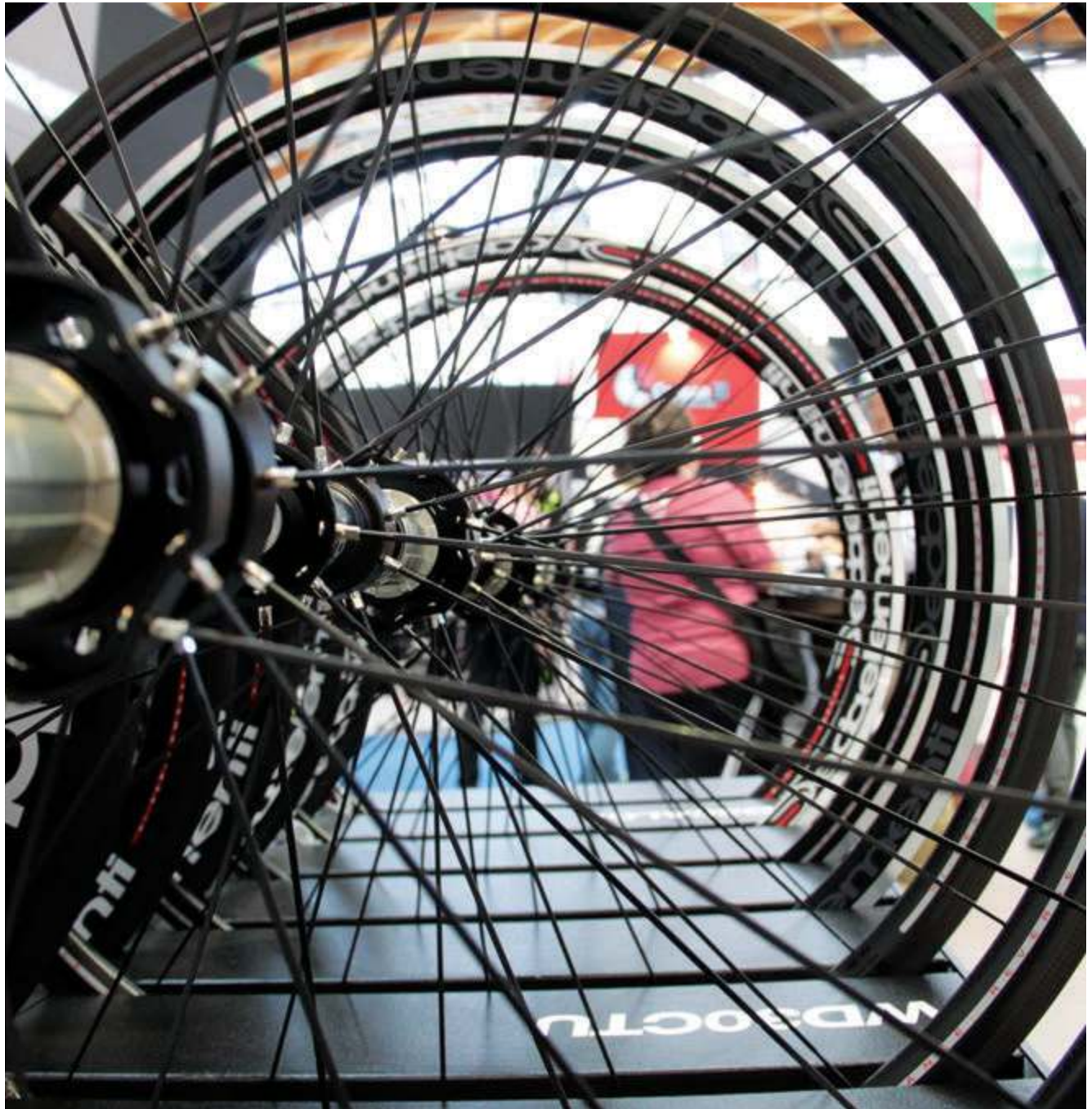


26-29 August 2015
Booth No. ZH-205



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Your Dream, Our Goal



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Advocacy brings big money, ECF says

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MIPS helmet system expands

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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 working at the highest level join Guru for the day.

Foyer East (1st floor)
LEV components special exhibition

Nutcase (FG-AK2)
Nutcase Unframed – Live Art for World Bicycle Relief
 Three internationally renowned artists will be painting canvases throughout the show that will be auctioned for World Bicycle Relief on Saturday.

Scheduled Events

09:00
 Room London (Foyer East)
See Better By Bike – sightseeing in the city by bike
 Talk by Louise Böhrer of the AFDC

09:30-12:30
 Room Berlin (Foyer East)
Seminar A: Bicycle Trade Basics / bicycle industry
 German bike industry tips from Lübeck & Blume Management Consultancy. In German with English translation. Registration required – visit www.Eurobike-Show.com listings.

10:00
 Selle San Marco (B3-405)
Cedric Gracia
 Gravity MTB star Cedric Gracia joins Selle San Marco for the launch of the 2016 Dirty gravity MTB saddle

10:00
 Room London (Foyer East)
Brand Storytelling
 Content creation workshop with Steven B. Cook of Edenspiekermann AG.

10:00-12:30
 ExtraEnergy Stage (Foyer East, 1st floor)
Session Pedelec World Market
 With EnergyBus.org, ExtraEnergy.org, ElectricBikeReport.com and Greenfinder.de.

11:00
 Foyer East
Eurobike Fashion Show
 See the latest collections at Eurobike's famous high-energy Fashion Show.

11:00
 Room London (Foyer East)
Audio Augmented Reality with Bike Sharing Services
 Talk by Marc Schweickhardt on Bluetooth audio and bike sharing.

11:00-13:00
 Lightweight (A3-219)
Jan Ullrich
 Lightweight invites the legendary German road rider to its stand.

11:30
 Room Schweiz (Foyer East)
Twin
 The Twin Project, aimed at developing e-bike training for dealers and mechanics, will present its work so far.

11:30-12:30
 THM Carbones (A2-205)
Jacob Zurl
 Meet the extreme athlete at the THM Carbones stand.

12:00
 Evoc (B4-201)
Danny MacAskill
 The trials superstar presents his new travel collection.

12:00
 Room London (Foyer East)
EnergyTube – the battery system of the future
 Talk by Johannes Dörndorfer and Rüdiger Nierscher of EnergyTube

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TODAY
 August 27
Friedrichshafen
29°C (84°F)
 Mostly sunny

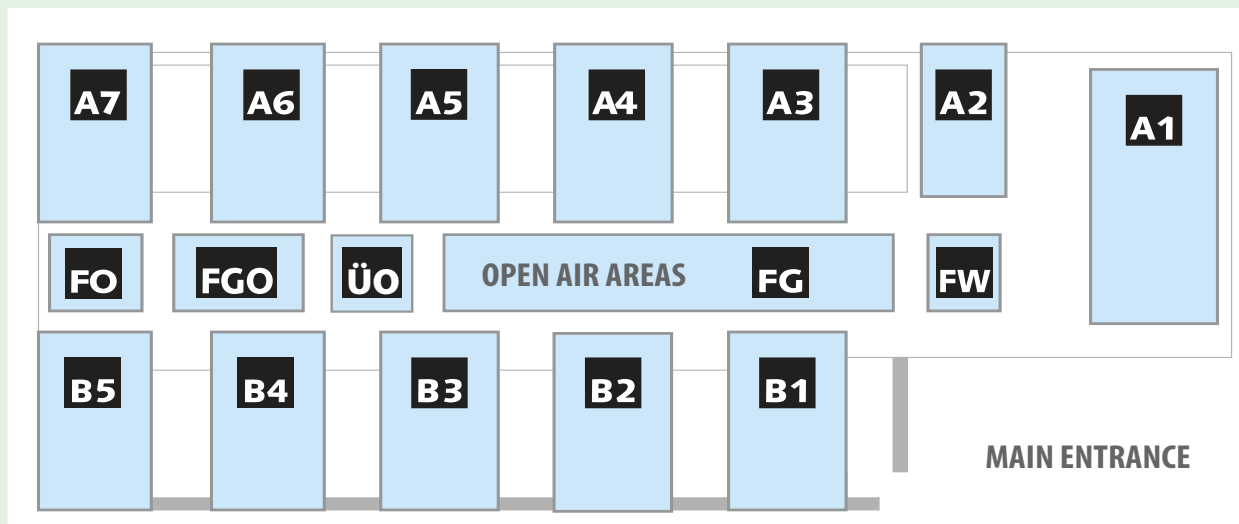
TONIGHT
16°C (61°F)
 Generally clear

TOMORROW
29°C (84°F)
 Mostly sunny

A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE")
- FG-0** = OUTDOOR AREA EAST ("FREIGELÄNDE OST")
- FW** = FOYER WEST
- F0** = FOYER EAST
- ZH** = ZEPPELIN HALL (EXIT THROUGH THE SOUTH END OF HALL A2)
- Ü0** = EAST PASSAGE

ZEPPELIN HALL



Industry leaders mount a mass ride for advocacy

Dozens of industry leaders, including principals of the Accell Group, SRAM, Cycleurope, Pon, Shimano, Tern and others, rolled into Eurobike yesterday morning as part of a mass bike ride to show their unified support for advocacy.



Nearly 200 industry leaders and local officials joined a morning ride to Eurobike to support cycling advocacy efforts.

"We want the first message to the show to be advocacy. Through this, we grow the market," said Kevin Mayne, director of development for the European Cyclists' Federation. The ECF sponsored the ride through its industry organization, the Cycling Industry Club (CIC), and is hosting the Advocacy Summit this afternoon (see related story, page 51).

Nearly 200 riders met at the main Friedrichshafen train station and took a leisurely jaunt through the streets and bike lanes — and past traffic that had already jammed up — to the trade show halls.

"We care about advocacy. Advocacy for us is about putting cycling on the agenda," said Tony Grimaldi, the CEO of Cycleurope and chairman of the CIC.

ECF president Manfred Neun said the CIC is looking to triple its

membership and double its financial support from members. The CIC currently has 33 industry members who provide close to €1 million a year in financial support. He called for 100 member companies and €2 million in support.

One of the top executives at the Accell Group, chief operating officer Jeroen Snijders Blok, agreed.

"If you make money on cycling, you should support advocacy, because it's in your interest," Snijders Blok said.

Mayne said the brief display of unity was not only a good message, but a fun time as well.

"I know when you all go back in the show halls you're all going to be ferocious competitors and fight for market share, but a bit of unity is actually a great thing for us to do," he said. ■ DM

Vox Pop

How much support does cycling receive from your government? What more should they do?



Marko Mac Simenc
MTB Galaxy
Soca Valley, Slovenia

I'm from Slovenia and cycling doesn't really receive any support from the government apart from some funding for the cycle racing association. There are a lot of races in Slovenia, but the support for these is more helping with paperwork rather than financial backing. We do have bike parks but these are mostly private ventures. Tourism is a very important source of revenue to Slovenia, and now local councils are putting pressure on the government to help build cycling infrastructure.



Avery Liu
Enoeco E-Mobility Ltd
Jiangsu, China

In China most people choose e-motorcycles (not pedelecs) over bicycles. People use them everywhere. Cycling for pleasure is becoming more popular, with large groups of people meeting in the cities at the weekends to go on long spins. As far as I can see, the government doesn't seem to be doing anything specific to promote cycling at the moment.



Elizabeth Leniec
Rekibiker, The Recumbent Experts
Poland

In the bigger Polish cities, like Warsaw where I'm from, we have the city bike scheme for free cycle rentals. It is a government-backed scheme and has been running for about three years now. The scheme has definitely increased the number of people participating in the sport.

On the last day of each month, people who enjoy cycling meet in the Warsaw city center and ride around 20 kilometers on closed roads. The local authorities are actively involved in organizing of these events. Both the Polish government and the people who take part in the events are united in promoting the bicycle as an alternative mode of transport, especially for commuting to work.



Johnny Lai
Satori
Hsinchu Hsien, Taiwan

I'm from Taiwan and I can definitely say the government is promoting cycling as a healthy activity. Bicycles are very popular in Taipei. We have had the city bike scheme now for around five years. The first hour of use is free and the number of people cycling in the cities has increased as a result. In many parts of southern Taiwan, people still use bikes as their main form of transportation.



Maxim Larionov
Sport Division LLC
Moscow, Russia

I have three bike shops in Moscow. There have been some improvements to the roads in the city, but the Russian government is slow to help the promotion of cycling. There is a city bike scheme all right, but it is only available in Moscow at the moment.

I would like to see the government help develop bike parks where people of all ages can go and learn to ride the off-road tracks. I would also like to see free entry to these parks. There are many people interested in the sport in Russia, but we lack suitable facilities to promote the sport properly.



Shibli Shiraz Sandal
Laurels Company (Private) Ltd,
Sialkot, Pakistan

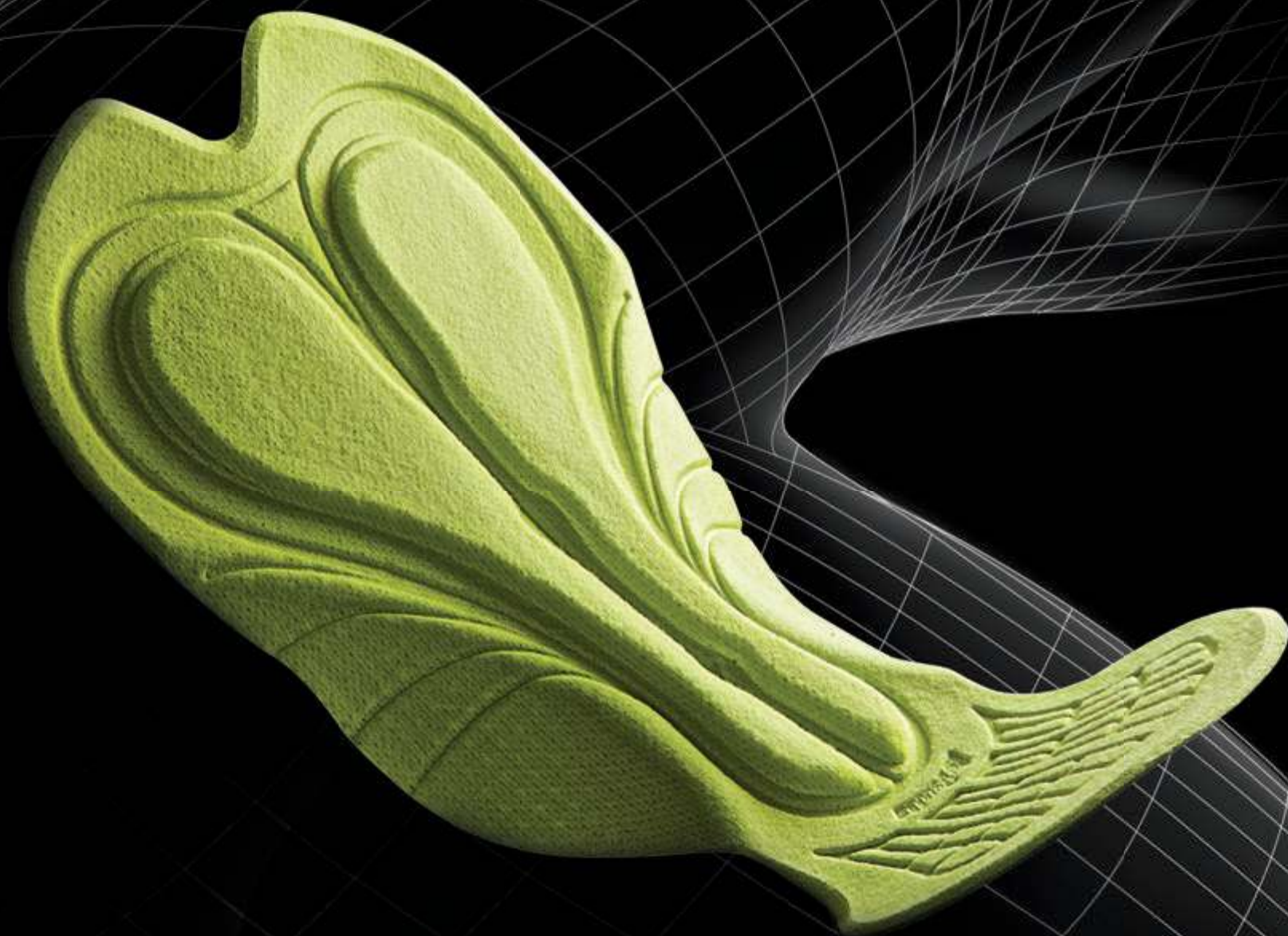
I make cycling gloves in Pakistan, which is still classed as a Third World country. The government's promotion of cycling is in the form of support for the industry. Companies get government support to set up dies and molds for the manufacture of bicycle components and accessories. They don't actively promote cycling itself. So the promotion of cycling is left to the sporting organizations and the bicycle manufacturers.

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SRAM's 'secret' electronic groupset is now official

SRAM's wireless electronic road groupset has been an open secret. They tested it, among other places, in the camera-heavy environment of the Tour de France. But SRAM made the Red eTap official at Eurobike yesterday.



SRAM Red eTap rear derailleur

SRAM, **13-202** from Chicago, has completely rethought the shifting for its debut electronic offering, producing a system that officials said was the simplest, most intuitive electronic system available.

"Our competitors simply electrified the mechanical system. Same controls, same position, same functions," Michael Zellman, its road PR and media manager, told several bike journalists yesterday. "We wanted to change the

game."

The development team consulted a company that designs control systems for pilots and came up with what road product manager Brad Menna called "a new shifting logic."

"The right paddle shifts you to a smaller cog, the left shifts you to larger cog. Shift them together and it moves the front derailleur, regardless of the position it is in," Menna said.

"It's supposed to be simple – that's what we see as an advancement," added Chris Zigmont, SRAM's road brand director. "You'll spend more time in the right gear for your ride."

Each wireless component — the two shifters, and front and rear derailleurs — has its own battery. The shifters take a CR2032 button cell, with a claimed life of around two years.

Each derailleur takes a small custom battery unit that securely snaps on and off. Front and rear units are interchangeable. Each is good for around 60 hours or 1,000km (621 miles), and recharges fully in 45 minutes with a USB-compatible charger.

For time-trial bars, SRAM has also developed what it calls "Blips." These are small wired switches, available in

different lengths, which plug into a port on the main shifters and can be placed on bar ends or elsewhere.

For aero setups in which conventional brake levers and gear shifters are not needed, a small Blip Box can be installed that controls up to two Blips on each side. Blips can be mounted either over or under bar tape.

For the wireless interface, the company turned to computer scientists, cryptographers and former hackers to develop a protocol it calls Airea wireless technology. Priorities were low latency (i.e., fast transmission), low power consumption, security and reliability. It claims that the encryption is more secure than that on an ATM. SRAM says it has tested the equivalent of two Tour de France pelotons shifting at the same time with no interference between systems.

Installation of the groupset is similar to a mechanical one, and the pairing of components achieved with a simple press of each one's "Function" button. "It will take you longer to remove your old components than to place your new one," Zellman said.

Zellman also spoke of the challenges the company faced in creating Red eTap.

"When electronic shifting came to market, it was a wake-up call to SRAM. We had believed that mechanical was best," he said.

The Red eTap group works

with mechanical rim brakes only and is designed for a 2X system, although it also works with a 1X system.

The company had to navigate more than 250 patents filed by its competitors, and entered into a long testing program culminating in the groupset's use by several athletes such as Kristin Armstrong and Lisa Brennauer.

Jan Ferdano won the California Oceanside 70.3 triathlon in April on an Red eTap-equipped bike, and the system was used by the AG2R team on every stage of the Tour de France this year, winning one stage.

SRAM Red eTap will be available in spring 2016 globally. A complete road groupset will cost €2,691 (\$2,758). ■ ML



SRAM Red eTap front derailleur

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Timelapse PRO includes titanium bolts and nuts.

... Continued from page 3

12:30-12:50
GoPro (B2-400c)
Danny MacAskill
Signing session.

12:30-14:00
Room Schweiz, (Foyer West)
AVERE LEV-TF Information Meeting
Information on essential LEV issues and a talk on speed pedelecs. Lunch is reservation only; contact a.roetync@pandora.be.

13:00
Room London (Foyer East)
Bicycle Leasing – what role can companies play as a new target group for bicycles
Talk by Ulrich Prediger, LeaseRad GmbH

13:00-14:00
ExtraEnergy Stage (Foyer East, 1st floor)
Pedelec Components
With representatives from BionX and Marquardt.

14:00
Foyer East
Eurobike Fashion Show



Eric Mah of Tern at the CIC Leaders' Ride

14:00-17:00
Room Berlin (Foyer East)
Seminar B: Planning and Ensuring Success – using key figures for control
Lübeck & Blume Management
Consultancy give tips for specialist e-bike traders. In German. Registration required – see Eurobike-Show.com listings.

14:00-18:00
Look Cycle (B2-301)
Team Erdgas
Signing session.

15:00
Foyer East
Excellence on Wheels – Taiwan Bike Show
The latest bike products and trends from Taiwan.

15:00
Room London (Foyer East)
Interpretation of BMS Data Improves Yield, Reduces Warranty and Logistic Costs & Time
E-bike battery seminar from James Post.

16:00
Room London (Foyer East)
BMS can Register and Document tSafety Risks and Increase Battery Life
E-bike battery talk by Professor Michael Pecht.

17:00
3T (B4-403)
Happy Hour
Get a feel for the company's new Discus wheels, with CEO René Wiertz and new co-owner Gerard Vroomen.

18:00
Lake (West entrance)
Lake jump
Watch some crazy guys jump in a lake.

18:30-21:00
Zeppelin Hangar Restaurant
LEVA Networking Dinner
Reservation only; contact info@levassociation.com for your spot.

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

9:30
Sealskinz (B5-604)
Sealskinz press conference
Presentation of Spring/Summer 2016 product highlights.

10:30
Evoc (B4-201)
Evoc press conference
Introducing the Danny MacAskill City

& Travel Series. MacAskill makes an appearance at 11:00.

11:00
Room Rom (Foyer East)
coModule press conference
A smartphone-controlled self-driving e-bike brings connected technology to two wheels.

12:00
Limar (B2-100)

Limar press conference
Featuring two MTB teams: Team FRM and world champions Topeak.

13:00-14:00
Room Paris (Foyer East)
TAITRA
The Taiwan trade and industry body presents new Taiwanese products from Giant, Kenda, BESV, KMC and Tern.

15:00
M1-Sporttechnik (A6-207)
M1-Sporttechnik press conference
The Fritzmeier Group company unveils the M1 Spitzing plus, its new R-class pedelec. (In German)

17:30
Primal (B5-206)
Happy Hour
Join Primal for a drink and an exclusive look at the 2016 product line.

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13 companies win big at Eurobike Awards

There were joyful scenes last night at the Eurobike Awards ceremony as 12 companies won gold awards, and Schwalbe won a green award for sustainability. A panel of experts chose the lucky, and innovative, 13 from a pool of more than 500 entries.

Here are the list of Gold Award winners:

Compact e-bike – Radius by Winora

The Winora Radius **A4-100** is a compact e-bike perfect for those with confined living space. The judges said this was a “zippy little vehicle, [that] requires little space to park.”



E-mountain bike – Turbo Levo FSR by Specialized

With this gold award, Specialized’s entry into the e-mountain bike scene has paid immediate dividends. The judges heaped praise on the bike, calling it “sensational.”

E-cargo bike – Spicy Curry by Yuba Bicycles

The Spicy Curry is Yuba’s electric cargo bike. “This electric-powered cargo bike is a smart way of helping to get rid of cars in urban areas,” the judges said.

E-bike – Commuter Bike by Coboc

Coboc **FG-0/211** is known for the way it conceals its e-bike drive systems and the Commuter Bike benefits from this subterfuge. The judges enthused that it’s “impossible to tell it’s an e-bike.”

Road bike – Slate Force CX1 by Cannondale

The Eurobike award judges said Cannondale’s **AG-200** gravel bike “echoes elements of a mountain bike and interprets these for road use.”

Cyclocross bike – U.P. by Open Cycle

The U.P. adventure bike (U.P. stands for “unbeaten path”) from Open Cycle B4-403 has enough clearance for MTB tires and impressed the judges for its “value for money ... because it allows the attachment of different sizes of wheel and types of tire.”



Bike carrier – Bike-Lift by EAL

The Bike-Lift by EAL **A2-207** is a rear-mounted bike carrier that features an electric lift that lifts bikes up on to cars. The judges believe this to be a boon for e-bike owners. “The idea of including a lift in the bike rack is really progressive,” said the judges.



Kids MTB – Belter 20 Trail 3S by Early Rider

Getting kids cycling is essential, but too many junior bikes are heavy and often don’t have parts scaled for children’s smaller hands. Early Rider **A2-500** of the UK recognizes these shortcomings and has added a 20-inch kids’ mountain bike to its range. Judges singled out the Belter because of its attention to detail.



Pumptrack by Bikeparkitetc

Bikeparkitetc’s modular pumptrack can be quickly assembled and disassembled, as the company demonstrated at Eurobike’s Demo Day. The award judges called it “fun and easy to plan how to assemble the sections”.



A duo from Cannondale celebrates the brand’s Gold Award win for the Slate Force CX1

Cycling glasses – Variatronic S by Uvex

Photochromatic lenses are nothing new but the speed at which Uvex’s Variatronic S lens changes – 1/10 of a second — is “exceptional,” the judges said.

The Eurobike Gold and Green Award winners – along with a further 51 Eurobike Award winners – can be seen in the flesh for the duration of the show at Foyer West. ■

Cycling jacket – Pure Electric by Diamond

Fast pedelecs that can travel at speeds of up to 45 kph require more robust safety equipment, and the Pure Electric adds the sort of protective panels more normally found on motorbike jackets.



Mountain bike – Aenimal Bhulk by Eurocompositi

The Aenimal Bhulk’s frame is manufactured using 3D printing. The biopolymer used is made from sustainable sources. The judges said the “technology is so visionary that it could revolutionize the way bikes are manufactured.”

Green Award – Schwalbe



Schwalbe’s **A5-300** recycling program for bicycle inner tubes won an Eurobike Green Award. Inner tubes can be returned by dealers for recycling free of charge. Schwalbe’s inner tubes consist of 20 percent recycled material.

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Schwalbe puts MTB tubes on a strict diet

Schwalbe has been pushing tubeless as a key technology for all kinds of performance-oriented cycling with its "less is less" slogan, but the German tire giant hasn't forgotten about tubes.



Schwalbe Evo inner tube

The company presented an intriguing product yesterday at Eurobike that, on its face, seems to contradict its push toward tubeless tires.

It's a new inner tube that Schwalbe **A5-300** calls Evo, made with a thermoplastic polymer called Aerothan. This polymer, designed in cooperation with German chemical corporation BASF, holds air and rolls as well as a butyl inner tube but weighs significantly less.

While ordinary mountain bike inner tubes weigh somewhere between 150g and 200g, the Evo tubes weigh only about 70g.

Schwalbe will offer the Evo tubes for standard mountain bike wheel sizes (26-, 27.5- and 29-inch). They have plenty of volume to fit tire widths from 2.1 inches to 2.4 inches.

As a bonus, the transparent Aerothan material is recyclable, said Carsten Zahn, Schwalbe's marketing director. However, fixing a flat

requires special glueless patches.

The Evo line will retail for about €20 (\$22), offering a cost-effective way of trimming weight from a mountain bike.

After all, plenty of mountain bike riders still rely on the proven, easy-to-fix combination of tires and inner tubes.

Also for mountain bikers, Schwalbe is rolling out a new Fat Albert tire combo for all-mountain and enduro riders.

These voluminous tires feature a novel tread design. Rather than going for square blocks as with all of its other tires, Schwalbe opted for more complex shapes in order to increase the traction at various lean angles.

While the front tire's tread is shaped to transmit directional changes, the rear tire's pronounced lateral blocks are built to give the necessary bite when accelerating or breaking. ■ LVR

Suspension trailer offers cushy ride for fragile goods

If you're an expedition cyclist that needs to transport camera gear on rough roads you no longer need to fret that your sensitive equipment will get rattled to pieces.

Aidoo **ZL-302** has created a line of trailers that offer suspension with hydraulic dampers. Founded in 2012, Aidoo is based in the Black Forest in southern Germany and makes a range of upscale bicycle trailers for carrying bulky items such as kayaks. Its new trailer line incorporates car-style hydraulic suspension and disc brakes.

There's also an Aidoo trailer with an integrated and lockable 140-liter aluminum box.

Proving that necessity is the mother of invention, founder Turan Dardagan said he started designing trailers because he couldn't find exactly what he wanted.

"We have four children and we did bicycle tours all over the world, but could never find the perfect trailer to carry all our gear," he said from his booth in the Zeppelin Hall. "Every trailer we bought had to be modified, so I decided to make my own. Aidoo is my fifth baby."



Turan Dardagan with the Aidoo trailer

The modular Aidoo can be outfitted with custom options, including an electronic tracker for tracking a stolen trailer, and motion sensors that warn of unauthorized movements.

The Aidoo trailer with hydraulic suspension retails for €1,240 (\$1,425). The trailers can also be hooked up to e-bikes with electric kits. The top-end Aidoo trailer, which can carry loads of up to 80kg (175 lbs.), retails for €3,500.

Aidoo has been exhibiting at Eurobike since 2012. ■ CR

Thieves steal \$35,000 of bikes from Marin

Marin Bikes started Eurobike on the wrong foot. Eight bikes, valued at a total of \$35,000 (€30,500), were stolen from its booth sometime Monday night.



Chris Holmes with a 1993 Marin FRS that, thankfully, wasn't stolen.

a low-end \$500 bike all the way up to a rare Attack Trail Pro carbon enduro bike valued at € 8,140 (\$9,350). If anyone sees it, it's definitely been stolen.

"It's one of only a few that have actually been made so far, and it's definitely ours. We haven't sold any yet," Holmes added.

Marin had to quickly reconfigure its booth layout, promoting several bikes it makes specifically for Germany to fill empty slots.

"We were so excited Monday night, everything was coming together so well, then we came in on Tuesday, and ugh. So gutted," said Chris Holmes, brand director for the Northern California company.

Holmes said the thief broke the lock on the storage area on the **Marin B4-100** stand and grabbed eight of 20 or so bikes stored in the room. When he came in on Tuesday morning, he noticed the remaining bikes were arranged haphazardly, unlike the organized fashion in which he had left them.

So he took inventory and realized what was missing.

"They didn't seem to be too selective," Holmes said. The thief took

Normally, those bikes would stay in the back of the booth because they aren't widely distributed.

Holmes said he reported the theft to show officials and to the police department, but he isn't confident that bikes will be found.

Fortunately for Marin, three classic mountain bikes it is showing for its 30th anniversary were safely packed in boxes and weren't taken.

Those include a 1993 Titanium FRS with an era-appropriate Shimano XTR drivetrain and Manitou front and rear suspension, a 1986 Madrone Trail and a 1990 Team Marin. ■ **NF**

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SEE MORE AT BOOTH **A5-302**

Lazer wants to be a 'girl's best friend'

Women donned white wings and took glorious poses with a bicycle on a red carpet at the Lazer stand yesterday, as the Belgian company turned the spotlight on its new women's helmet and eyewear range.

Lazer **A1-102** is showing the range, called Moi, in a small "women only" area **A1-103** just across from its big corner stand. Look for the blue diamonds, the logo for the Moi assortment.

Lazer said the logo was inspired by its hometown of Antwerp, Belgium, the world's largest diamond center. And, of course, diamonds are known as "a girl's best friend."

Lazer invites women who are "feeling glamorous" to have their pictures taken in Moi helmets and eyewear, along with less functional accessories such as wings and medals.

More than 30 women had taken part by early afternoon yesterday. Participants are eligible to win helmets and glasses. Women who drop by on Friday could get their nails embellished by a nail artist, as long as they don't mind wearing diamonds at their fingertips.

Sean van Waes, Lazer's chief executive officer, said the company started making "ponytail-friendly" helmets in 2005

with the Rolsys system, which used an adjustment on top of the helmet instead of the back.

He said Lazer has been deeply involved in women's cycling and sponsors many female professionals. Lazer is one of Europe's leading helmet makers, and expects to produce 550,000 helmets under its brand name this year.

Last year, Lazer recruited designer Stefania Occhionorelli to develop helmets and eyewear with colors and graphics that would appeal to women.

Her efforts turned into a full range of 10 helmets this year, some of them in several color options.

"I wanted something simple with a special blue color for the women's collection," Occhionorelli said. "Women don't like very visible graphics. They prefer more subtle details and matching colors." She pointed to the blue diamond on the helmet's strap, or on the padding.

The eyewear range comes with matching graphics. The highlight is the Magneto, a pair of glasses with short

arms and a magnet that snaps onto a Lazer helmet.

The company is showing an updated

version of the Magneto with a full frame and removable arms so they may be worn with or without a helmet **BS**



Lazer's Stefania Occhionorelli spreads her wings on the red carpet for Moi, the company's new range of apparel and eyewear for women.

Forget Lycra; Gonso uses cashmere in its new line

Cashmere wool isn't usually considered a performance material, but Gonso is using the luxury material to make fast-drying and comfortable cycling apparel.

"We decided to use cashmere because it's more original," said Frank Jap Lim, product manager at Gonso **B5-402**

He said customers who visited the Gonso booth yesterday were eager to run their fingers over the line and feel its soft touch.

The German performance apparel brand is using the fiber in three tops that are made from a blend of cashmere, cotton and elastane.

Cashmere wool is made from the fine and downy winter undercoat fibers produced by cashmere goats. It's often used in soft garments such as scarves and upmarket sweaters.

Jap Lim said cashmere is a little cheaper than merino and has several benefits.

"The most important thing is that you feel the comfort. We think it's better than silk," he said.

Gonso's news for Eurobike extends

beyond its product range.

Shortly before the show, the Schwan-Stabilo Group — which also owns Deuter, the German backpack supplier, and Ortovox, which makes outdoor gear, apparel and avalanche beacons — acquired Gonso's parent company.

The parent firm, Maier Sports, also produces winter and outdoor apparel.

Gonso itself includes Rono, a small running apparel brand that had been acquired by Maier Sports four years ago.

"We don't want to have synergies. Every brand in the group can focus on its own strategy," said Simone Mayer, managing director in charge of products and logistics at Maier Sports.

Mayer said the acquisition shouldn't lead to changes in Gonso's staffing or in its business approach. She said the company should benefit from Schwan-Stabilo's brand-building and management expertise.

Gonso is based in Albstadt, in the Swabian Alps, while Maier Sports is in Köngen, not far from Stuttgart.

The Maier Sports group has its own

factory in Turkey and is a joint venture partner in two Chinese plants. **BS**



Frank Jap Lim with a Gonso piece that incorporates cashmere



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Bike fit brand's new name is a better international fit

Radlabor, a German bike-fitting company, has launched a new brand that it hopes will unlock the key to the global market.



Smartfit body scan system.

The brand, **Smartfit, A3-204** has a more English-friendly name and will be available to international IBDs.

“Radlabor’ means ‘bicycle laboratory,’ but it’s pronounced in English as ‘Red Labor.’ With this name we wouldn’t be successful internationally,” said Fabian Schmiedel, Radlabor’s sales manager. “Smartfit’ is a much better name. This is a brand name with which we can easily present our products all over the world.”

For two years, Scott has used Radlabor’s BikeScanner and BikeManager systems, branded with the Scott name, in some of its retail stores around the world.

Schmiedel said the Smartfit systems would be offered exclusively to IBDs.

The company offers several systems to IBDs that use a precision laser. One captures a cyclist’s body measurement through a two-minute body scan, and then recommends a suitable bike.

More advanced systems scan the bike and can digitize the sitting position for any bike to the millimeter. One uses the laser to guide the bike fitter so he or she can precisely adjust the saddle, handlebars and other components based on the cyclist’s body measurements.

The Smartfit system can also provide a video analysis of a rider’s cycling action, and measures pedal forces.

The parent company will retain the Radlabor name, and use Radlabor for some of its German testing and training products in Germany. ■ JB

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Overview: Chamois

These Italians get into cyclists' shorts so they can last longer and feel better

Few know their names, but a handful of companies in northeast Italy use the miracle of science to perform an invaluable service to cyclists: Staving off saddle soreness and protecting the privates.

Based near Verona and Treviso, these suppliers produce what one calls “the soul of your bicycle shorts” — the high-tech chamois that let cyclists spend long hours in the saddle with little discomfort.

Just as their pads are discreetly hidden in a pair of shorts, suppliers are equally discreet when talking about themselves. In a competitive, technology-driven market, they keep their secrets from their neighbors.

They are often tight-lipped with their customers as well, because each produces pads for a gaggle of competing brands with distinct requirements.

According to pad makers, current trends in chamois include customized pads with plain surfaces, made with softer fabrics and fewer stitches and featuring quality foams or gels.

They are working to refine techniques that vary the density of a pad from one section to another so it provides support where needed, but won't add weight or interfere with the cycling motion where it isn't. One key goal is to avoid foam “steps” and hard edges, which can cause chafing.

Dr Pad, a brand of **Dual Press, B5-610** makes its own machinery to control the manufacturing process. Dual Press began making chamois in 2004 and launched the Dr Pad brand two years later, picking up such customers as Trek and Louis Garneau.

The company calls its latest production method Gel Injection Plus. Instead of using adhesive fasteners or thread to sew on inserts, Dr Pad injects liquefied silicone gel directly into the pad's open-cell foam.

Hot gel penetrates into the cells and grips firmly to the pad when cooled down, preventing the insert from shifting when in use. The company says the process is easy, precise and offers better performance at a lower cost.

“Gel is a very good shock absorber, but it's not easy to deal with,” said Leonardo Bortolato, sales manager for Dr Pad. “With our innovative technology we have complete control on the quantity of gel we put in. We can shape the inserts properly, with smooth edges and a perforated surface to make them more breathable.”

Dr Pad has developed a triathlon pad and is preparing to introduce gel pads for track and time trials.

“Since chamois is maybe the most important and most technical part of cycling clothing, we strongly believe we have to invest in new technologies and advanced materials,” Bortolato said.

Further west in Villafranca, near Verona, **TMF B5-510** takes an equally scientific approach to padding what's down under.

Run by the Furfaro family, TMF makes about 3 million pads a year. TMF uses exclusive foams and fabrics, and its research and testing center customizes them for such clients as Pearl Izumi and Adidas.

Since 2009, TMF has featured its Skyve technology, in which the parts of the chamois are pre-shaped.

“That means we have extra density and thickness only in the parts where it matters,” research and development head Demis Furfaro said. “It makes the pads softer, like a second skin in your shorts.”



Dr Pad developed its own machinery for its Gel Injection Plus system, where liquefied silicone gel is injected directly on the open-cell foam of the pad. With the system, Dr Pad doesn't need to use adhesives or stitching to affix the gel to the pad.



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such as road performance, road endurance, and city commuting.

CyTech, B5-210 the company behind the **Elastic Interface** brand, says its strongest selling point is the ability to customize pads for all sorts of riders, and put the protection in exactly the right spots.

"We have decided to focus on performance and work only at the medium to high end of the market," said Guido Zago, marketing manager for Elastic Interface. "We start from the goals of our customers and then develop fabrics and designs that are specific for each of them."

The company has a special development unit in partnership with Assos, the premium apparel brand, but also designs custom products for other clients.

CyTech's headquarters and research and development center are in San Vendemiano, north of Treviso. It runs two factories a few miles away for thermo-molded products and stitched chamois.

Zago said all CyTech fabrics are made in Italy, and are certified by Bluesign as being made using techniques that are healthy and environmentally friendly.

This year Elastic Interface is introducing its third-generation mountain biking performance pads for men and women, featuring high-density ischiatic inserts. "The concentration of extra padding in the points of greatest pressure provides improved performance even off saddle," the company says.

The latest Elastic Interface products include pads for road performance and endurance riders and city riders.

The city pads are designed for riders who sit more upright. A dual-density construction provides elasticity for the inside of the legs. In the women's version, a central foam insert reduces pressure on the pubic bone.

La Fonte Pads, B5-613 which was spun off from an Italian cycling apparel company in 2006, is one of the youngest specialists.

Based near Treviso, La Fonte makes about 500,000 pads a year, most of them

customized for such brands as Corratec and Focus.

"Research, development and production are right here under my office, which means we have direct control," said Sonia Zanchetta, La Fonte's sales manager. The supplier develops products in partnership with several universities and laboratories.

Last year, La Fonte began using medical foams with a bacteriostatic treatment, which prevents the proliferation of microorganisms and bacteria that can smell, irritate the skin and stain clothing.

Its latest products are laser-cut and pre-shaped, so pads are more flexible but don't lose any of their cushioning.

La Fonte applies the concept to the Predator SAT, a new pad with a three-dimensional construction that it is introducing at Eurobike. La Fonte said the 3-D construction improves moisture management and enables the

pad to dry more quickly.

SAT stands for "Shock Absorption Technology." La Fonte developed the vibration-neutralizing technology with the bioengineering department at the Politecnico di Milano. ■ **BS**



Elastic Interface Time Trial Performance pad for women



Elastic Interface pads for urban riders use a dual density construction to provide elasticity for the inside of the legs.

The company is introducing a new product at Eurobike it calls Breathes With You. While it was still under wraps in the run-up to Eurobike, Furfaro described it as "an entirely new concept." The company said the technology is based on a new construction that keeps pads drier and reduces chafing.

The market has evolved so much that there is no longer just one cycling pad. Instead, companies make chamois for very specific types of riding activities,



A diagram of the 3-D modeling La Fonte used to develop its Predator SAT chamois.



From its headquarters near Treviso, Italy, La Fonte produces some 500,000 chamois a year.

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He uses his knoggin for a brighter future

It isn't easy breaking out of the bicycle industry.

Knog **B1-504** the design-forward Australian brand, is moving cautiously into other markets with the Qudos lights for GoPros and other action cameras and the Expose line for iPhone photography and videography.

But, Knog co-founder and CEO Hugo Davidson says, it's a lot more challenging to compete in the sprawling consumer electronics field. "We have to make a lot more noise in those channels to actually be heard," he said.

And while the Qudos line is now offered in some 68 markets around the world, Knog had to essentially double its distributor base because the channels are totally different.

So while Knog will continue exploring other markets — it's working on Qudos models for divers and professional photographers, for example, and products for outdoor and camping — the bicycle industry will remain home for the foreseeable future.

"There's no question that bikes are to remain our key focus because we see that it's significantly easier for us to release products into the bike market and have our distributors in this channel sit up and take notice," Davidson said. He said bike products account for about 70 percent of Knog's annual sales.

Founded in 2003 by Davidson and Malcolm McKechnie, Knog has designed all kinds of products over its history, including shoes, gloves, and bags, and even a line of urban luggage that, Davidson said, was particularly well received.

Yet other manufacturers soon copied its designs, and Knog realized that IBDs weren't particularly well equipped to sell softgoods.

The success of the little Frog light, with its stretchy, bendy silicone body that wrapped around just about anything, established Knog as a bike light company. The Frog wasn't just a light, but it was simple, striking and fun to use.

Now, Davidson said, about three-fourth's of Knog's revenues come from lighting products. "We want to make sure that we maintain strength in that particular category," he said.

At Eurobike, Knog is showing two new bike lines. Pop is a line of entry-level lights that Davidson has high expectations for. He got the idea from touring South America while seeking out new distributors, and noted the absence of affordable but interesting bike lights there.

"All of the products were generic Chinese, black plastic, silver trim, under \$20," Davidson said. "There was nothing more exciting. I felt it was a great opportunity to have an entry-level light that was high quality but also a bit of an expression of fun."

The Pop line, which has just arrived on the market, offers 10 patterns across three styles, including one rear light and two front lights. They use AA batteries instead of a rechargeable battery to save on cost and will retail for as little as \$17.50 (under €16). It's a safe bet that no other inexpensive bike lights come in a leopard skin pattern.

Also new is the Blinder Mob line, an upgrade

of the Blinder 4 urban line.

Bicycle lighting has become competitive as other companies enter the market, but Davidson said there's still room to innovate.

"LED and battery technology is moving so quickly that you can always modify and improve products," he said. "You can't stop building products — because, of course, someone else will be thinking in the same direction." **DM**



Knog Pop lights



Hugo Davidson
(Photo: JB)

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Inventor's chainring worked for Froome

Among the most prized items in Jean-Louis Talo's office in southern France is a yellow jersey signed by Chris Froome. The relationship between the two men is based on an ingenious, oddly shaped chainring designed by the Frenchman — and affixed to the bike that Froome rode to both of his Tour de France victories.



Chris Froome's time trial bike at the Tour de France (Photo: Mat Brett/Road.cc)

Talo, a biomechanical engineer, figured that the shape of chainrings ought to be adapted to the pedal stroke — and that a cyclist's stroke is neither round, oval or elliptical. He created **Osymetric**, **A1-111** a non-round chainring with a most unusual shape.

"The Osymetric does not fit any standard geometrical shape. The pedal stroke can be measured very precisely, and this chainring is exactly adapted to

these measurements," Talo said, calling it a "twin-cam" chainring.

The concept is to increase pedaling power where the rider's pedaling force is strongest, while reducing the load where the power input is least.

"The toughest part of the pedaling movement is when you have to go through the top dead spot," he said. "This chainring helps you go through that spot more rapidly. That may be just a tiny bit

faster, but it does add up when you're doing 100 revolutions per minute."

A few years ago, seeking exposure for his chainring, Talo approached Team Sky riders who were training on the Col de la Madone, not far from Talo's company, Biosquat, in Nice.

He claims that Osymetric helps top riders generate 6 to 8 percent more watts of power, while reducing lactic acid levels by 10 to 12 percent.

However, some competitors and technical directors say they have found no significant advantages with non-round chainrings.

But Talo has three powerful arguments to back him up: Bradley Wiggins won the 2012 Tour de France on an Osymetric chainring. Froome followed suit in 2013 — and again in July.

The company boasts many other outstanding performances, in road racing as well as mountain biking and triathlon. Yet this year, Froome was the only rider on his Shimano-sponsored team who stuck with the Osymetric chainring.

Talo brushed off claims that a non-round chainring increases the risk of dropping the chain. As a small company, he doesn't have the marketing budget to compete with larger players. Biosquat offers his equipment to riders but refuses to pay endorsement fees.

While Tour victories by Froome and Wiggins are an invaluable endorsement, Talo says that recreational cyclists may benefit the most from Osymetric.

"They often have less efficient pedal strokes," he said, adding, "Osymetric helps to reduce potential stress on muscle



Jean-Louis Talo and his Osymetric chainring

and joints."

At Eurobike, Talo planned to bring new versions designed for mountain bikes, time trials and triathlon.

Stronglight, the oldest French manufacturer of cycling components, makes the Osymetric chainrings in its Saint-Etienne factory.

Talo said he sells about 40,000 Osymetric chainrings a year but hoped that Froome's second victory would help the concept take off.

"Apparently winning two Tours isn't enough," he sighed. Maybe three will be.

■ BS

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Taiwan takes spotlight while d&i awards open for entries

Five leading Taiwan brands will showcase their latest innovations at a press conference today, followed by the Taiwan Bike Show on the fashion show stage.

The news conference is 1-2 p.m. in Room Paris, upstairs from the Fashion Show stage in Foyer East. Tony Lo, chairman of the Taiwan Bicycle Association and CEO of Giant, will provide an update on the country's bicycle industry.

Giant, Kenda, Besv, KMC and Tern will participate in product introductions.

The stage show, featuring nearly 40 bike-related products, runs from 3-3:30 p.m. on stage.

The show will be repeated Saturday during the public day. The Taiwan External Trade Development Council (TAITRA) is hosting the news conference and fashion show.

Meanwhile, the Taipei Cycle Show, also organized by TAITRA, is now accepting entries for the 2016 Taipei Cycle d&i awards. The awards celebrate trend-setting bicycle products from around the world. Entries will be accepted until Dec. 18 and winners will be honored at the 2016 Taipei Cycle Show, March 2-5.

As an incentive for the 2016 d&i awards, winners also will be invited



Protanium's Brian Hoehl (left) accepted a Taipei Cycle Gold Award this year from TAITRA CEO Peter W.J. Huang.

to take part in the Bicycle Design Exhibition at Velo-City 2016, which will take place in Taipei from Feb. 27-March 1, just before Taipei Cycle.

An international jury chooses the d&i award winners. Awards are given in the categories of bicycles, components and parts, peripherals and accessories, and e-bikes and pedelecs.

The 2015 d&i awards recognized 57 winners, chosen from 209 entries. Five of the winners won the coveted Taipei Cycle Gold Award.

For registration information, visit www.taipeicycle.com.tw. ■

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Learn about EU e-bike regulations, IBD training

E-bike training for IBDs and European Union e-bike regulations are on the agenda today at the joint TWIN and AVERE stand, and at back-to-back presentations in Room Schweiz.

At 11:30 a.m. in Room Schweiz, Annick Roetynck, one of the TWIN development partners, will brief members of the media and other interested parties on the program's status. TWIN is an EU-wide training program for e-bike retailers and mechanics.

TWIN expects to roll out the finished version of its four-day training program in November in connection with its development partner, Innovam, a Dutch training institute.

The training program is the first stage of a bigger initiative that is expected to lead to the creation of the TWIN Academy, a central clearinghouse for two-wheel training in Europe.

Roetynck is also policy manager of the AVERE task force for e-bikes and other Light Electric Vehicles. She and others involved with AVERE, the European Association for Electromobility, will give a briefing on AVERE at 12:30 p.m. following the TWIN presentation. A light lunch will follow the

meeting, also in Room Schweiz.

The presentation will include a discussion of the new type-approval procedure for electric bicycles. Belgian doctoral student Bram Rotthier will discuss his research on speed pedelecs.

TWIN and AVERE are sharing a stand with the Light Electric Vehicle Association, FE-UG 103 a U.S. association. Located on the first floor of Entrance West, the stand is designed as a tranquil place where show visitors can come for a meeting or a cup of coffee.

Roetynck is available for meetings during the show to discuss TWIN and AVERE; email her at a.roetynck@pandora.be to set up an appointment. ■

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COBI is looking to connect with OEMs and consumers

After becoming a Kickstarter darling — and attracting the eye of venture capitalists — German startup COBI makes its Eurobike debut with its “Connected Bike” system.



COBI bike lighting system

At least four brands — Rotwild, Schindelhauer, Ghost and Winora — are showing COBI-equipped 2016 bikes at Eurobike, and the company is on the lookout for more OEM customers.

COBI, **A2-111** based in Frankfurt, raised more than \$400,000 on the crowdfunding platform to finance its smartphone-controlled bicycle cockpit.

But that was just a warmup; in April, it attracted more than \$4 million in financing from three European venture capital firms to speed the system’s rollout on the market.

The COBI system is built around a smartphone mount that controls a funky, ring-shaped LED front light, a rear brake light and turn indicators. It automatically adjusts the lights from low to high depending on the ambient light.

Lighting is just one aspect of the COBI system. The handlebar-mounted hub and smartphone mount has a battery, sensors, speakers and an alarm, and keeps the phone charged.

Its smartphone app integrates many software features that would normally require different apps, including GPS navigation, ride and fitness data and even music.

“Cobi manages all electronics on a bicycle and integrates more than 100 software features, enriching the riding experience,” said Andreas Gahlert, the company’s founder and CEO.

COBI designers created a system that wouldn’t become obsolete.

Tom Acland, a co-founder and head of business development, said COBI’s hardware and software both can be upgraded. The system also integrates with third-party apps, wearables, on-board electronics, “and every good idea tomorrow might bring,” Acland said.

COBI received a lot of love from consumers on Kickstarter, raising more than four times its initial \$100,000 goal. But the venture capital investment allowed it to quickly go after business from bicycle brands. It’s also working with Brose, ContiTech and TranzX, all of

which offer e-bike systems to OEMs.

“The development and marketing of consumer hardware products like COBI is capital-intensive — especially if the product meets the highest quality standards,” Gahlert said.

He added, “This is why we’re delighted to have the backing of three venture capital enterprises of note in starting serial production. COBI will be able to convert bicycles into smart bikes from as early as this fall.”

Winora is using COBI on its new Radar line of urban e-bikes.

“Integration is the major design topic of the new Radar line. Inner cable routing, a battery pack integrated into the downtube and further unique design features gives this urban e-bike line a modern, pure look,” said Susanne Puello, general manager of the Winora Group. “With COBI, we found a partner that is connecting the bicycle to a smartphone in a way that fits perfectly with our design idea.”


Earlier this summer, COBI announced it was setting up a U.S. office in San Francisco and will look to partner with North American bike brands as well.

“With COBI we will fundamentally change the biking experience and deliver a decisive boost to the bike boom currently happening in North America,” said Andreas Freitag, the president and CEO of COBI of America

The COBI system will also be available as a retrofit for existing bikes. **RP/JB**



Winora Radar with COBI

A man with curly hair, wearing a light blue button-down shirt and blue jeans, stands with his arms crossed in front of a shop entrance. To his right, a black Shimano Steps e-bike is parked. The shop behind him has a window display filled with wine bottles and corks. The scene is set on a cobblestone street.

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EQUIPPED E-BIKE IS FAST AND
EASY TO USE. I'M IN CONTROL
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Overview: LED lights

Look good while you're seeing and being seen with newest LED lights

Smaller, brighter, smarter: No wonder LED lights are — dare we say it? — such a bright spot for cycling.



Light & Motion Vis360

Lighting brands like to brag about how their products can be seen from wide angles. **Light & Motion** and **Guee** have taken this to the logical conclusion with lights that offer 360 degrees of visibility.

Light & Motion, A7-402 an American specialist in high performance lights, calls its system the Vis 360 helmet light. The system comes in 120 and 250 lumen versions.

Taiwan's **Guee A1-110** calls its 360-degree system the Inox Mini-R. It's a light that mounts in the rear and has two beams. One projects light backward and the second projects downward, creating a lit circle on the ground beneath the rider.

Both L&M and Guee also want to appeal to road riders who desire small, lightweight yet powerful lights but want to mount them on an aero post. L&M has aero seatpost adapters for its vis180 taillight, while Guee goes a step further with the Aero X. It mounts on an aero post and features a sensor that makes the rear light shine extra brightly when the cyclist decelerates quickly. In essence, it's

a bicycle brake light.

The Nano Duo brake light from **Ilumenox A3-604** takes a different approach: It's actuated by the brake instead of a sensor. Peiwen Fun of Ilumenox said the Nano Duo is most



Guee Inox Mini-R

suitable for caliper or cantilever brakes, but can be installed on just about any bike with cable-actuated brakes.

LED lights become more powerful every year, but the new Volt6000 from **Cateye A1-201** appears to have won the arms race, for this year at least. The light packs a whopping 6,000 lumens of power in its top power setting, and Cateye calls it "the most powerful light on the market."

Lezyne, A1-303 tweaked its lights to be more powerful and energy efficient.

"Since we do our own development work our lights have always featured state-of-the-art electronics and technology. However, our new models are more powerful than ever before and due to more efficient power management have longer run times," the company's Alex Mai said.

Lezyne's most powerful light, the Deca Drive 1500XXL, packs 1,500 lumens



Cateye Volt6000

The Volt6000 uses "COB," or "Chip On Board" technology, where multiple small LEDs are packed together to act as a single unit. It's operated with a wireless switch and has a separate frame-mounted battery. The light is so powerful it even has a built-in cooling fan. At a retail price of €800 (\$890), the Volt6000 is clearly intended for serious off-road night riders, not casual commuters.

of output into a unit weighing 247g. Depending on which of four lighting modes are used, run times range from 1 hour, 40 minutes to 9 hours.

Downhill pioneer **Azonic B4-205** expands its LED range with the Laramy model, with up to 850 lumens of light and an external battery pack that can be mounted on the frame or carried in a backpack.

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M99 PRO front light

The world's first LED Matrix front light for fast E-bikes sets new safety standards, with its powerful low beam, a real automotive high beam and dazzling daytime running light. The M99 PRO's LED Matrix consisting of up to 9 exactly positioned high-power LEDs is perfectly cooled in the aluminium housing. Each LED can be controlled individually to illuminate the 99 precisely manufactured mirrors of the reflector to achieve a perfect beam for highest comfort and security in all situations.

www.supernova-lights.com

A2-106



sponsored by



M99 Tail Light

The M99 Tail light is the only LED rear light for fast e-bikes available that integrates all three functions of rear light, brake light and licence plate illumination in such a compact housing. 5 highly efficient LEDs with Supernova's proprietary dual beam technology make the e-bike visible from afar, even from the sides. The brake light lights up with 5-times the normal brightness and keeps the rider safe. The homogeneous licence plate illumination is integrated into the underside of the elegant housing and nearly invisible.

www.supernova-lights.com

A2-106





Lezyne Deca Drive 1500XXL

City cyclists, who don't need the extra weights and shorter run times of these ultra high-power lights, also have plenty of new options to choose from.

Known for combining funky design with practicality, **Knog B1-504** premieres 21 lights in three ranges, including the new Pop range, and three variations of its popular Blinder lights. (See related story on Knog, page 18.)

The eye-catching, 80-lumen Blinder Mob range has a stronger silicone mounting and new LED output options, including a power-saving single LED setting suitable for unlit areas.

The higher performance Blinder Road and Arc ranges have new LEDs and new batteries. The Arc ups its performance to 640 lumens. For more budget-conscious cyclists, Knog offers the Pop range of front and rear lights, powered by AA batteries. Power output ranges from 35 to 60 lumens.

For more city light options, check out the Central front and rear light from **Blackburn B2-504**. The alloy-cased combo with silicone strap mounts offers mini-USB recharging and several flash

modes. The highest puts out 100 lumens.

Light & Motion's Urban range provides a step up in power and includes other impressive features. The line is waterproof to a depth of 1 meter (3 feet) and has a range of 350 to 850 lumens. They recharge through a micro-USB port, mount on a handlebar or helmet, and come in a range of funky colors.

The **Skully A3-604** Tick Tock offers a different take on safety and rear lights. Skully, a sister brand of the more sophisticated Ilumenox range, offers these 35-lumen lights with a 160-degree field. The company says a cyclist can be seen from up to 500m away. The unusual design is based on a clock face.

For riders who want to shine their lights even when they are off the bike, some brands now offer "wearable" LEDs.



Favour Light

A new taillight from **Favour Light A3-817** has already picked up an iF Product Design Award. It mounts just about anywhere on the rear of the bike frame and has a 270-degree light field. With an optional mounting strap, it fits onto the rider's arm when off the bike.

Hiplok A2-504 is known for its lock and antitheft products. Its 2016 Hiplock FLX combines a café-style cable lock with a rear LED safety light.

Meanwhile, if you've ever wanted to stay visible while keeping your feet warm, **Sealskinz B5-604** has the Halo

overshoes, with a built-in LED on the heel. The Halo comes in a choice of nylon or neoprene, and Sealskinz says the LED will run for 240 hours.

Filming your ride with an action camera? L&M and Knog offer lights that attach to a GoPro or other brand of action cameras.

The L&M Sidekick and Sidekick Duo has spot and floodlighting of up to 600 lumens. They fit neatly alongside a GoPro camera so there's plenty of light for nighttime action footage wherever the camera is mounted.

Knog calls its line Qudos. It's waterproof to 40m and attaches to GoPros or other action cams with GoPro conversion mounts. Light modes range from an ultra-wide angle Ambient mode to a wide angle action sports mode with 400 lumens of output.

A number of companies are developing LEDs specifically for e-bikes.

The Lumotec IQ Cyo Premium E from **Busch & Müller A4-401** is a retrofit option for e-bikes, and accepts all DC power sources from 6V to 42V.

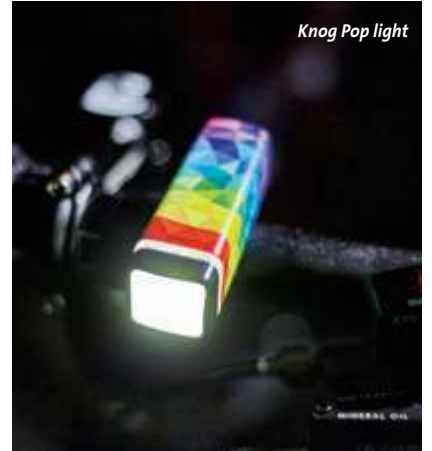
New from the company, which is known for its dynamo-powered lights, are the IQ-X, a powerful 100 lux LED for dynamos, and the IQ-Eyro, a battery-powered LED headlight that can be mounted to the front fork. It is rated at 30 lux and charges via a USA socket.

For fans of lightweight dynamo lights, B&M offers the Lumotec IQ OneFive for smaller 1.5W dynamos.

Spanninga B4-206 makes its Nomad



Skully Tick Tock



Knog Pop light

front light for the touring market. It can be powered by a dynamo or e-bike battery, and includes a charging port so riders can keep their other electronic gizmos topped up.

Dynamo users may also like the **AXA A7-502** BlueLine series that includes an e-bike powered option.

Finally, a note about speed pedelecs, where something of a lighting revolution is taking place.

New European regulations expected to go into effect in 2018 will require more power lights on s-pedelecs. **Supernova A2-105** says its M99 Pro light already meets the standard.

"To my knowledge, we are the only manufacturer complying with the 2018 regulation in advance," Supernova's Gregor Arndt said.

The M99 Pro packs enough power for a motorcycle. Arndt said it is "not only a super powerful light but a road legal light for fast e-bikes."

The M99 taillight for s-pedelecs integrates a rear light, brake light and illumination for a license plate. Supernova offers the system as an aftermarket option starting at €295 for the front light and €65 for the rear. Supernova will offer higher spec versions featuring more powerful lights and CAN-BUS integration. ■ **RICHARD PEACE**

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



Azonic Laramy

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for dynamo and e-bikes, the NOMAD streamlined design with aluminum back cover will be the final touch on any stylish bike.

B4-206

www.spanninga.com

sponsored by



Raptor X4E Super Compact E-Bike Lights

The innovative design features in Raptor X series deliver unparalleled performance for "on" and "off" road riders. This super compact range achieves panoramic 200 degree light spread maintaining constant clear side and ultra-wide forward vision. The power input range from DC 6V to DC 90V which covers most of e-bike batteries on the market. The X4E models deliver very bright output up to 400 lumens/50 Lux, and compliant to German regulation. The streamline and super-compact Raptor X design weights 72 grams which stands out from other available lighting systems.

A5-213

www.roxim.net



With new machinery, Miranda makes a move for the masses

Portuguese parts maker Miranda owns the European market for e-bike cranks. Now it wants to leverage that engineering know-how to build up its product range for regular bicycles.

It's upgrading its factory in Agueda, Portugal, with sophisticated equipment, including a massive, fully automated German-made cold forging press, a battery of CNC machines and new painting facilities. The equipment will allow Miranda to meet growing demand for its existing products and expand into such higher volume items as chainrings for mountain bikes.

At Eurobike, **Miranda A1-418** is showing a new sprocket for the Bosch mid-drive e-bike system. The sprocket is available in a variety of offsets, including a patented 3mm offset, making the drive compatible with the SRAM Boost standard for plus-size mountain bikes and for fat bikes.

Miranda coats the sprocket with a very durable nanotech coating that also reduces friction for much longer than conventional treatments.

"We're the only company offering this special 3mm offset sprocket, with all manufacturing done in-house," said João Filipe Miranda, marketing manager.

Miranda is also showing a newly refined carbon crank for e-bikes, featuring a touch of color from anodized aluminum parts.

Miranda won a Red Dot award for its basic model, which was spec'd on a very light e-bike by Cube that also won a Eurobike award last year.

Miranda's recently installed cold forging press is vital for one of its latest projects: producing chainrings for "normal" cranksets.

Although the chainrings don't have a name yet, the company has devoted several months designing them for performance.

The rings are cold forged for strength and hardness, using precisely controlled processing. João Miranda, the company's chief, said the automated cold forging process gives Miranda an advantage because it can produce parts with a consistently high quality.

"The development of the teeth configuration for better shifting performance took a lot of time and effort, and we're still making the final adjustments to tooling," João Miranda said. "We've had many requests from customers, so we know what sizes are in demand."

He said that even though the firm's main focus remains e-bike cranks, it is keen to offer products for conventional bikes.

It started with the high-end Infinium crankset and is now looking to a broader market. The new chainrings also mean the company can offer its first crankset that is manufactured completely in-house.

At Eurobike, Miranda is also debuting the Timelapse Pro, the first titanium track crankset on the market. While the big aluminum rings used by track riders are prone to flexing, titanium makes the Timelapse Pro rings the stiffest available. To reduce weight, the crankset also uses titanium bolts and spindle.

Meanwhile, Miranda's 1x11 Infinium crankset is also ready to hit the market.

Local rider and Portuguese enduro champion José Borges tested the crankset. He requested an unusual 35-T size, saying the odd teeth number gives him an advantage over riders on 34-T.

"He has strong legs and 35-T allows peak

speeds without compromising on the uphill," João Miranda said, adding that the company intends to sponsor more riders. ■ TK



PRECISE CONTROL

For Mountain Bike

Tequila Series 35mm

MTB-AL-3500BT/ISO-M

MATERIAL: ALLOY BUTTED
BACK SWEEP: 6° 10°
FINISH: SAND BLASTED AN BK or SILVER

BAR BOR: ø35
RISE: ±5
COLOR:

WIDTH: 720 740 760 780 800
WEIGHT: 292g(W:800)

MTB-AL-3512BT/ISO-M

MATERIAL: ALLOY BUTTED
BACK SWEEP: 6° 10°
FINISH: SAND BLASTED AN BK or SILVER

BAR BOR: ø35
RISE: 12
COLOR:

WIDTH: 720 740 760 780 800
WEIGHT: 292g(W:800)

MTB-AL-3520BT/ISO-M

MATERIAL: ALLOY BUTTED
BACK SWEEP: 6° 10°
FINISH: SAND BLASTED AN BK or SILVER

BAR BOR: ø35
RISE: 3
COLOR:

WIDTH: 720 740 760 780 800
WEIGHT: 310g(W:800)

Tequila Series 35mm

TDS-RD605-8-35/ISO-M

MATERIAL: 3D FORGED ALLOY
RISE: -12°
FINISH: SAND BLASTED AN BK or SILVER

EXT: 40 50
HEIGHT: 40

TDS-D607-8-35/ISO-M

MATERIAL: 3D FORGED ALLOY
RISE: ±7°
FINISH: SAND BLASTED AN BK or SILVER

EXT: 45 55 65
HEIGHT: 41

COLOR:

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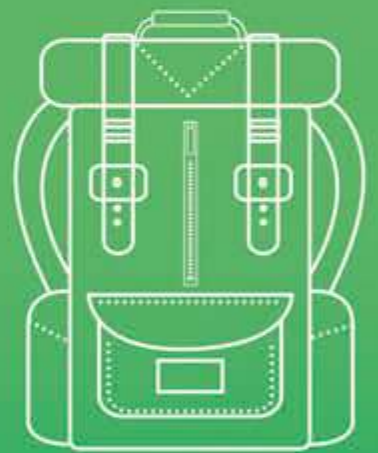
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Overview: Disc brakes

Disc brakes make pro road debut as brands prep for market rollout

After months of discussion and anticipation, disc brakes made their official debut in a professional road race two weeks ago, at the Eneco Tour.



Rose Bikes X-Lite CW (Irmo Keizer)

Pro teams will experiment more through September, and then the 2016 season will essentially become a long-term trial of disc brakes in the peloton.

So with the pros on the verge of embracing disc brakes, what will this

mean for the consumer road market? According to four well-placed product managers, the industry can expect to see disc brakes become the new norm relatively quickly across the broader road market.

"For our cyclocross bikes, we have

fully committed to disc brakes for 2016. As for road bikes, 30 percent of Focus' road bikes in 2016 come with disc brakes, and for 2017 we want to increase that share to 70 percent," said Peter Kinzel, the road product manager for Focus. **U0-2**

His counterpart at BMC, **B3-301** Andrew James, uses a slightly longer time frame.

"Road bikes with disc brakes will become the norm within five years," James said. "Until then, we'll see various degrees of acceptance in different national markets."

James added, "The fact that pro riders are going to use disc brakes surely is helping to speed up a broad implementation of the technology."

The UCI, the governing body for international cycling, gave each World Tour team two opportunities to test the brakes at road races in August and September. It will oversee a broader test next year.

At the Eneco Tour in Belgium and the Netherlands, some riders of the Dutch pro continental Team Roompot started on Isaac road bikes with SRAM Hydro discs, while select Team Sky riders rode Pinarello bikes fitted with Shimano discs.



Focus Izalco Max

A matter of time. It's taken the industry a while to get to this point. Disc brakes are the technology of choice in almost every sport that involves wheels because of their power, modulation, and ability to work well in all weather conditions.

But pro road cycling has been an exception. Skeptics point to the danger of injuries from hot brake rotors in pile-ups, while others worry about compatibility issues for the neutral service provided at races.

When the new leadership at the UCI signaled a readiness to discuss the issue, the World Federation of the Sporting Goods Industry, which represents manufacturers, was quick to

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BMC GranFondo GF 01

issue: The industry hasn't yet settled on a rotor size or precise axle dimensions.

"For riders, we as a supplier need to show them that a disc brake-equipped bike is as good as one with rim brakes, but with the superior braking performance as an extra. The mechanics need to be trained properly as well," Jadczyk said.

"But the biggest challenge will be compatibility issues when changing a wheel," he continued. "While this should be doable within a team, it will be a huge challenge for the neutral support in races."

In spite of the uncertainties, several 2016 road models are on display at Eurobike that combine disc brakes with aero frames and race-oriented geometries, instead of more comfort-oriented frames.

For example, the X-Lite CW at Rose comes with both direct mounts for rim brakes and flat mount disc brake mounts.

Weighing in at 6.7kg (14.77 pounds) for a 56cm frame, the Focus Izalco Max Disc shows that the weight disadvantages of discs can be kept at bay.

Stevens is also introducing its Arcalis Disc model. ■ **LvR**

respond. Because most key bicycle and component manufacturers are WFSGI members, the disc brake discussion is no surprise.

Three of the four product managers contacted by the *Eurobike Show Daily* sponsor World Tour teams, so any decision involving disc brakes has a direct effect on them.

While a few brands have experimented with discs on consumer road bikes, market acceptance has been lukewarm.

"When we presented the Xeon DX as a disc brake-equipped road bike with a race-oriented geometry and an aluminum frame three years ago, we simply were too early," said Jürgen Telahr, head of development for road bikes at **Rose Bikes**. **B3-103** "But we firmly believe in disc brakes and their advantages in road races. Their breakthrough is a matter of time, really."

Compatibility challenges. What obstacles could still interfere with the broad acceptance of disc brakes in road races?

At **Canyon**, **B4-404** Sebastian Jadczyk said the lack of standards could be an



Stevens Arcalis Disc

FRIDAY NIGHT LIGHTS.

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You're uptown. You're downtown. Wherever the night may take you, put your trust in CatEye's Volt200 and Rapid mini to see, be seen and get you there.

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VOLT1200
VOLT700
VOLT300
VOLT200
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TITANIUM BIKES

Spinas road disc titanium frame

With this titanium frame designed for disc brake groupset equipped with titanium fork (also designed for disc brakes), Nevi aimed to make a bicycle that exceeds all industry standards and aesthetics. It's a bike unique in its craftsmanship, combining all-Italian design, construction, technology and design. The highly rigid frame is geared for spectacular performance, creating a bike that invites you to ride at your very best. All this is thanks to the innovative three-faceted tube with optimized stiffness and strength to weight ratio. The disc brake design is also available for Nevi's Stelvio models.

www.nevi.it

B3-504



BOOTH NO.A1-201

Overview: Shoes

Cycling shoes go on a diet for better function that won't weigh on riders

Few would head to the golf course in a pair of football cleats or play tennis in basketball shoes. So are cycling shoe brands encouraging riders to choose a shoe that's designed specifically for whatever cycling discipline they're in to.

So many categories are available that some year-round, all-weather cyclists may need to make room in their shoe closet.

Road shoe brands have focused on shedding weight and incorporating closure systems that have the right combination of comfort and tightness. For other cycling disciplines, many shoe brands have improved the outsole.

Mavic B3-207 last year introduced the Ergo Dial, which offers adjustments in precise 1mm increments instead of the previous version's 2.5mm. This year, Mavic has roughly halved the Ergo Dial's weight and integrated it more closely



Mavic Cosmic Ultimate

with the shoe.

This has enabled Mavic to equip its Cosmic Ultimate shoe with dual Ergo Dials and still keep the weight to 240g. Worn by Mavic riders during the Tour de France, the Cosmic Ultimate is meant for all-terrain riding. A full carbon outsole ensures energy transfer.

"The idea is to provide the ultimate combination of foothold and power



Vaude Moab

transfer," Mavic spokesman Michel Lethenet said. "The carbon frame also reduces stretching, so it prevents the shape of the shoe from getting distorted, particularly during sprints."

For climbers, Mavic offers even lighter racing shoes with Velcro closures that weigh under 200g.

The name gives it away: The **Louis Garneau B5-405** Titanium road shoe features titanium inserts.

"The titanium part is the cleat attachment which is three times lighter than traditional steel inserts and won't rust over time," the company says. The inserts are part of the Carbon HM X-Lite outsole. The high-end road shoe also boasts a 4.3mm carbon platform, a replaceable low-profile rear heel pad and a one-way, anti-slip spandex inside heel.

its off-road Gravity AM Series on a particularly grueling diet. It slashed the weight of its AM9 by some 200g to 744g.

Shimano developed the AM9, an all-mountain shoe for aggressive enduro and trail riding, in conjunction with the mountain-racing Atherton family

"We've been testing the AM9 this season and it's the best shoe I've ever worn for downhill," said "Gee" Atherton, the downhill world champion, whose brother and sister are also top racers.



Louis Garneau Titanium



Shimano AM 9

Quite a few shoes in all categories have lost weight for 2016.

Shimano, A1-200 apparently put

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Moab Cycling Shoes

While developing the innovative flat pedal Moab shoe series, VAUDE placed the emphasis on a high tech sole construction. The Vibram® sole, specifically developed for the line, has a dual tread structure. On a flat pedal, it has a low tread that provides a great grip and effective power transmission to the pedal. The front and rear parts of the sole have a higher tread, which provides good traction and walking ease when carrying a bike over rough mountain terrain.

Step by step down the "green trail" At VAUDE they are particularly proud of the fact that the "Moab Low AM" and "Moab Mid STX AM" models fully meet the strict environmentally friendly / Green Shape standards, which considering the amount of components used for this shoe was a major

challenge. In addition to high-quality TerraCare® suede, VAUDE also uses recycling materials for the laces, lining and insoles.

B5-400

www.vaude.com



sponsored by



G.LASER

This new Gaerne shoe uses premium materials with excellent comfort and technical qualities. The upper is made entirely of soft microfiber perforated by laser, ensuring light weight and breathability. The closure system is made with three Velcro straps. The shoe's tongue is perforated for better internal airflow and features a high-tech cushioning layer for increased comfort. All-new anatomic heel-cup will not deform or weaken, while reflective inserts provide maximum visibility in low-light conditions.

Direct from Gaerne's R&D Team comes the new MTB 2DENSITY SOLE, designed specifically for MTB use. Combining nylon and fiberglass materials makes the sole durable, lightweight and thin. The tread has been designed to ensure maximum grip/sta-

bility. Two removable front studs give this shoe better traction in muddy terrain.

Retail Price €99.90

www.gaerne.com

B5 - 603





OWN FR-01

Shimano said it increased the shoe's protection and grip despite the weight loss. The AM's revised sole design gives ample foot protection and improves stability for downhill riding. New gravity-specific rubber with high-traction tread patterns on the outsole give more grip off the bike.

Other divisions of the Shimano research department also hit the scale, as its newest triathlon and road bike shoes lost a few grams.

Shimano has expanded its offerings in six categories, including cross-mountain shoes that use Gore-Tex uppers and Vibram outsoles, and several women's-specific road and mountain bike shoes.

In all, Shimano is offering 71 shoe models across all major cycling disciplines — putting Shimano at the forefront of the diversification trend.

Several freeride and mountain biking shoe brands engaged in some sole-searching when developing their latest lines.

Vaude B5-400 chose a Vibram sole with a dual-tread structure for its flat pedal Moab shoe series.

It has a "low tread that provides a great grip and effective power

transmission to the pedal. The front and rear parts of the sole have a higher tread, which provides good traction and walking ease when carrying a bike over rough mountain terrain," Vaude said.

The German outdoor and bike brand, which has won multiple awards for sustainability, said the Moab line complies with its Green Shape standards. Those guarantee that they



Five Ten Freerider ELC

are environmentally friendly products made with sustainable materials, using manufacturing techniques that conserve resources. That's no small feat, given all of the components that go into a shoe.

In addition to high-quality Terracare suede, the Moab line uses recycled materials for the laces, lining and insoles. The Moab Mid STX AM model also incorporates an environmentally friendly, waterproof Sympatex membrane.

OWN FG-B8/2 also chose a Vibram outsole for its FR-01 flat pedal shoe for freeride and all-mountain riders. The Swiss brand — its name stands for "Only What's Necessary" — said the outsole is not only durable, but provides grip on the pedal and traction off the bike when pushing up trails. To protect against abrasion, the FR-01 uses a Kevlar and TPU film welded outer upper. Interchangeable booties add comfort.

The latest Giro B2-400f outsole uses a new rubber that is co-molded to a nylon plate.

"This process allows us to directly inject the nylon plate onto the pre-molded rubber, creating an exceptionally durable bond and long wear life for a key price point," the company said.

The outsole, on the latest version of the Privateer R trail shoe, adds durability and boosts grip. A reinforced toe box has a rubber toe guard, but Giro maintains comfort with a microfiber upper, two straps and a micro-ratcheting buckle.



Giro Privateer

platform, but with a stiffer midsole "for serious pedal response and improved foothold."

The shock-absorbing Stealth Phantom rubber used on the outsole is similar to Five Ten's Stealth S1 rubber but is non-marking.

The Freerider ELC is designed for mountain biking in nasty conditions, which explains the extra Velcro lace cover.

"It will improve water repellency and will keep moisture out," said Ulf Michels, marketing manager for Five Ten in Europe, the Middle East and Africa, "and the shoe will be easier to clean after riding in wet and muddy conditions."

The rubber sole used by Lake Cycling B4-304 for its new MX180 mountain biking shoe is from Hypergrip. The Dutch company promises upper protection and sure-footed grip on any surface with this shoe, aided by Ice Lock tread inserts. The MX180 also features a side-mounted Boa closure.

The outsole of the F-95X, the latest mountain biking shoe from FLR, B2-409 is made with its M550 MTB Carbon outsole. The company describes it as a "rock-solid" full carbon outsole with replaceable walking treads, constructed from five pieces. A dual lacing system adds comfort. Parts are replaceable.

The RS Series from Scott A3-300 is for mountain bikers who want performance and comfort for long days that may

Continued on page 34...

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Upper made of Microfiber perforated with laser and air mesh insert to provide excellent breathability and a perfect climate. One of the most Technologically advanced systems on the market, the 2D buckle is micro-adjustable and made with aluminium. The innovative patented Safety Lock strap system features indented straps below each mid and forefoot Velcro closure, preventing any loosening and maintaining a secure fit at all times.

The shoe's tongue is perforated for better internal airflow and features a high-tech cushioning layer for increased comfort. All-new injection-molded plastic anatomic heel-cup and Transpirant Insole.

Gaerne's EPS Carbon Hybrid Sole is made of nylon reinforced with carbon fibers for superior rigidity. The ultra-thin sole decreases the distance between the foot and pedal, allowing for optimal power output.

Retail Price €159.90 (Silver: €169.90)

www.gaerne.com

B5 - 603



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F-XX II

The winner of Cycling Plus UK's "Best Value Shoe" award just got even better. The new F-XX II sports new materials, design and a new carbon outsole — all for just €225. Engineered as a race shoe from the ground up, the F-XX II is the best fitting, most comfortable shoe on the market.

The F-XX utilizes our elite R500 carbon outsole for maximum power transfer, combined with a performance footbed that ensures optimum blood circulation, reduces hot spots and improves alignment. The one-piece seamless upper design is made of lightweight microfiber with air mesh panels, providing excellent ventilation for every ride.

Two independent A-A14 dials optimize closure in each zone. The top dial locks the ankle and heel down while the mid-foot dial keeps the arch and forefoot snug.

For supreme comfort with pinnacle performance agility, the FXX II is the cycling shoe for you.

www.FLR-Shoes.com

B2-409





FLR F-95X

...Continued from page 33

include a few hike-a-bike segments. The series includes the Scott Shralp for enduro riders, with ankle protection, and men's and women's shoes for aggressive trail riders.

The shoes come with a slew of technical features such as Scott's Performance Fit, a new nylon and fiber chassis with Scott Power Zone, a cleat mounting area with 30mm of adjustment,

toe stud mounts, and two-compound, sticky rubber outsoles for traction.

Gaerne **B5-603** says the Vibram sole on its G.Nemy all-mountain shoe grips as well when walking as it does when pedaling. The thin sole is suited to active mountain biking and is compatible with most quick release pedal systems. Lateral reinforced lugs increase traction and

stability, while a removable patch covers the cleat attachment.

The G.Nemy is one of three Gaerne shoes that are available with a Gore-Tex membrane, for which the Italian shoe company obtained a license last year. That makes them waterproof and breathable, and better adapted for cold-weather riding.

Gaerne has focused on improving its outsoles in recent years but its latest updates involve closures.

The light G.Stilo shoes are equipped with the Diagonal Closure System introduced last year, which uses two Boa reels and Velcro. The reels also permit many color combinations – a not-so-trivial factor for many customers.

"We notice that cyclists no longer look only at the performance," marketing manager Marta Gazzola said. "They want their entire outfit to look good, with shoes matching the other gear they have."



Scott Shralp

Swish design is one of the strong points of Suplest, **B3-113** a Swiss company that describes itself as one of the smallest cycling shoe suppliers around. It emphasizes the quality and slick design of its Edge 3 range for road, off-road and XC.

Uppers are made from a light, seamless microfiber from Japan. The Edge 3 range features Boa closures and reflective elements. **BS**



Lake MX 180



Gaerne G.Nemy



Suplest Edge 3 Pro

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Overview: Speed pedelecs

S-pedelecs could shift EU e-bike sales into overdrive

E-bikes are driving the continued growth of the bicycle market, especially in Europe. Now, with the emerging class of speed pedelecs, they're hitting new levels of sophistication and, yes, speed.



Stromer ST2

Also known as s-pedelecs, they offer electric assistance up to a swift 45 kph (28 mph). That makes them an appealing alternative to cars, especially for riders with longer commutes. They go as fast — or faster — than cars in city traffic, let them have the flexibility of a conventional bike to steer around traffic jams.

In Switzerland, which has regulated speed pedelecs for years, they now account for about 25 percent of all e-bike sales.

While European Union countries have been slower to develop their own s-pedelec regulations, those are in the works. Once they are on the books, manufacturers expect the EU market to take off. While some EU countries have already established s-pedelec regulations, others including the United Kingdom are laggards.

Some issues are still to be decided, such as whether s-pedelecs should be allowed on bike lanes. But as the regulatory framework comes into focus, the market for s-pedelecs should be promising.

Stromer B3-502 has been at the forefront of the speed pedelec market. While the Swiss brand now sells ordinary pedelecs as well, s-pedelecs remain at the heart of Stromer's business.

From its integrated battery to its pioneering connectivity solutions, the award-winning ST2 has turned heads, captured awards and shown the way for other manufacturers.

For 2016, the ST2 gets a bigger battery with a capacity of 938Wh, and a new headlight from Supernova. While a headlight may not seem like



Flyer TX 7.70 HS

If you're on the lookout for speed pedelecs in the Eurobike halls, keep your eyes open for e-bikes that have rear-view mirrors and license plate holders — two regulatory requirements already in place.

Helmets are another requirement, and the EU soon may require that s-pedelec riders don head protection that meets motorcycle helmet standards.

The new regulations also require that s-pedelec riders hold a valid driver's license for a car or motorcycle.

In order to sell e-bikes with motors that crank out more than 250 watts on average, or offer assistance over the 25 kph limit for regular pedelecs within the EU, manufacturers also have to go through a type approval procedure.

a big deal, Supernova says the M99 is the first on the market that complies with s-pedelec regulations that are expected to go into effect in 2018.

Named for the 99 mirrors that direct the light, the M99 provides a high beam of up to 1,250 lumens, while its low setting still produces an impressive 700 lumens.

Switzerland's second major e-bike manufacturer, **Flyer Biketec**, **FG-A8/1** premieres its Flyer Intelligent Technology with Panasonic at Eurobike. The Flyer brand closes the gap between its urban models and e-mountain bikes with its fully suspended TX-Series. The TX 7.70 HS is a speed pedelec using the Bosch Performance mid-drive engine.

While its sibling Haibike floods the market with e-mountain bikes, the German brand **Winora A4-200** is launching an urban s-pedelec model in its new Radar line of e-bikes. The speedy version uses a TranzX M25 GT mid-drive motor that gets it up to 45 kph. A 500Wh battery is fully integrated into the downtube but is easily detachable for charging.

A standout feature is the Radar's use of the new COBI smartphone controller, which includes navigation services and an integrated lighting system (See related story, page 24.)

Another brand that's foregoing Bosch or Yamaha engine options is **Kalkhoff U0-2**, which



Winora Radar

Nm of torque. Available batteries capacities are 400Wh or 500Wh. Both components have been fitted into the frame to look like

downtube. Instead of a mid-drive, Wheeler uses the powerful D-series rear hub drive from BionX, which takes up much of the space in the rear wheel. The Supernova headlight has been combined with the stem's front cap.

German newcomer **HNF Heisenberg A2-203** offers e-bikes in regular and speed pedelec versions. With its Touring and Unisex models, the new brand has two platforms that fit the needs of commuters, with fenders as standard equipment. While the battery isn't hidden in the frame, it still blends in with the bike's design showing that not all e-bike brands are desperate to integrate as many components as possible.



Bulls Green Mover Lacuba Evo E45

uses Derby Cycle's compact, proprietary Impulse Evo RS mid-drive motor on its Integrale HS speed pedelecs.

The Integrale HS line is available either with a chain-

unit and not an assortment of retrofitted parts.

The 654Wh battery for the **Wheeler B3-200** E-Eagle Speed sits in the frame's voluminous



Riese & Müller BlueLabel Roadster

Another company that takes a more casual approach to integration is **Riese & Müller A2-306** with its BlueLabel Roadster. The Roadster combines a Bosch Performance Speed mid-drive motor with a standard battery pack that's mounted simply on the downtube. R&M keeps it classy with a clean diamond frame. ■ LvR



HNF Heisenberg MD1 touring bike

driven drivetrain and rear derailleur, or a Shimano internal gear hub and a Gates Carbon belt drive. The 612 Wh battery is fully integrated into the rectangular downtube of the Integrale HS.

Bulls B3-401 is another example of a brand that is working to make its e-bikes look as clean as possible. Its Green Mover Lacuba Evo E45 integrates a 350W Brose mid-drive engine with a 650Wh battery that's been stowed in the downtube for a sleeker look.

Giant B3-300 follows a similar path with its Quick-E+, the first speed pedelec from Taiwan's biggest bicycle manufacturer. Giant uses a Yamaha mid-drive engine that cranks out up to 80

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Bluetooth Smart/ANT+ Dual Mode Sensors

Sensors compatible with two protocols

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Chest Strap with Dual Mode Heart Rate Sensor

DMTR30
Dual Mode 2-in-1 Speed/Cadence Bike Sensor

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XDURO FullSeven S Pro

Haibike introduces a unique eight-model S-Pedelec range at Eurobike. These bikes guarantee pure pleasure with a dynamic drive unit supporting speeds up to 45 km/h. The XDURO FullSeven S PRO is a full-suspension, full-speed bike with a 350W Bosch Performance drive. Fully compliant with legal regulations, this e-bike boasts a 500Wh lithium-ion battery and a central motor that integrates seamlessly into the frame,

thanks to the unique gravity-casting interface. The Fox 34 Float fork and the Fox Float DPS Performance rear shock provide 120mm of travel front and rear, providing comfort and fun in any terrain. Sram GX 11 shifting and hydraulic disc brakes by Magura round out this offroad-ready setup.

www.haibike.de

A4-200

Overview: Carbon mountain bike wheels

Carbon wheels, now for the MTB masses

Once enjoyed by the privileged few sponsored racers, carbon rims are increasingly common on mountain bikes for the hoi polloi — and not just for whippets that prefer to go uphill. Eurobike is full of interesting new mountain bike wheels sporting carbon rims.



DT Swiss XRC 1200

What's the big deal? After all, carbon has been a mainstay of road wheels for a long time. But carbon also makes lots of sense on mountain bikes.

There's a lot more braking and accelerating going on when riding over varied terrain, especially on twisting, technical singletrack.

Larger-diameter wheels require rims that are stiffer and light even as they get bigger — asking a question that carbon answers very well.

Unsurprisingly, many wheel manufacturers first applied their carbon expertise on 29er rims aimed at weight-conscious endurance racers. While some of new 2016 mountain bike wheels still involve this segment, wheelmakers are carbonizing rims that cater to different kinds of riders.

An ongoing challenge for all mountain bike wheel manufacturers, carbon or alloy, is the stream of new standards and measurements.

First it was wheel diameters. Then came fat bikes. Now, the new plus-size bikes are requiring yet another set of axle widths and rim profiles.

So some of the new carbon MTB wheels at Eurobike are existing wheels that have been adapted to the Boost standard, using hubs with 110mm front axles and 148mm rear axles.

Meanwhile, wider rim profiles have shown to provide a more stable interface between the tire, the rim and the surface, all the more important when riding tubeless.

Working closely with Swiss cross-country superstar Nino Schurter, **DT Swiss A3-402** developed a new wheelset for demanding endurance racers. The XRC 1200 Spline is built around lightweight 240s based Spline hubs with centerlock mountings for the disc brakes. For the front wheel, DT Swiss also offers a predictive steering version to match the RockShox RS-1 fork, and, of course, Boost versions are available as well. The rim is 20mm

deep and has an inner width of 21.5mm — plenty for its intended use. For all-mountain and enduro



Stan's No Tubes Bravo

riders, DT Swiss has the XMC 1200 Spline. The hubs are the same as with the lighter wheels, but the carbon rim is 30mm deep and has an inner width of 24mm. Both new carbon-rimmed wheels will be available in 27.5- and 29-inch sizes.

Rather than building a carbon rim that is as stiff as possible in all directions, **Stan's No Tubes B1-508** takes a different approach with its Bravo wheelset. While some carbon rims have an unforgiving, harsh ride, Stan's Radial Impact Absorbing Carbon Technology created a laterally rigid rim with a certain amount of



Factor 327

IMPACT RESISTANT CHAIN, KEEPS YOUR E-BIKE MOVING!



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Rolf Prima Alsea

vertical compliance.

Built around the new and versatile Neo and Neo Ultimate hubs, the Bravo's carbon rims are only 19.5mm deep,

but have an outer width of 32mm and an inner width of 26.6mm. Thus these wheels are tough enough for enduro and light enough for snappy trail riding.

Stan's hasn't forgotten consumers who just want to upgrade their wheels, not buy a new bike: The Bravo wheelset will be available in 26-, 27.5- and 29-inch sizes.

Novatec's competition-only label **Factor B1-202** is showing its 327 wheels for enduro racers and all-mountain enthusiasts. The carbon rim has an external width of 31mm, so it's wide enough to safely seat tires up to 2.4 inches wide. Despite their chunky looks, the rims are really light: the front wheel weighs 790g and the rear wheel 950g, making the Factor 327 one of the lightest enduro racing wheels around. For nearly instantaneous energy transfer and fast engagement, the rear hub houses a six-pawl mechanism. The 327 is currently available only in a 27.5-inch size.



Reynolds 29 Enduro

Enduro from **Reynolds Cycling AG-414** is for aggressive riders. Built around the company's asymmetric carbon rim with a width of 28mm and Reynolds' own centerlock premium hubs, these wheels are built to fit wider stands and withstand the rigors of hard riding in demanding terrain.

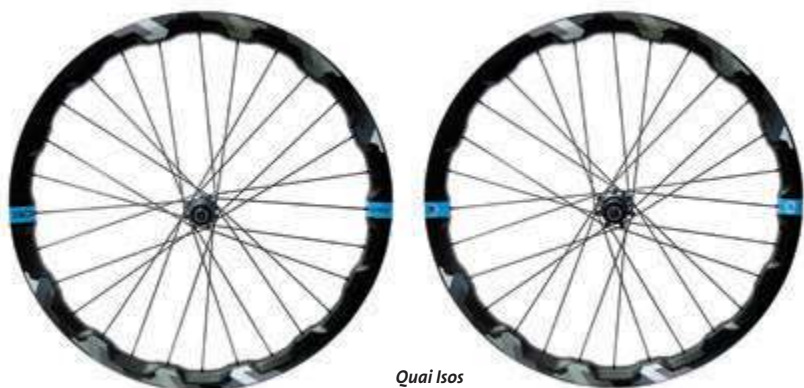
Quai A7-302 showed a prototype of its visually striking Isos 27.5 at the Taipei Cycle Show in March. Most distinctive are the carbon rims that feature box sections for even bracing angles of the spokes, resulting in a very stiff but light rim. Built for enduro riding, the Isos 27.5 rims have an internal width of 25mm, are tubeless-ready and are laced to straightpull hubs by 28 spokes. (See yesterday's *Show Daily* for a story on the company behind the Isos wheel.)

Rolf Prima B1-414 added strength for technical descents without weighing bikes down for the way back up. Named after a trail system near the company's offices in Oregon, the Alsea and Alsea XR wheels have the typical twin spoke lacing that Rolf Prima has become known for.

The carbon clincher rim is 29mm wide and offers stiffness and low weight. The more affordable Alsea XR uses Rolf Prima's XR hubs and is not compatible with 11-speed drivetrains. The Alsea is laced to XST2 hubs with a titanium freehub, bringing the weight of the 27.5-inch version to a svelte 1,415 grams. The 29-inch version weighs 40g more.

Speaking of big wheels, the 29

Known for wheels that have matching anodizing on hubs and spokes, **Industry Nine B4-104** has teamed up with Reynolds for the carbon rims of its Trail Carbon wheels. As usual with Industry Nine, the wheelset includes a freehub mechanism with no less than 120 points of engagement. ■ LvR



Quai Isos



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New Products 2016

Lightweight Fernweg VR 60



The VR 60 is a new addition to Lightweight's Fernweg series. Even gusty crosswinds won't deter this wheel from its line, so triathlon or road racers can stay in the aero position. The tubular Fernweg VR 60 weighs 625g for the front wheel and 1,420g for the set. The clincher version weighs only 85 g more. **A2-319**

Dr Pad Gel Injection Plus

With Dr Pad's new Gel Injection Plus system, liquefied silicone gel is injected directly into the open-cell foam of the pad. This means Dr Pad doesn't need adhesive fasteners or thread to sew the insert to the pad. The insert stays exactly in position because the hot gel grips firmly to the pad. Dr Pad can shape the inserts precisely, smoothing edges for comfort or perforating surfaces for breathability. **B5-610**



Crankbrothers Candy 7

The Candy 7 pedal is made for pro-level athletes and competitive amateur 'cross, cross-country and all-mountain racers. A new body shape has 10 percent more surface area and ribbed body sections for better traction when unclipped; chamfered edges to reduce rock-strikes; and integrated traction pad technology to optimize the interface for any clipless shoe brand, size, or model. **A5-301**



De Marchi Superleggera Jersey

Intended for hot and humid weather, the De Marchi Superleggera is made of a high-performance stretch jersey. A medium jersey weighs less than 100g, yet its soft, breathable, quick-drying microfiber is also durable. Its elegant silhouette sports double contrasting chevron front stripes. The Superleggera is made in Italy. **B5-112**



Kind Shock LEV

LEV has a history of outperforming other dropper posts. Now, for 2016, it outperforms itself. The latest LEV sheds more than 50g from its predecessor by integrating a high compression carbon fiber head clamp, Recourse Ultralight cable system, and KGSL superlight remote. It comes in an all-black livery. **B1-204**



Storck Aerfast

The Aerfast frameset includes a custom-designed fork and a range of well-thought-out features to enhance aerodynamics, such as a rear wheel brake that is positioned behind the bottom bracket. The rear triangle allows the gap between the rear wheel and the seat tube to be adjusted according to the type of tire. **A3-100**



Innova Transformer

Innova's 29x3.0 Transformer uses small knobs for a comfortable ride and smooth handling on all terrain. Small holes in the center of each knob provide more contact area with the road surface for traction. Rider feedback has been very positive since Innova added the tire to its product line. **A3-809**



Marwi saddles

Marwi Europe introduces a line of comfortable saddles for city, trekking, mountain and e-bikes. The saddles, named Vienna, Lindau, Donau, Mosel and Taunus, are designed for Europe. Marwi makes all saddles in-house with a new state-of-the-art vacuum machine for consistent quality. **A5-302**



BlkTec R5

BlkTec's full-carbon integrated bar is Di2 5-port and 3-port compatible. It allows for full internal cable routing. Available stem lengths are 80mm to 130mm. The R5 weighs 400g. **B3-107**



Infini Aria



Aria puts the "light" in lighting. Not just a bike light, the lightweight Aria clips anywhere for use while hiking or camping. An optional armband turns it into a running light, or a safety light for walking the dog. **A5-303**



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New Products 2016

Tout Terrain Via Veneto eXpress



Tout Terrain's new e-bike line is for style-conscious, tech-savvy commuters and cyclists who want to ride a "normal" bike with a little extra support. The Via Veneto eXpress uses slender 28-inch wheels for all-around performance. The rack is integrated in the frame. The bike uses a Pinion gearbox, GoSwiss rear hub drive and Gates belt drive for style and silent operation. **A2-109**

Kryptonite Keeper 785 Integrated Chain



Kryptonite's Keeper 785 Integrated Chain is now available in three new colors: gray, red and purple. With 7mm four-sided links made of Kryptonite's 3t manganese steel, this chain offers moderate security protection for use in rural areas and for quick stops in cities. It stows away in a Transport-R Chain Bag or Transport Tube-R Chain Carrier. **B2-400E**

Syntace Torque Tool 1-25

Syntace offers the first torque tool with integrated fine adjustment for higher accuracy — all at a length of just 22cm. The compact head design integrates with the Syntace direct mount head for direct bit attachment, providing confidence instead of guesswork for those previously hard-to-reach places. It includes the Syntace Bit Set with nine bits from 2mm to 8mm and a Torx TX25. **FG-B9/2**



Dapu M155CH fat bike motors

Dapu's robust and powerful e-bike motors excel when substantial torque is needed to climb steep hills or move heavy cargo. The M155CH-170 is for 170mm O.L.D. rear hubs, while the M155CH-190 is for 190mm O.L.D. rear hubs. Dapu motors are built under Japanese corporate management and used by e-bike brands in more than 40 countries. **A4-409**



Airace iSpeed F2 G

There's no need for a gauge when your smartphone can read the pump pressure. The Airace iSpeed F2 G uses Bluetooth 4.0 to send pressure readings to its smartphone app. The stylish mini floor pump is CNC'd from aluminum and given a high-polish finish. It operates up to a suggested maximum pressure of 120 psi (8 bar). **A5-108**



Crops EZ-400mu

The Crops EZ-400mu is a micro USB rechargeable taillight with a built-in motion sensor. When it detects movement, the light automatically switches on. Five bright LEDs keep riders safe and also show the remaining battery power. The light recharges in about two hours. **A5-202**



Xpedo GFX

Xpedo designers created the GFX for evolving downhill racing styles. The latitude entry system allows rapid engagement by positioning the front claw upward for intuitive, seamless contact with the pedal. Entry and release can be fine-tuned with the Posi-Fit retention system. The low-profile body has 16 adjustable-height grub pins. **B2-501**



Ming Cycle Rennrad

Rennrad helps kids learn to ride a bike with ease by focusing on the fundamentals: balancing, leaning, and steering. The 2-in-1 bike, developed with German pediatricians, has running (pushbike) and pedaling (bicycle) modes, so children gain confidence as they learn. **A5-505**



Cateye Padrone Smart+

Cateye enhances the smartphone power of its most popular display with the Padrone Smart+. New features include a full dot display, multiple customizable data screens, arrow navigation, incline and lap functionality. Cyclists can track rides in Mirror Mode using their phone's GPS function, or directly with Bluetooth Smart sensors. The Padrone Smart+ alerts riders to smartphone messages, calls, and e-mails without draining the phone's battery. **A1-201**



Novatec Factor 327

Launched in 2013 for competition only, Factor found its way to the top of podiums with such riders as Kyle Strait and Brian Lopes. Now an expanded Factor line is available for the rest of us. The flagship 327 carbon wheel uses a 31mm rim width in 27.5-inch diameter and stands up to competitive trail abuse. Weighing 790g (front) and 950g (rear), Factor 327 is one of the lightest trail and enduro wheelsets available. **B1-202**





Mid Drive Motor



MD250

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DPBBTQ-01

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High Power Fat Bike Motors



M155 CH -170



M155 CH -190

When substantial torque is needed for climbing large hills or moving loads, these robust and powerful motors excel.

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Visit dapumotors.com to see our fantastic range of ebike products

New Products 2016

Miranda Timelapse Track Crankset



The titanium alloy Timelapse sets a standard of stiffness and durability for track cranksets. Custom nano-layers boost longevity and resilience, lower the friction coefficient and provide auto-lubricating properties. The Timelapse is available with 144 BCD and is compatible with most track bicycles. It's only for 1/8-inch chains. **A1-418**

Bangkok Cycle R-Flow Team



Everything on the full carbon R-Flow Team has been optimized to keep riders in an aero position, whether they're riding TT, triathlon or a standard road race. An electronic Shimano Di2 drivetrain ensures fast, accurate shifting. Frame tubes are built with fast NACA airfoil shapes. **AG-405**

BLB Bigmama Spurcycle

Tired of searching for a bell that's loud enough but won't make your bike look stupid? Introducing the Spurcycle — a brass and stainless steel bell that's precision-crafted in the USA. It's functional and has enduring good looks. The Spurcycle fits standard or oversized handlebars. **A3-706**



Gaerne G-Kobra

Gaerne's new mountain bike shoe is lighter than its predecessor. The patented Boa L5 closure system ensures there are no pressure points. The upper is made of laser-drilled microfiber that, with a new anatomical tongue, offers excellent breathability. The G-Kobra is available with Gaerne's MTB Carbon Sole Technology or MTB 3Density Sole. **B5-603**



RockShox Lyrik

RockShox took the Pike and made it stiffer and more capable, with longer travel. The Lyrik uses a stiffer, light 35mm chassis and comes in 160mm-180mm travel options for 27.5-inch wheels, and 150mm-160mm options for 29-inch bikes. The Lyrik combines single crown weight and agility with dual crown strength and aggression. **A3-202**



M-Wave Apollon Ultra Series

Messingschlagler's M-Wave Apollon Ultra Series has some of the brightest lights on the market. They come in three brightness levels: 900, 2,500 and 4,500 lumens. They are water resistant and housed in a high-quality aluminum casing. **A5-100**



Chosen Smart Hub A5137BQ

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 the hub is idle, thereby easing friction between pawl and ratchet teeth and eliminating sound. By reducing internal friction, Close Drive System hubs also last longer than traditional hubs. **AG-307**



Skully Ticktock

Skully adds a sense of humor to the safety requirements of a bicycle light. Using watches as a reference, designers created a stylish and creative look for the Ticktock that doesn't detract from its performance. The LED lights can be seen for more than 500 meters (1,640 feet), and the light spreads over 160 degrees. A hidden USB plug is used for charging — no extra cables required. **A3-604**



UCCO Muller ML725

The ML 725 is one of the classically styled bikes made by Muller, the Japanese framemaker. Muller uses titanium, stainless steel and steel to make frames that are modern and clean, in the best manner of Japanese design. Muller offers two bike lines — a racing line and a more contemporary "design" line. **B2-405**



Nutcase Metrорide

The Metrорide is a stylish, light urban helmet with generously ventilated in-mold construction, a magnetic Fidlock buckle for one-handed operation, removable spin-dial and visor, and 360-degree reflectivity. It comes in one size (S/M – M/L, 55cm – 59cm), and includes three moisture-wicking comfort pad sets for fitting. **FG-B3/6**



New Products 2016

SKS Raceblade Long

This ultra-long clip-on mudguard set works with road bike tires up to 25mm wide. The end of each mudguard extends below the hub axles. This length ensures that the rider — and the cyclist following behind — are spared from splashes. Riders adjust the length of the stays to make the Raceblades fit the radius of the wheel. **A5-400**



Giant Surge Footwear

The Surge road shoe combines a stiff pedaling platform in the forefoot with enough torsional flex to reduce pressure and strain in the lower leg. The result is a more natural foot movement during the pedal stroke. It's part of Giant's new performance footwear line, Surge, built on the company's Motion Efficiency System (MES) and developed with experts in biomechanics and pro racers. **B3-300**



DT Swiss RRC 65 Dicut

Developed in the wind tunnel and with feedback from world-class athletes, the RRC 65 Dicut aero wheelset is fast. Rims have a 65mm tall aerodynamic profile with an inner width of 18mm (clincher) and a bulged shape. They spin like silk around new Dicut hubs with Sinc Ceramic bearings and bladed DT Aerolite and DT Aero Comp spokes. Weight is 1,400g per set (1,550g for clinchers). **A3-204**



Spanninga Retro counter display

For a stylish look near the register, Spanninga offers a compact retro POP display. Different designs highlight different Spanninga products, including the Swingo, Nr. 9, Pixeo, Easyring, Nr. 8, Nr. 15, and carrier reflectors. A mixed display combines Swingo and Nr. 9 products. **B4-206**



La Fonte Tornado 3X Sat Man

With its innovative anatomical shape and patented design, the Tornado 3X SAT Man arose out of a collaboration with top pros and a series of lab tests simulating extreme conditions. The "doughnut-shaped" support area around the ischiatic bones prevents the constant pressure caused by excessive padding. La Fonte's 3X technology creates transitions between layers without hard or stiff edges. It incorporates La Fonte's Shock Absorption Technology. **B5-613**



M-Nova Spin Bike

The clever design of the FSIR Spin Bike solves many of the problems that have plagued folding bike designers. Try it at the M-Nova booth and see how simple and quickly it folds. **B1-205**



Neco 3



Charge your smartphone or other device through the innovative Neco 3 headset. Made from extruded aluminum, the portable charger fits easily within the head tube. It's available in several colors to match many bikes. **A5-109**

Haibike Xduro FullSeven Carbon Ultimate



Haibike's e-performance bike is built around a monocoque frame made from unidirectional carbon fibers, boosting stiffness while slashing weight. The bike weighs 17.2kg (37.9 lbs.) — and that includes the Bosch Performance CX mid-drive motor and seamlessly integrated battery. The entire rear triangle is made of UD carbon as well. Other premium carbon components include wheels, cranks, handlebars, seatpost, and seat. **A4-100**

Beto CLD-036G

Beto's stylish mini mountain bike pump features an easy-to-read 23mm analog gauge. Its patent-pending Tri-valve fits Schrader, Presta and Dunlop valves. Tires inflate quickly with its precision-drawn 25mm alloy barrel. **A5-508**



LOHAS Cyber Motions

Track your ride with the Cyber Motions hub. Its patented design integrates torque and speed sensors. Use a free smartphone app to track cycling data and GPS information. Cyber Motions supports Bluetooth 4.0 or ANT devices and integrates with heart rate monitors. Available for road and mountain bikes with QR support. The hub weighs about 410g. **A5-230**



New Products 2016

Xenofit carbohydrate gel drink



Xenofit's carbohydrate gel drink goes down quickly, and doesn't need water to wash it down. It combines maltodextrin, glucose, and fructose for a minimum of 26g of long- and short-chain carbohydrates per portion. Vitamin C helps maintain the body's metabolism and reduce fatigue. Available in passion fruit and orange flavors, and in cola with 50mg of added caffeine derived from natural guarana extract. **FG-A4/2**

3T Cycling Discus C60 Team Wheelset



3T's new Discus line is perhaps the widest range of disc-ready road wheels now available. The Discus C60 Team, a mid-range, deep-section wheelset in the line, features all-carbon rims that are 25mm wide and 58mm deep. A blunt profile enhances stable aerodynamic performance at common wind angles. CenterLock hubs with 24 bladed spokes front and rear offer industry-standard fits for disc brake setups. **B4-403**

Bombtrack Beyond

Like a Land Rover, the Beyond is tough, dependable and capable over long distances or while commuting. Its Columbus Cromor tube set, with an oversized downtube and tapered head tube, forms a strong and durable base for the frame. The top tube is lowered so mounting is easier when the bike is fully loaded. A longer headtube allows for a more comfortable upright riding position. **B3-201**



Sigma Sport Pure 1

The streamlined Pure 1 computer is part of Sigma's Trendline range. Available in two colors, the Pure 1 displays the three functions most important to cyclists: speed, distance, and trip time. It operates with one button. All standard tire sizes are preloaded, but it also accepts custom sizes. The Pure 1 is available in wired or wireless versions. **A5-200**



Lezyne Digital Over Drive

Lezyne's Over Drive is for fat bikes and tubeless tires. Due to its high air flow construction, no compressor is needed to fix a tubeless tire. With its high volume chamber, it takes only about 20 full strokes to inflate a 26x4-inch fat bike tire to 8 psi. The self-adjusting, digital gauge is always accurate. **A1-303**



Taya Extreme Weather Parts

With 46 years of bicycle chain experience, Taya knows how to protect against extreme weather. With the boom in fat bikes and cruisers, Taya presents bicycle parts and hardware that use its automotive-certified GST anti-rust treatment for strength and durability while protecting against corrosion and rust. **A5-503**



Vaude Uphill

The three models in Vaude's minimalist Uphill series (9-, 12- and 16-liter sizes) are true lightweighters, made with feathery, siliconized 40D Ripstop material. The pockets are made of thin mesh material. Shoulder straps, hip belt and buckles also are made of a special lightweight material. A multi-purpose drawcord lacing can be used for compression, as a helmet holder or as a place to stow a jacket. **B5-400**



Basil Icon S

Basil's streamlined Icon S basket hooks onto the carrier. Elastic cords secure newspapers, flowers, water bottles or other important accessories. In case of inclement weather, a matching rain cover keeps belongings dry and safe. Basil also offers a matching foldable shopper. **A4-303**



Roxim Raptor X4A

It may be small, but the Raptor X4A series delivers up to 400 lumens of light for both road and off-road riders. The light spreads over 200 degrees, while anti-glare technology won't blind oncoming drivers or cyclists. It mounts on a helmet, handlebar, stem or front fork, accepts power from multiple sources, and includes a remote control button. **A5-213**



Alpina Valparola XC

Made in Germany, the Valparola XC blends design and function. Triple shell construction allows large air vents and a contemporary aerodynamic design. The helmet adapts to head shapes with Alpina's Run System Ergo Pro, featuring two large headrests, and its Custom Fit system, with three-way inclination adjustment. **B2-201**



New Products 2016

TRP Slate T4

These light mountain bike brakes are made for cross-country and trail riding. The four-piston caliper offers better braking performance, increased modulation and more efficient heat dispersion. The lever is also Matchmaker and I-Spec compatible for easy integration with any shifting system. **A5-204**



Vittoria Qurano 46

This graphene-enhanced, full-carbon race wheel has a wide section tubular rim with Vittoria's Perfect Match tubular bed, for best performance with Vittoria tubulars. An asymmetric 46mm deep rear wheel provides stiffness and is paired with a 42mm deep front wheel. The SwitchIT freewheel on Vittoria Ultimate hubs make tools unnecessary. **A7-309**



Velo E-bike saddles

Saddle giant Velo offers a series of saddles for all varieties of e-bikes. Velo incorporates features to reduce the higher levels of vibrations and shocks caused by higher-speed travel on an e-bike. Those include a Double Density base, Arctech suspension system, and U-Carry system for easy handling. Saddles use a high density, shock-absorbing foam. **B2-503**



Sate-Lite C2

The mighty, simple Sate-Lite C2 puts out 15 lux of light that's visible for 35m (115 feet). It can accept power from sources ranging from 6V to 48V. The C2 measures 50mm by 36.5m by 75.5mm. **Z1-219**



Corratec Revolution 29 SL

With a stiff frame that weighs 1,020g (2.2 lbs.), the hardtail Revolution 29 SL is made for marathons. Corratec uses expanded polystyrene instead of traditional inflatable bladders to form the carbon tubes in the mold for a lighter, stiffer and more consistent final product. The Revolution 29 SL incorporates an oversized bottom bracket and is compatible with mechanical shifting or Di2. **B1-300**



BLB Bigmama Clug

Clug is the world's smallest bike rack. The tiny Clug "hugs" the bike; it doesn't "hang" it; no winches, hooks or balancing acts required. BLB Bigmama distribution is the first to bring this innovative design product to market. The Clug is available in sizes for standard road bike tires, hybrid tires, and mountain bike tires. **A3-706**



Zoom Tequila Series



Zoom's new 35mm Tequila series of handlebars and stems gives mountain bikers precise control over their rides. The butted alloy bars are available in three versions, with a rise of 3 degrees, 12 degrees, or plus or minus 5 degrees. The Tequila family includes two stems. **B4-103**

FLR F-75 Pro



The new F-75 Pro cross-country shoe from FLR protects against rocks and other trail debris. A light, seamless microfiber upper with air mesh keeps feet ventilated, while a carbon-reinforced sole with a full carbon plate insert provides stiffness. The F-75 Pro includes the Reel Knob lacing system and a dual density insole. **B2-409**

KTM Scarp

KTM developed the frame for the 2016 Scarp from scratch. It's based on KTM's Straight Line Link system in combination with a Rocker Blade and 90mm of rear travel. Designers improved handling with a flatter headtube angle, steeper seat tube angle, longer toptube and shorter stem. A wider rear hub (148mm) means a rear wheel that's 21 percent stiffer than before. **A4-300**



Edco Wheels

Swiss hub maker Edco is joining with carbon specialist FTC on a line of light, aerodynamic wheels for its 2016 collection. Made of an 8K twill weave, the rims have a special surface for braking power and modulation and dissipate heat. **A3-716**



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iLUMENOX

Thun gives Gates' new belt drive a helping hand

Gates is launching a lower-priced belt drive to reach a broader range of price points. To get there, it needs a little help from its friends — including Thun, the German bottom bracket specialist.

Thun **A2-202** is launching a series of BB cartridges that are compatible with the five-arm crankset Gates uses for its new CDN belt drive.

The bottom bracket is crucial because the alignment along the "belt line" is critical, and the CDN system has a wider spec than traditional chain systems.

"When utilizing a belt instead of a chain, the BB set and the 'belt-wheel' need to be aligned precisely in order for the drive system to run smoothly," said Alexander Thun, Thun's marketing and PR manager. "It took quite some R&D effort to flawlessly match our best BB set with the CDN components."

With the CDN belt drive, the Gates Carbon Drive system can be spec'd on bikes that retail for as little as €750 (\$835), a segment in which Gates

projects significant growth.

"The CDN system is really important for reaching higher-volume models," said Karlheinz Nicolai, whose Universal Transmission company is the exclusive European distributor of the Gates Carbon Drive system.

Nicolai added, "Thun is the perfect partner. Not just because of its high-quality BB sets, but also due to the fact that the cooperation allows us to offer OEMs a system that is kept simple through a reduction of components while offering the perfect performance."

The CDN belts are made in Europe, as are the Thun bottom brackets.

Thun calls its CDN-compatible line the Volta series, and will offer versions compatible with all major internal gear hub systems. ■ JB



Thun Volta BB with Gates Carbon Drive



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The new economy: cycling jobs surpass mining, steel

Leaders of the European cycling industry are gathering for today's Advocacy Summit at Eurobike, but many took part in a much larger advocacy meeting earlier this summer.



Kevin Mayne (Photo: Carlton Reid)

The annual Velo-City cycle advocacy conference attracted 1,500 delegates, including 100 from the bike industry, in the French city of Nantes in June.

Cycleurope conducted its European sales meeting in conjunction with Velo-City, while the European Cyclists' Federation hosted an "Industry Day" there.

The worlds of advocacy and industry don't usually mix in this way, but that's something that the ECF has been seeking to change since 2011, when it created the Cycling Industry Club at Eurobike. The CIC is made up of leaders of the European bicycle industry.

The ECF believes advocacy is the surest path to increased bicycle sales and increased jobs.

"We can create more jobs for Europeans through investment in cycling, not only because it has a proven record for creation of green and sustainable jobs, but because of the huge contributions it makes to the EU's wider objectives," CIC head Kevin Mayne said at the conference.

Mayne said the bicycle industry — which includes bicycle manufacturing, tourism, retail, infrastructure and services — now accounts for 655,000 jobs across the European Union. That's more than the 615,000 jobs in mining and quarrying, and almost twice the number of workers employed in the steel sector.

Talks at the Industry Day in Nantes included a panel discussion, "The Bicycle Market and Advocates," which discussed how advocacy and industry can benefit from working together.

Speakers included Jeroen Snijders Blok, chief operating officer of Accell Group, and Vicky Yang, CEO of Giant's Cycling Lifestyle Foundation of Taiwan.

Tony Grimaldi, CEO of Cycleurope, said it was important for the industry and cycle advocates to work together, especially to boost cycling as a mode of transportation.

The ECF believes that by working closely with cycling advocates, Europe's bicycle industry could unlock some €2 billion in funding for cycling projects across the EU. For instance,

the EU Commission has a €300 billion investment plan for achieving growth — meaning jobs — by 2020.

The jobs argument becomes especially powerful when traditional arguments for cycling aren't enough, Mayne said.

"We can sell health, and climate change — and they go in our economic arguments — but when politicians say 'we haven't got any money for those things but if there were some jobs in it we'd take some money from the growth fund' then you have a different conversation, with a completely different department of government, and you are of the moment," Mayne said.

The economic development argument resonates with many political leaders, he added.

"When a bike company meets a politician and says 'if the conditions are right I'm going to open a new factory, bringing production back to the EU from Taiwan or China because it's better to build in Europe,' that's powerful," Mayne said. "The new bike valley cluster in Romania is an example of what's happening. And Flanders is putting on more jobs in cycling than biotech."

Mayne believes cycling could win big from the EU. The Netherlands — Europe's most bike-friendly nation — will hold the EU's rotating presidency from January to June 2016, when an EU-wide cycling plan could be pushed through. ■ CR

Velo-City 2016 heads to Taipei

The 2016 Velo-City conference should be especially appealing to the industry because it takes place in Taipei, the center of global bicycle manufacturing, from Feb. 27-March 1 — just before the Taipei Cycle Show, which is March 2-5.

For more information, visit www.velo-city2016.com

2015 Advocacy Summit

Advocacy is the key to ensuring future growth, bike leaders say

European industry leaders will come together today to voice their support for urban cycling at the 2015 Advocacy Summit, hosted by the European Cyclists' Federation.



The ECF said cycling supports an estimated 650,000 jobs in the European Union, like these at Gazelle in the Netherlands

Executives from the Accell Group, Pon Holdings, SRAM, Cycleurope and other members of the Cycling Industry Club — the industry partner of the ECF — say advocacy is a powerful way to boost cycling across Europe and increase sales.

The ECF estimates that the economic benefits of cycling in the European Union are between €205.2 billion and €217.3 billion a year (\$227.3 billion to \$240.7 billion). The “cycling economy” creates about 650,000 fulltime jobs in the EU.

The ECF believes that advocacy generates the biggest potential for market growth in urban centers, and could help attract billions of euros in public investment for cycling projects.

“We come to Eurobike to sell more

bikes and accessories. The best way to do that is through advocacy and we decided to put advocacy first on our agenda at Eurobike” said Tony Grimaldi, president of Cycleurope and chairman of the CIC Advisory Board.

The ECF says that doubling the level of cycling in Europe would result in the sale of 10 million more bikes a year. If cycling level across Europe matched those of Denmark, the industry would sell 30 million more bikes a year.

“This enormous potential creates a reason for industry to back the request for more collaboration with advocacy,” the organization says.

In April, the ECF published its “European Roadmap for Cycling” which

is intended to “assimilate and align” EU policies on cycling, and help push cycling higher on the political agenda in Europe.

“Such a roadmap is an important instrument in removing barriers for the development of cycling in EU policies, funding for infrastructure as well as for research and development projects,” the ECF said.

According to the Roadmap, cycling has probably grown faster than any other mode of transport in the past decade. In Paris, for example, cycling has doubled in 10 years.

More than 400 bike share systems now exist across Europe; the largest, Velib’ in Paris, saw more than 100 million trips in its first five years since 2007.

E-bikes are booming. Some 907,000 e-bikes were sold in EU countries in 2013, and the market saw double-digit growth in 2014. In Germany alone, e-bike sales grew by 17 percent from 410,00 in 2013 to 480,000 in 2014.

Seven EU countries are building “cycle highways,” with the Netherlands well along on its plan to complete 675km (420 miles) of dedicated bicycle highways by 2025.

Participation levels vary widely across the EU member countries. In a 2014 survey, 8 percent of Europeans said the bicycle was their most-used form of daily transport. But in the Netherlands, the rate jumped to 36 percent.

Politically, the ECF’s Roadmap said that while cycling receives support from several members of the European Parliament and other government agencies, Europe needs to create a level playing field so that cycling receives the same treatment concerning tax breaks and infrastructure investments as do other transport modes.

At least 11 EU countries have adopted a national cycling strategy — which



Tony Grimaldi (Photo: Carlton Reid)

means that more than half of the EU members have not, according to the ECF.

■ EB/DM

ECF Advocacy Summit 2015

5-7 p.m. | Room Rom

Learn how advocacy unlocks new markets, creates jobs and boosts sales at the Advocacy Summit, sponsored by the European Cyclists' Federation and the Cycling Industry Club.

For more information on the summit, contact Kevin Mayne, director of development for the ECF, at k.mayne@ecf.com

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Overview: Children's bikes

Here's what the kids are in to these days

Kids these days — some of them even want to ride a decent bike. Sure, there are plenty of cheap bikes available in the supermarkets. But parents who want to encourage their budding Froomes with a nicer bike have several choices. Here are some notable children's bikes on display at Eurobike:



Strider balance bikes in action

Balance bikes are a time-honored way of preparing the littlest ones for a lifetime of riding.

Wishbone Design A7-408 of New Zealand has a new balance bike, the RE, that parents can love as well: It's made out of recycled carpets from American homes.

Wishbone says each RE diverts 7.5 pounds of carpet from the landfill. Parents will like the RE for more practical reasons as well: It expands to fit a child from 12 months to six years using what Wishbone calls its Rotafix adjustment system for the seat and the frame. The RE also accepts a chain system for when kids start to pedal.

Strider Sports, FG-BG/3 based in the American heartland, makes its Eurobike debut with its No-Pedal Balance Bikes. The South Dakota company has sold more than 1 million Strider bikes in nine years, and they're available in more than 75 countries.

The bikes have become so popular they're used in mini road and BMX races for the young'uns. They fit kids from 18 months and up. Strider donates 1 percent of sales to nonprofit organizations, mostly for those who serve people with special needs.



Wishbone RE



Popal Urban

Ming Cycle A5-505 makes the Rennrad bike that grows with the child. Developed with German pediatricians, the Rennrad focuses on the fundamentals of balancing, leaning and steering. It starts as a balance bike and then accommodates a pedal system when the kids are ready to ride like mom and dad.

Bobbin, A4-808 one of the U.K.'s fastest-growing bike brands, launches its Junior range of 12-, 16- and 20-inch balance bikes. "About 80 percent of our riders are women, and we have seen a big demand for 'mini-me' Bobbin models with the same stylish features — color-matched mudguards, coordinated grips and saddles — as our adults range," Bobbin founder Tom Morris said.

The Junior range will be on the market in October and will retail from £100 to £200 (€142/\$157 to €285/\$315).

Germany's **Puky A2-317** debuts its ZLX 16/18 models as trendy children's bikes with aluminum frames and wheels for less weight.



Gazelle Puur_NL

In the Netherlands, junior-sized cargo bikes are a thing for Dutch kids and teenagers.

They're called "Transportfietsen," or transportation bikes. As Fedde Kappert of Popal asks, "Why would transport bikes only be suitable for adults? Children also have important things to bring, and with these bicycles they can do it by themselves!"

Kappert said the most popular kid's transport bikes from **Popal A4-806** are the Urban, for children from 7 to 10, and the nicely named Daily Dutch, for ages 9 to 12. Both are available in six colors. The Urban is €245 (\$270) and the Daily Dutch €299 (\$330).

From the big Dutch manufacturer **Gazelle FG-0/303** comes the Puur_NL, a "trendy lifestyle cargo bike for boys and girls" with front and rear carriers. The Puur_NL will be available in September for €599.

Riders from the age of eight can now take part in the e-mountain bike boom. **Haibike A4-200** is launching the 24-inch Haibike Sduro HardFour RX and HardFour Life that use the same Yamaha mid-drive motor as its adult siblings. The only difference is that the motor is locked so it can't provide assistance at speeds over 20 kph (12 mph). They will retail for €1,999.

For young riders who like to do tricks off the



mountain, Spanish brand **Monty Bicycles FG-A5/2** has found an unusual niche for itself with trials bikes for kids as young as four. Built without seats, you could think of these as the ultimate balance bike for



Bobbin Junior

kids who learn at an early age how to balance on one wheel on an obstacle.

Finally, recumbent maker **HP Velotechnik FW-300** is introducing perhaps the most ambitious — and expensive — children's bike. The Gekko retails for €3,990 for the basic version and €6,640 for an electric version, but it's very versatile. HP Velotechnik says it will accommodate riders from 120cm



Monty trials bike

to 180cm (3 feet 11 inches to 5 feet 11 inches) — enough to take some riders from primary school through college.

DM



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Overview: Bike computers

As Garmin computers proliferate, its competitors hone in on certain niches

Garmin, the market leader in outdoor navigation, posted robust sales in 2014. What contributed to its success? “Diversification in multiple segments,” replied Andy Silver, Garmin’s European product manager for fitness.



Andy Silver of Garmin
(Photo: Thomas Froitzheim)

Garmin’s good fortune hasn’t translated to many of its competitors. Some brands have vanished completely, like the Cyprus company Navad. Some have withdrawn from the outdoor GPS market, including Magellan, Lowrance and VDO.

And while Garmin provides “a device for every customer’s needs,” not every dealer enjoys explaining the intricacies of all of those Garmin devices to customers.

Still, Garmin has found success in the fitness market with activity trackers like the Vivofit bracelet, and with multisport watches like the Fenix 3.

“We are a wearables company, and we are shaping the market with our products,” said Kai Tutschke, Garmin’s new CEO for Germany.

And Garmin continues to offer an ever-expanding line of bicycle computers.

It has also debuted a line of electronics for bike safety.

No other navigation brand can challenge Garmin’s size or reach, but many companies exhibiting at Eurobike have found success in various segments of the navigation market.

Mio B4-213 is targeting beginners and leisure cyclists with its Cyclo 200 GPS system. Users won’t find ANT+ and WiFi functions on the Cyclo 200, but will find audible turn-by-turn navigation and the ability to locate destinations by address. And the Cyclo 200 has a big 3.5-inch display for readability even in sunlight.

The company says it has been successful in its home market in the Benelux, with more than 500 retailers. “This key market has the ideal mix between performance cyclists and recreational ones,” spokeswoman Tamara Santbergen said.

Bryton B4-309 caters to performance cyclists who don’t want to spend a lot of money with its new Rider 100 and Rider 310. The units don’t include navigation but appeal to riders on a budget with functions that cover just about every other cycling activity, from support for heart rate monitors to Strava compatibility. The Rider 100 includes 36 real-time data functions, while the Rider 310 adds barometer and temperature measurements, works with power meters, and has a total of 67 data functions.

Falk, A1-203 the German navigation brand from United Navigation, created its own smartphone app. The Falk Outdoor Navigator app is intended to reach new customers who may not buy a typical navigation device.

First shown at last year’s Eurobike, the Outdoor Navigator is now on the market for Android smartphones. It offers A to B navigation, points of interest and round-trip routing.

A free version works in a limited area, but users can buy more maps and functions. The full package costs €30 (\$33).

With the new Varia line from **Garmin, A5-201** the company moves into bicycle safety. Garmin bought the South African company that invented the Varia last year.

The line includes the Varia Rearview Radar that detects vehicles approaching from behind and provides a visual distance and speed warning on a handlebar display. If a driver is approaching at high speed, an LED turns from orange to red. The Bike Radar includes a rear LED light that brightens to alert oncoming drivers of the cyclist.

The Varia Smart Bike Lights have a headlight that automatically projects farther ahead as the rider speeds up, or closer as she slows (when paired with an Edge computer that senses light). The headlight and tail light get brighter or dimmer as the ambient light changes, and adding a second tail light lets the rider signal right or left turns.



Bryton Rider 310

Garmin has also made its peace with smartphones. Some of its newer devices display smartphone notices, or connect with Strava through the phone, which can stay in the backpack.

“We aim to give our customers what they want, and if that involves more open partnerships and integrations with existing, relevant platforms then we will do that,” Garmin’s Silver said.

Garmin has also improved its Edge series and is showing the Edge 520, an update of the Edge 500 that Garmin says is its most advanced bike computer.

It is compatible with Strava live segments and connects with just about anything on the bike and several



Falk Outdoor Navigator app

electronic devices off the bike, including smartphones, power meters, heart rate monitors, Shimano’s Di2 electronic shifting system, and some weight scales.

It can even derive your VO2 max estimate and post-ride recovery time.

Founded by two former bike couriers, **BikeCitizens FW-203** (formerly BikeCityGuide) is a smartphone app that shows the best bike routes through more than 200 European and Australian cities, with turn-by-turn navigation, tracking options and voice guidance.

BikeCitizens sells “City Packs” for individual cities, and a “flat rate” covering all existing or future city packs costs under €20.

In an unusual pricing structure, BikeCitizens offers individual City Packs for free — if the cyclist rides 100km (62 miles) in 30 days and tracks his or her routes.

BikeCitizens also invented a universal smartphone mount, Finn, which has sold more than 250,000 units around the world. At Eurobike, the company is debuting the Finn 2.0 for bigger smartphones like the iPhone 6 Plus.



BikeCitizens smartphone app



Mio Cyclo 200

E-bikes are a natural partner for navigation devices because they come with a power source, and most need some sort of console anyway to manage the drive system.

Bosch AG-402 improved its Nyon 2.0 system, a combined e-bike controller and navigation unit that works with its mid-drive motor systems. Responding to consumer complaints, Bosch boosted the Nyon's memory to 8 GB from 1 GB and added the ability to import GPX files and offer free routing.

GPSTuner ZH-201 sells its eBike Tuner to OEMs. The eBike Tuner combines navigation, battery management, e-bike controls and troubleshooting data in one device and can send analytics data to manufacturers and retailers through a cloud-based service. It's being used with e-bike systems from TranzX, Brose and Ansmann.

Stagemotion A3-811 is launching the Ebikemotion system that takes navigation information from a user's smartphone and shows it on an LCD display. A Bluetooth joystick, the iWoc, controls the display and smartphone. The Spanish company says the first units would be ready for market by next summer.

The company's marketing director, Marco Antonio de la Serna Gonzales, said Stagemotion is working with "the most important German and Dutch e-bike manufacturer and the most important e-bike motor manufacturer in America and Asia."

COBI, A2-111 a German startup, is already landing OEM spec for its multi-function system that combines bike lights with navigation, a bike computer, alarm system and even a bell, all controlled by a smartphone. Founder Andreas Gahlert said



GPSTuner app on smartphone

some 20 prototypes of COBI systems are on display at Eurobike. At least four brands — Winora, Rotwild, Ghost and Schindelbauer — are showing COBI-equipped bikes, and e-bike motor manufacturers Brose, ContiTech and TranzX are also working with the company.

(For a related story on COBI, see page 24.) ■ TF

'Click' or 'pull' with Slide2Go systems

Users of the Slide2Go bag and basket attachment system now have a choice of whether they want to "click" or "pull."



Slide2Go Easy Pull

Slide2Go B5-605 has debuted a new system that attaches bags and panniers with a strap. It detaches from the bike with a pull on a single strap, for what Slide2Go calls its "Easy Pull" system.

The companion "Easy Click" system for baskets lets them be detached with the push of a button.

"From now on customers can choose between either the pull or the click system," said Lorna Chen, the owner and general manager of Slide2Go parent Konnix.

The Easy Click system attaches to the handlebars. Slide2Go offers a range of colorful shopping baskets that work with the system.

The Easy Pull system is designed for bags and panniers. ■ JB



Bosch Nyon 2.0 display



Ebikemotion system

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Riding & Dining after the show

Stressed? Try the cordon bleu — with homemade schnapps

Hartwig Plath knows stress. For nearly two decades, he put in a workaholic's hours in China, Singapore and Taiwan as a manager for a Friedrichshafen-based motor producer.



The Brennerstube's cordon bleu

Now Plath is back home in Friedrichshafen, where he has more time to engage in his favorite pastime: cycling with his friends in the local road biking club, Team Freundeskreis Uphill e.V., better known as FkU.

Plath enjoys FkU for more than cycling. Unlike other local cycling clubs in the area, FkU isn't fixated on racing; it promotes cycling in general. Instead of talking about heart rates or speed, members chitchat about anything. Plath said the rides are the "best, necessary balance to workplace stress."

One of his favorite parts of the FkU rides is the final stop for a good meal and a good drink. So we asked Hartwig for his favorite restaurant in the Friedrichshafen area.

He chose Brennerstube in Unterbaumgarten, about 5km (3.1 miles) east of Friedrichshafen and north of Eriskirch.

It's a bit hidden in the countryside, but when the weather is nice you can enjoy sitting outside in the garden restaurant.

Inside, the Brennerstube (which means "distiller's living room") is small and cozy, and serves up homemade local food.

Two local specialties are *dinnete*, a tarte flambee, and *schäufele*, a roast pork shoulder that's a typical Swabian dish. Or you can try a classic cordon bleu with french fries and *spätzle*, a sort of pasta that's also a Swabian staple.

But as you may have guessed from the name, food isn't really what this place is about.

Hartwig is especially keen to recommend the Brennerstube's many award-winning homemade schnapps.

"Taste the oak-barrel-aged obstler, with its yellow color and distinctive, smoky finish," Hartwig said. *Obstler* is a kind of fruit brandy. Brennerstube calls its version Tentation.

Tentation is the "house schnapps" of Brennerstube's chief distiller and general manager, Martin Schlachter. Just don't drink too much!

For Eurobike visitors, the bad news is that Brennerstube is only usually open Thursday (from 5pm), Saturday

(from 5pm) and Sunday (from 10am), for other days a phone reservation is needed. For reservations, call +49-171-339-0965, or e-mail reservierung@brenner-stube.de.



Martin Schlachter with Tentation, the house schnapps

brenner-stube.de.

For more information, visit www.brenner-stube.de.

If Brennerstube is closed, Hartwig and his friends in the FkU have another suggestion: Ride down to the lake, put your tired legs in the water, and have a beer to celebrate the sunset. That's a classic ending for many FkU rides.

■ ROLAND HECHT/JO BECKENDORFF



No one knows local restaurants better than locals. In this Show Daily series, we ask members of Friedrichshafen's road bike club, Team Freundeskreis Uphill e.V. (FkU) to share their favorites with Eurobike visitors. Tomorrow: Guesthouse Grüner Baum, also known as Kongo.

Sealskinz overshoes are ankle lighters

With all of the fluorescent colors and reflective panels on display at some Eurobike apparel stands, it could be a suitable venue for a disco revival party.



Sealskinz' David Richards with the Neoprene Halo overshoe

replaceable battery functions for about 240 hours in flash mode and 120 hours in constant mode.

Sealskinz had originally set out to develop a similar light for gloves, but was stymied by such obstacles as a flasher that interfered with a cyclist's eyesight, or that switched on unintentionally with hand movements.

Richards said Sealskinz discovered an unexpected advantage to the heel pocket: "It allows you to put the zip on the side, with

reflective strips that really pop when cars approach from the side."

The Neoprene Halo overshoe won an ISPO Gold award in the Outdoor Accessories category earlier this year. The company has a second, lighter version with an open sole, which is more suitable for touring shoes.

Established in Norfolk, Sealskinz is best known for its fully waterproof socks — a claim that can be verified in a little pool at the company's stand. ■ BS

Sealskinz **B5-604** is adding to the festivities with a flashing light on its Neoprene Halo overshoe. It's a battery-powered light that fits in a heel pocket.

"If you get this on both feet and it's moving, it really stands out," David Richards, the company's marketing director, said yesterday as he waved the flashing overshoe about at the Eurobike stand.

The English company boasts that the light is visible from about 500 meters (1,640 feet). It has three settings: constant, slow flash and fast flash. The

The future of e-bikes is plastics, Rehau believes

There's steel, aluminum, titanium, carbon and even wood. Now, a German automotive supplier is pitching a new material for bicycle frames: plastic.

The bike, called Name, is from Rehau AG, which is working with Storck Bicycle and a division of the Technical University of Dresden. It's on display at **ExtraEnergy FO-06100** and at **Storck A3-100**.

Rehau said its bicycle frame, designed for e-bikes, could bring frame manufacturing back to Germany.

"Our Rehau E-BikeBody allows the commercial production of e-bikes frames in Germany, which was long believed to have been lost," said Joachim Plate, Rehau's chief marketing officer.

The German Ministry of Economics and Energy funded the research project that led to the Name. The modular frame is made of composite materials that can resist loads of up to 280kg (615 pounds).

"The technology for processing high-performance composites developed by Rehau can be used for industrial mass production by companies at German locations as well," said Markus Storck of Storck Bicycle.

Plate said the e-bike frame can



Rehau Name (Photo: JB)

be made in any color desired and in various configurations.

The frame is made in two halves, and manufacturers can install any internal parts or cables before joining them together to create a clean look.

Frames can be individually customized, and incorporate such add-ons as a child seat, a foldout storage unit, differently sized battery housings, etc.

As a final bonus, the frame is 100 percent recyclable.

Plate said Rehau isn't interested in making bikes but is looking to sell the technology to bike manufacturers. ■ JB

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Protective technologies tackle brain strain

When MIPS brain protection technology first showed up on a POC helmet in 2009, the Swedish company already had 14 years of testing to validate the need for a product that reduced rotational violence to the brain in a crash.



Abus Youn-I MIPS helmet

But relaying that message to consumers has been challenging.

"It's getting out there," said Johan Thiel, CEO of MIPS, "but it's been slow progress. The volumes are tiny in terms of having it accessible to consumers."

Within the industry, though, MIPS FW-101 is often on the minds of product managers in the helmet category these days.

"It's not pull from consumers," said Carsten Pietruck, product director of mobile security for Abus, A5-500 which is showing its first MIPS helmet, the Youn-I youth helmet.

"In Sweden, we learned from our customers — not end consumers, but wholesalers — that we need to have MIPS. We want to be prepared. We started talking to MIPS four years ago, but we felt it was too early. We think now is the right time."

Pietruck, who plans to gradually add more MIPS helmets to the line, said the premium for the added protection adds about €15 to the retail price.

MIPS has certainly seen the growth in the last two years. The bike category now makes up 65 to 75 percent of its overall business.

"It really boomed since last year," Thiel said.

MIPS is a low friction plastic layer that sits between the shell of a helmet and the liner. It's designed to absorb angular impacts, reducing brain damage from rotational violence.

Its roots stem to 1995 when a team of neurosurgeons and scientists at the Royal Institute of Technology in Sweden started to study the reasons behind occurrences of severe brain damage in patients who'd been in crashes when their helmets were hardly scratched.

They determined that it had to do with impacts at an angle, which strains brain tissue because the violent rotational force isn't absorbed. By 2001, the five had formed MIPS with the idea of producing their own branded helmets. They quickly realized that becoming a helmet manufacturer didn't play to their strengths and decided to license the technology instead.

It took until 2009 to get its first customer, when fellow Swedish brand POC put MIPS in its downhill bike and a snow helmet. Between 2009 and 2014, 22 brands used MIPS in at least one helmet model.

Now, there are 44 brands, including new deals with Bontrager, Specialized and Bern, among others. Thiel expects that to reach 60 by the end of the year.

Some 95 helmet models now incorporate MIPS, and another 180 are expected to reach the market soon.

A large part of that spike in business stems from MIPS' close partnership with Bell/Giro. Shipments to the U.S. helmet supplier are three to four times larger than those to MIPS' next largest customer. Giro's parent company, BRG, is a minority investor in MIPS.

The company will see a profit this year for the first time and plans to reinvest in further growing the brand, Thiel said, including adding to its 17 employees and expanding its technology to power sports, team sports like hockey and football and military applications.

MIPS is also working with a group that advises on CEN testing standards to require that helmets pass testing for rotational violence as well as 90-degree impacts.

MIPS has also helped pave the way for other companies to develop other technologies that reduce rotational acceleration in a crash.

Leatt B3-110, uses what it calls

360-degree Turbine Technology in all its helmets. It consists of 3D In-Molded V Foam that deforms and compresses to better absorb impact and reduces the G-forces transferred to the head and brain upon impact.

The inside of each helmet is lined with 11 1g plastic 'turbines,' each about the size of a €2 coin, that reduce head movement inside of the helmet.

According to tests performed by an independent institute in South Africa, Leatt's technology results in a 30 percent reduction of head impact at the concussion level and up to a 40 percent reduction of rotational acceleration to the head and brain.

Todd Repsher, Leatt's sales

manager for the Americas, said Leatt has been contacted by other brands in the industry interested in licensing the technology but for now Leatt is focused on getting its own helmets out.

"It's something the industry is interested in," Repsher said. "We're all pushing each other to develop better technology and that's a good thing."

■ NF



A Leatt helmet with an alternative head protection system



MIPS' Johan Thiel with a MIPS-equipped Abus helmet

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LEAD THE REVOLUTION

Cannondale pumps out expanded P & A line

If you can make it past the Beast of the East and the Bad Habit — two of Cannondale’s eye-catching new 27.5 plus-size bikes — a new business category worth a look is tucked in the back of the corner of its booth.



Airspeed Dually Shock Pump

Cannondale **AG-200** has significantly built up its P & A line, spurred on by dealer requests. The brand’s in-house team has developed 19 new products for 2016, including pumps, multi-tools, lights, bottle cages, grips, saddlebags and computer mounts.

The Mini Pump Airspeed R-HV stores a CO2 cartridge in the handle. A quick-release head allows the nozzle to detach from the pump, then the cartridge screws into the nozzle.

“You can have the best of both worlds,” Cannondale spokesman Bill Rudell said yesterday.

There’s also the Airspeed Dually Shock Pump, which toggles between standard and high-pressure with the flip of a switch so you can carry one tool to inflate tires and front and rear

suspension up to 300 PSI.

One of the priorities of the P & A line is efficiency: in order to help retailers save counter space, so the range also includes items like a foldable floor pump and inner tubes wrapped in plastic instead of bulky boxes.

Of course you can’t visit a booth like Cannondale’s and not ogle a few bikes. The CAAD 12 represents the latest in Cannondale’s storied line of aluminum bikes.

The successor to the CAAD 10 is 200 grams lighter, 50 percent more compliant in the rear end and 10 percent stiffer in the bottom bracket and headtube than its predecessor. It comes in seven models ranging in price from € 1,460 (\$1,680) to €5,043 (\$5,800). ■ **NF**

Indie alliance keeps the streets boutique

Two months ago, a group of IBDs concentrating on stylish urban mobility products created an online platform at www.boutiquewheels.com.



Oliver Torr

to join forces to guarantee top-quality products and services, maximum attention to detail and immaculate design,” he continued.

The brands that the Berlin store offers are smaller, premium niche brands such as Italy’s Abici and Bella Ciao, Belgium’s Achille, and Brompton, Cooper Bikes and Pashley from UK.

All bicycles sold at Pret-à-Vélo are hip single-speeders, or urban lifestyle bicycles with internal gear shifting.

“Our urban lifestyle customer group doesn’t need any care-intensive derailleur shifting,” Torr said.

The idea for an international independent alliance came from Jaime Díaz, owner of Madrid’s Slowroom. He got in touch with premium stores around the world, hoping to find an interest, he said, in “developing cycling experiences and promoting different forms of cultural expressions related to urban cycling.”

The alliance intends to increase awareness of how bicycles improve cities. It expects to draw up detailed plans after today’s meeting. ■ **JB**

The idea: Build up an international alliance of independent boutique bicycle stores offering a refined style of urban cycling. Today, these alliance members are having a first private meeting here at Eurobike.

Presently, nine European and five American stores are on board, and representatives of about six alliance members will join today’s get-together.

“All of us are excited to meet first time face to face and to discuss which direction we want to go,” said Oliver Torr of Berlin-based bike boutique and Boutique Wheels member, Pret-à-Vélo. “We want

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messingschläger

Muc-off greases the way to record speeds, sales

Muc-off, the wash-and-lube brand, has returned to its high-tech roots by partnering with Team Sky, home of Tour de France winners Chris Froome and Bradley Wiggins.



Alex Trimmell

Muc-off **FC-A7/i** subscribes to philosophy of David Brailsford, the Team Sky head, of making lots of little performance improvements, the so-called "aggregation of marginal gains."

A manifestation of this can be seen at the front of Muc-off's Eurobike booth. It's the chain-testing rig used to test chains that Muc-off gives to Team Sky.

It was also used in the successful Hour Record set by Wiggins in June.

The "aggregation of marginal gains" philosophy even extends to the naming of this testing rig. Formerly known as the Chain Lube Efficiency Dynamometer (CLEED), it is now known as the Chain Lube Optimization Dyno (the more pleasing acronym of CLOD).

Alex Trimmell, general manager of Muc-off, said the tie-up with Team Sky meant the family-owned company had to prove its chain lubes were the fastest on the market.

"We had to quantify the time savings you could make with a chain lube so we built our own dynamometer," he said.

Muc-off employs an in-house chemist and works with experts in

the science of tribology, the study of interacting surfaces in relative motion.

"Our tribologists found a new additive that was used in Bradley's hour record. It's a military-grade additive, with a phenomenal reduction in friction," he said.

He continued, "Some teams fit new chains for every race but a new chain is a slow chain. It's tight and it's crammed full of grease. Just like a new car engine, a bike chain needs running in to get to maximum efficiency.

"We can save a couple of watts just by running in our chains. We speed grade our chains, treat them, measure them again, then clean them again. And this is before they've gone anywhere near one of our chain lubes. Then we add the additive, and grade the chains again. They then go off to the team, in speed order."

That means Froome gets the fastest of these treated chains, then? "Oh, yes," Trimmell said.

Muc-off is working to commercialize the treatment services it pioneered for Team Sky.

While there are major improvements in chain-treating tech on the way, consumers can already get their hands on lubes developed with Team Sky, including C4 chain wax, which it claims reduces chain friction by up to 80 percent, saving seven watts per rider over a 60-minute time trial.

It all adds up to good business. "We've just had three record months back to back," he said. "We generated £6.5 million [€8.9 million/\$10 million] turnover in the current financial year,

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Flyer lifts the lid on the new Panasonic system

Until yesterday, Eurobike visitors might have wondered what Panasonic was hiding in a big box. The secret was revealed at 6:30 p.m. yesterday — not at the Panasonic booth, but at Biketec, the maker of Flyer e-bikes.



A Flyer e-bike with a new Panasonic mid-drive motor (Photo: JB)

The Swiss manufacturer of premium e-bikes is one of Panasonic's largest European e-bike customers, and will be one of the first to use this new motor.

"It's a completely new central motor with internal dual gears for both pedelecs and s-pedelecs," said Martin Münchschwander, a technician with Panasonic's European service center.

Panasonic AG-302 developed the dual-gear system to cater to the strong demand for e-mountain bikes.

The company expects to lift the lid on its own box this morning.

The system includes Panasonic's new Multi Speed Assist System that allows the rider to shift between two gears in the crank.

The system automatically adjusts the motor torque during shift changes for smoother shifting.

Münchschwander said the battery has also been redesigned to "follow the request of the market for a new shape." The new battery combines high energy for power assist and sporty design for MTB style.

With an eye on safety, a microcomputer and two computer chips control the temperature of the battery cells. A flame-resistant resin and waterproof vinyl protects the battery from accidents.

Flyer FG-AG/1 will be the first brand to bring the new Panasonic motor to market. The Swiss brand will use it on its fast U series and on its Uproc7 e-mountain bike.

The Swiss company combines the new Panasonic motor with its own software, which it calls Flyer Intelligent Technology (FIT).

The cockpit, consisting of a display integrated with a console, was designed by Flyer. ■ JB

Plug in to the folding fat e-bike zeitgeist

Last year at Eurobike there were plenty of fat bikes. There were even some folding fat bikes. But none had motors.



Giancarlo Pinto on the Bad Bike

Nature abhors a vacuum, so it should come as little surprise that a company is here at the 2015 show with just such a mash-up. Bad Bike ZH-302 of Italy is promoting its 20-inch Bad Fat as the "first folding fat e-bike in the world." It probably won't be the last.

This is Bad Bike's first year as a Eurobike exhibitor, but general manager Maurizio Papa has visited on numerous occasions and relishes the fact he has plugged straight into the zeitgeist.

"You might think it's a joke product," he said. "But it's actually very comfortable to ride and it's a lot of fun. And because it folds the fun is transportable."

The 250 watt Bad Fat, powered by a brushless rear hub motor, retails for €1,698 (\$2,000) with a 500 watt version costing €2,130 (\$2,400).

Bad Bike has been making e-bikes since 2010. It manufactures in Taiwan and assembles in Naples, Italy. CMF Europe, the parent company, has been a motor dealer for 30 years.

Sales manager Giancarlo Pinto said the company sees a great future in e-bikes.

"Sales in the automotive market are going down but the e-bikes sector is expanding," he said. Bad Bike is at the show seeking international distributors. ■ CR

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Transport Guide

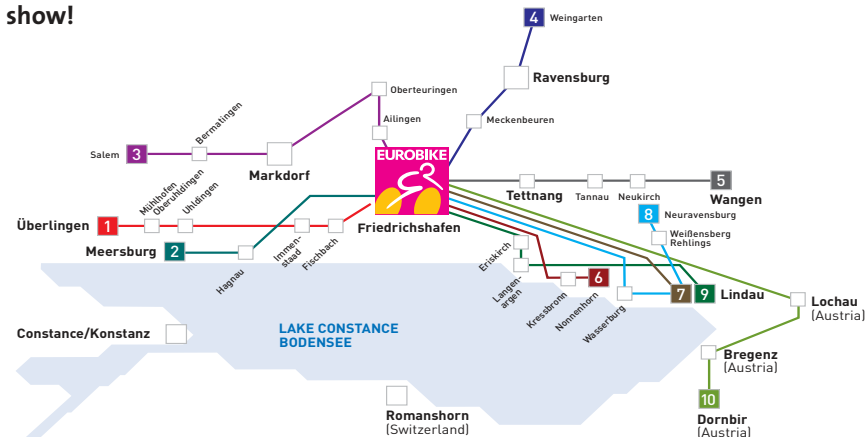
Eurobike Commuter Services

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 - Uldingen - Immenstaad - Fischbach

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

2 Hotel Shuttle Meersburg - Hagnau

Bus Stop/Haltestelle	Tour 1	Tour 2
Meersburg ferry station/Fähranleger*	7:30	9:00
Meersburg Kirche*	7:33	9:03
Meersburg Sabahheim*	7:35	9:05
Hagnau Mitte*	7:39	9:09
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	18:30	18:30

3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen

Bus Stop/Haltestelle	Tour 1	Tour 2
Salem Hotel Schwann*	7:11	8:41
Salem Hotel Recks*	7:16	8:46
Salem Hotel Apfelblüte*	7:18	8:48
Bermatingen Markdorfstraße*	7:23	8:53
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58
Markdorf Hotel Wirthshof*	7:33	9:03
Markdorf Hotel Letze*	7:35	9:05
Oberteuringen Hotel Adler*	7:41	9:11
Ailingen Hauptstraße*	7:49	9:19
Ailingen Rathaus*	7:51	9:21
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	18:30	18:30

4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

Bus Stop/Haltestelle	Tour 1	Tour 2
Weingarten post office/Post*	7:17	8:47
Weingarten Charlottentplatz*	7:20	8:50
Weingarten Linse*	7:21	8:51
Ravensburg Marienplatz*	7:30	9:00
Meckenbeuren Hotel Wresental*	7:42	9:12
Meckenbeuren Buch*	7:43	9:13
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:00
Sat/Sa 29.8.	18:30	18:30

5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettng

Bus Stop/Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA (formerly/ehemals Waltersbühl)*	7:00	8:45
Wangen Bahnhof*	7:05	8:50
Neukirch Rathaus*	7:23	9:08
Tannau*	7:30	9:15
Tettng Bärenplatz*	7:35	9:20
Tettng Seestraße*	7:37	9:22
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:20
Sat/Sa 29.8.	18:30	18:30

6 Hotel Shuttle Nonnenhorn - Kressbronn

Bus Stop/Haltestelle	Tour 1	Tour 2
Nonnenhorn Hotel Zum Terkel*	7:25	8:55
Nonnenhorn Hotel Haus am See*	7:30	9:00
Kressbronn Strandhotel Nonnenhorner Straße*	7:32	9:02
Kressbronn Hauptstraße*	7:35	9:05
Göhren Langenargenerstraße*	7:40	9:10
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:00
Sat/Sa 29.8.	18:30	18:30

7 Hotel Shuttle Lindau Island/Insel

Bus Stop/Haltestelle	Tour 1	Tour 2
Lindau Bahnhof/Island/Insel*	7:12	8:47
Lindau Casino/Spielbank*	7:15	8:50
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:05
Sat/Sa 29.8.	18:30	18:30

8 Hotel Shuttle Neuravensburg - Weillenberg - Lindau - Wasserburg

Bus Stop/Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach*	6:59	8:34
Neuravensburg Gasthof Hirschen*	7:02	8:37
Weillenberg/Rehlings B12*	7:09	8:44
Lindau-Reutin Rathaus*	7:12	8:47
Lindau Benimerplatz/Lindaupark*	7:14	8:49
Lindau Aeschacher Hof*	7:17	8:52
Bad Schachen Kreuzung Schachenstr./Badstr.*	7:25	9:00
Wasserburg Bahnhof*	7:35	9:10
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:20
Sat/Sa 29.8.	18:30	18:30

9 Hotel Shuttle Lindau - Oberdorf - Langenargen - ErisKirch

Bus Stop/Haltestelle	Tour 1	Tour 2
Lindau Casino/Spielbank*	7:15	8:50
Langenargen Oberdorf*	7:30	9:05
Langenargen Marktplatz*	7:40	9:15
ErisKirch-Moos Hotel St. Theresia*	7:50	9:25
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 26.8.-28.8.	18:30	20:10
Sat/Sa 29.8.	18:30	18:30

10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria)

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

All timetables are also available on our website www.eurobike-show.com (Travel & Accommodation) or in our **EUROBIKE app**

naviki App: Use the free navigation app for Android and iPhone. naviki will always show you the best cycling route to the EUROBIKE. More information: www.eurobike-show.com

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

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

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

Free Rental Bikes

During Eurobike a total of 500 rental bikes will be available at various locations — and they're free!

Visitors and exhibitors can make their way to the exhibition center easily and quickly. And what could be a more fitting way of arriving at the world's biggest bicycle show? In the evening, it's easy to get back to their starting point. Get in the Eurobike mode before you even reach the center. And the best thing about the bike rental service: it's free. For more details, see www.eurobike-show.com/eb-en/travel/bike.php

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

FERRY BODENSEEFÄHRE Constance/Staad/Konstanz Staad - Meersburg			
Departure Constance/Abfahrt Konstanz	From/Von	Until/Bis	
Mon-Fri/Mo-Fr	00:05	every/alle 40 min	05:05
	05:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05
Sat-Sun/Sa-So	00:05	every/alle 40 min	06:05
	06:35	every/alle 30 min	07:05
	07:35	every/alle 15 min	20:50
	21:05	every/alle 30 min	23:05

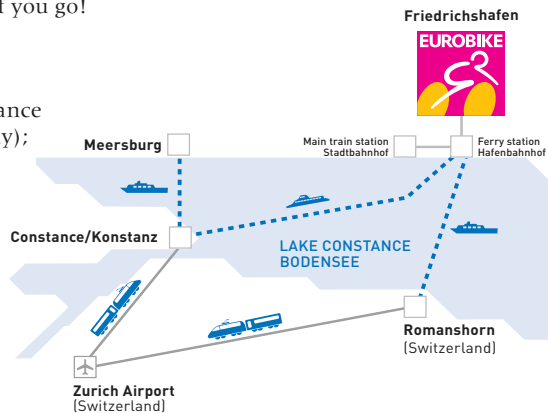
CATAMARAN KATAMARAN Constance/Konstanz - Friedrichshafen			
Departure Constance/Abfahrt Konstanz	From/Von	Until/Bis	
Mon-Fri/Mo-Fr	06:05	every/alle 15 min	21:35
Sat-Sun/Sa-So	22:05	every/alle 30 min	23:35
	00:35	every/alle 40 min	06:35
	07:05	every/alle 30 min	07:35
	08:05	every/alle 15 min	21:35
	22:05	every/alle 30 min	23:35

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

Friday and Saturday additional departures from Friedrichshafen / Freitag und Samstag zusätzliche Abfahrt von Friedrichshafen: 20:02/22:02
Duration of the journey: 52 min. Subject to a charge. / Fahrzeit ca. 52 Min. Kostenpflichtig.
www.der-katamaran.de

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

Duration of the journey approx. 41 min. Subject to a charge. | Fahrzeit ca. 41 min. Kostenpflichtig.
www.bs-online.com



Mando Footloose boosts its footprint with 26-inch version

At Eurobike 2012, the Mando Corporation of South Korea launched a unique e-bike project: the Footloose, a 20-inch-wheeled urban mobility vehicle that did away with a chain.



Mando's Jeff Chang and Jun Hyen Lim with the new 26-inch wheeled Mando EM model (Photo: JB)

He said the Footloose is already a big seller in Korea.

"About 50 percent of our overall unit sales are in our home country. This is by far our biggest market," Chang said. "It's different to Europe and Northern America. The Mando name is already familiar over there."

The new bike will also have an increased range: 100km (62 miles), a boost from the 60km range of the second-generation bikes, the company's Jun Hyen Lim said.

This year, **Mando A6-306** is launching its third generation in the Footloose line. It's Mando's first 26-inch model.

"First delivery to the European market is scheduled for March to April 2016," said Jeff Chang, general manager of Mando Europe's Smart Personal Mobility team.

Chang said Mando is going after higher sales.

"In the Western markets especially, bicycles with 20-inch wheels are more or less serving a niche. With our third-generation model we are sure to reach volume sales."

The Mando team is also considering adding a 48V motor in addition to the current 36V.

"With the 48 Volt motor we could come out one day with a speed pedelec version offering up to 45 kph (28 mph)," Lim said. The two 26-inch wheeled EM models at the Mando booth are both equipped with a dropper seatpost.

The hallmark of the Mando Footloose is something called Series Hybrid Technology, which replaces the mechanical connection between the cranks and the rear wheel with an alternator. ■ JB

Efneo cranks up production of its triple-crank gearbox

Two Eurobikes and one successful crowdfunding campaign later, the Polish company Efneo is introducing the first production model of its triple-crank gearbox.



Wiktors (left) and Franciszek Migaszewski with the Efneo gearbox (Photo: JB)

Franciszek "Freddie" Migaszewski said the Efneo's three-gear front gearbox "has a gear ratio of 179 percent and is therefore a good alternative to derailleur shifting."

Other advantages of the Efneo include easy shifting with the thumb shifter — "much quicker and easier than with a front derailleur" — and natural compatibility with rear-hub motors on e-bikes.

"It's always better to have the motor in the back, so there is not that much space for internal shifting [in the rear hub]. Our product solves this problem," he said.

In addition, he added, closed gearboxes are low maintenance, and there is "no chain-skewing and chain-dropping when paired with a rear derailleur."

The Efneo gearbox mounts on any frame with a 68mm bottom bracket shell. Indiegogo supporters will receive their Efneos this fall, while the first commercial shipments are planned for November.

The Efneo gearbox will sell for €280 to €320 (\$320 to \$365). ■ JB

Efneo A7-302 a family-owned company, attracted a lot of attention when it first showed a prototype of the gearbox. It's a crankset-based planetary gearbox intended for mid-range commuter bikes and e-bikes.

Efneo raised more than \$57,000 on Indiegogo, enough to go into production.

The men behind the patent-pending Efneo gearbox are Stefan Migaszewski and his three sons, Franciszek, Fryderyk and Wiktors.

Swapping an Efneo gearbox for a good-quality aluminum triple chainring crankset adds only about 200g to 300g to a bike, according to the company.



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

- 10 **Musikmuschel** – Music pavilion – Promenade concerts during the summer months, Sun at 10:30. **Info:** Graf-Zeppelin-Haus, Tel. +49 (0) 7541 288-0, www.gzh.de
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos **Info:** Boot und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, www.bootundspass.de. **Info:** Bootsvermietung "Fluck", Tel. +49 (0) 7541 21746, +49 (0) 171 6509249, www.bootsvermietung-friedrichshafen.vpweb.de
- 13 **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 season. 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 center
- 24 **Cineplex Friedrichshafen** in the Bodensee Center, Meistershofener Straße 14, www.cineplex.de
- 25 **Bodensee Center** – Meistershofener Straße 14, www.bodensee-center.de

Further addresses (not indicated on map of town centre)

- Dornier Museum Friedrichshafen** – 100 years of fascinating aviation and aerospace industry. Claude-Dornier-Platz 1, Tel. +49 (0) 7541 4873600, www.dorniermuseum.de. **Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00.
- Flughafen Friedrichshafen GmbH** – Friedrichshafen Airport – Am Flugplatz 64, Tel. +49 (0) 7541 284-0, www.fly-away.de
- Messe Friedrichshafen GmbH – Trade fair centre** – Neue Messe 1, Tel. +49 (0) 7541 708-0, www.messe-friedrichshafen.de
- Zeppelinflüge – Zeppelin flights** – Deutsche Zeppelin-Reederei GmbH, Messestraße 132, Tel. +49 (0) 7541 5900-0, www.zeppelinflug.de

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