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Your Dream, Our Goal



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KENDA

KMC

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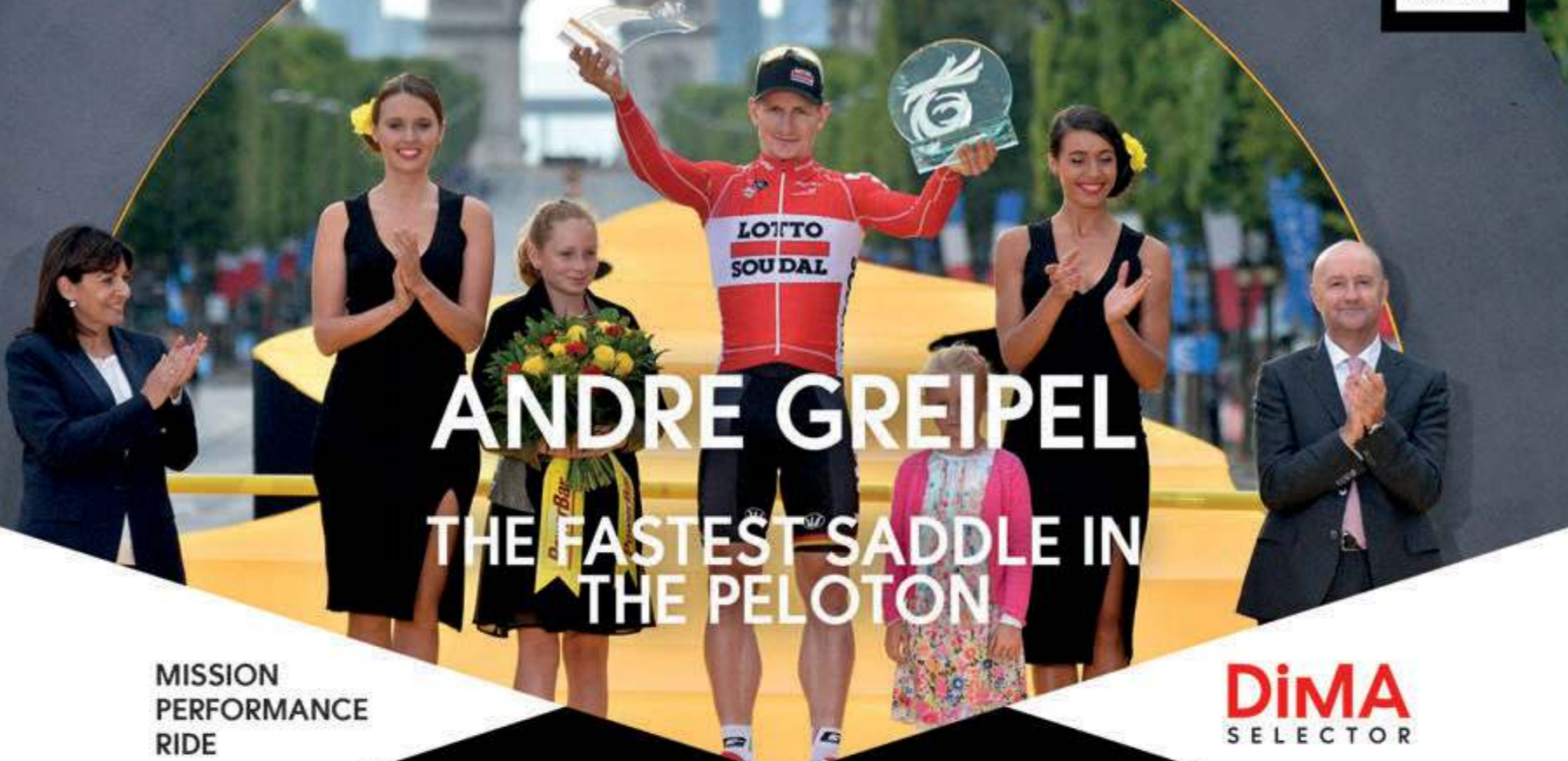
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Le Tour de France 2015

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AGE:
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BODY TYPE:
ENDOMORPH



DELTA SADDLE TO HANDLEBAR:
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RIDE STYLE:
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CONCOR

WIDE



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DIMA



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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 paint canvases throughout the show to be auctioned for World Bicycle Relief on Saturday.



Berlin Trefected

Join Pedelec Adventures on Friday lunchtime as they launch the Berlin Trefected film, featuring trials star Marco Hösel on the new, powerful Trifecta e-bike around Berlin. Hösel will make a guest appearance on the Foyer East stage, and the film starts at 12:55.

Scheduled Events

09:00
 Room Berlin (Foyer East)
MIPS Brain Protection System
 New helmet design with MIPS' Johan Thiel.

09:00
 Room London (Foyer East)
The Return of the Bicycle
 The renaissance in urban cycling globally, with Burkhard Storck. In German.

09:30-10:00
 ExtraEnergy Stage (Foyer East, 1st floor)
Store Infrastructure and/or about EB Smart-Charger and EB Datenlogger
 In German.

10:00
 Open Air Grounds West
Pool Patrizi Showtime
 Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion.

10:00
 Room Rom (Foyer East)
Future Market China: current market figures, trends and developments
 With Richard Li, organized by AsiaBike.

10:00
 Room London (Foyer East)
Qualified Mechanical Labour as Competitive Advantage
 With Uwe Vol, organized by VSF.

10:00-10:45
 ExtraEnergy Stage (Foyer East, 1st floor)
EnergyBus – Advantages and Implementation Possibilities
 In German.

10:30
 Travel Talk (Room Berlin)
Welcome
 Hosted by Eurobike and Veloconcept Saade GmbH, and English/German translation.

10:45
 Travel Talk (Room Berlin)
Investments in Cycling – identifying and exploiting the potential for tourism
 With Michael Adler of Tipping Points, and English/German translation.

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| | | | |
|---|--|--|--|
| TODAY August 28 Friedrichshafen 29°C (84°F) Mostly sunny | | TONIGHT 16°C (61°F) Generally clear | |
| | | TOMORROW 30°C (87°F) Mostly sunny | |

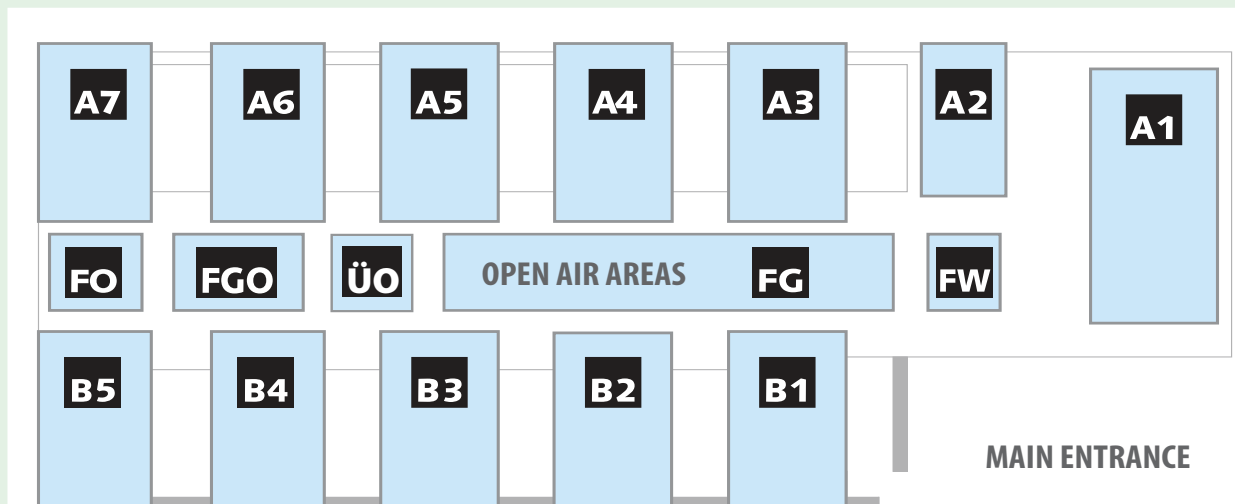
A GUIDE TO EUROBIKE STAND NUMBERS

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

ZEPPELIN HALL



EAST ENTRANCE



WEST

MAIN ENTRANCE



Join Eurobike for drinking, dancing and daredevilry

You've worked hard all week at Eurobike, and Messe Friedrichshafen knows you deserve a treat. So join your friends from the show for the annual Eurobike Party, starting at 6:30 p.m. Friday in the Open Air Grounds West — which show officials describe as not just an outdoor concert arena, but the “largest dance floor on Lake Constance.”



There'll be music, friends, food, and, of course, great German beer.

For a change of pace, visit the outdoor Atrium, next to Foyer West, for a party zone sponsored by Five Ten.

And for something completely different, head to the new TrackLounge in Room Österreich (above Foyer West) where Eurobike and Fahrstil are setting up a 34-meter (111-foot) indoor velodrome.

They'll be hosting fun and

unconventional contests and showdowns, and they'll have bikes on hand to borrow if you don't have one. Non-cash prizes are waiting to be won.

“I'm pretty sure it will be a cool event,” Eurobike head Stefan Reisinger said. “We will have the Red Cross close by,” he laughed.

Eurobike will even make sure you get home: The show organizer is running free shuttle buses to hotels and neighboring towns at 12:30 a.m. from the west entrance.

Vox Pop

Outside of Germany and the Netherlands, who is showing interest in your e-bikes?



Ulrich Henz
Technical Marketing Coordinator
SRAM Deutschland

We just have a small stand here in the test area this year to try out the new SRAM e-bike system. The majority of the inquiries we've had are from Germany and The Netherlands. The system that we have here at the moment is best suited to regular town riding.



Markus Theil
Quality Control
KTM

We've seen more interest from American dealers this year, but of course Germany is still leading the market. I think the interest is building quite quickly now in a large number of countries.

We are seeing more and more interest in our e-bikes. The new KTM model Macina Kapoho is getting a lot of attention here so far. It is a lightweight full suspension 650b Plus MTB, powered by a Bosch battery. It's really suited to mountains and trails.



Junyoung Park
Sales Manager
Mando Corporation Europe

Our e-bike range is aimed towards the urban market, as an alternative to the car for commuting and city trips. We've had a stand at Eurobike Show for four or five years now. We have had people testing out bikes from everywhere really, especially the older generation, who like the simple style of our product.

However, sales are still coming mainly from Europe, and Germany is still our biggest market. We've noticed that the London area is now a growth market for our bike. Our home market of Korea is still strong and we are also entering the U.S. market.



Frank Rodenbusch
Technical Service Representative
Shimano

Eurobike attracts dealers from many countries and we are seeing that here at our stand. The stand has been visited by dealers from Spain, England, Italy, among others. The growth of the e-bike in Germany was huge, but in the last two years or so, we have also seen growth in the e-mountain bike area.

For 2016 we have introduced a light off-road version, which is based on the original system but is suited to more rugged conditions. It's so much fun! When you ride it your teeth will be black - thanks to all the flies you'll catch because you'll be smiling so much.



Andreas Claassen
Event Team
Giant

Our sales are still mostly in Europe. We find that the U.S. market is very different. Most of the interest for test rides here at our Eurobike stand has been in the new 2016 model, the Giant Dirt-E+O. It's got a Yamaha battery, which is now integrated into the frame. We're getting great feedback for this bike and it'll be interesting to see what public visitors think when they get to try it on Saturday!



Gerhard Binder
Sales Representative
Haibike, Winora-Staiger


We're seeing e-bike sales taking off now in Italy, Spain, France and even Poland, the Czech Republic and Russia. Germany was very quick to embrace the concept of the e-bike and is probably about two to three years ahead of the rest of Europe.

The e-bike market has changed immensely in the last year. We now produce a 24-inch e-bike because we found there are a lot of young people starting to look at e-bikes. We now have models suitable for ages 14-18.



TEST THE LATEST!

Dear Riders!

CHAORYANG was founded in 1958, which is from the mysterious Orient, nearby Qiantang River, next to Haichao Temple, one of the famous temples in Hangzhou. As  shows, the morning sun rises slowly from the tides. Keeping moving up, being passionate, rolling forward is our eternal pursuit.

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... Continued from page 3...

10:45

ExtraEnergy Stage (Foyer East, 1st floor)
EnergyTube and EnergyLock
In German.

11:00

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

11:00

Open Air Grounds West
Danny MacAskill's Drop and Roll Tour
Fun with the legendary daredevil.

11:00

Travel Talk (Room Berlin)
What Moves the Germans? Origin, function, intensity and passion for cycling
With Bernd Holzhauser of Motorpresse

11:00

Room London (Foyer East)
The Store from a Customer Perspective – opportunities for retailers in the Internet age
With Phillip Menzel. In German.

11:15

Travel Talk (Room Berlin)
Luxury or Value for Money? Strategies from successful cycle tour organisers
With Thorsten Haase of Landpartie, and English/German translation.

11:30

Travel Talk (Room Berlin)
Bike racing for Everyone – a benefit for cycling and the region?
With Bert Hallerbach of T.I.P. Biehl and Partner, and English/German translation.

11:45

Travel Talk (Room Berlin)
E-MTB Potential – how regions can exploit the E-MTB market successfully
With journalist Ulrich Stanciu, and English/German translation.

12:00

Open Air Grounds West
Pool Patrizi Showtime
Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion

12:00

Travel Talk (Show Stage, Foyer East)
Business Speed Dating
10 innovative start-ups and companies for bike tourism (5 x 8 minute speed dates).

12:30-13:30

Foyer East
Pick your Pedelec: The Show - Stories, Products and Usage for a new Generation of Bikes
Pedelec testing on the Fashion Show Stage, moderated in German.

13:00

Room London (Foyer East)
Outdoor Navigation in the Bicycle Trade – a business segment or just a waste of your staff's time?
With Thomas Froitzheim. In German.

**Nipper Race**

Watch the next generation of two-wheeled stars race balance bikes on Saturday. Fun for all the family on the Open Air Grounds West at 14:00, and registration is free.

13:00-14:00

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

14:00

Foyer East
Eurobike Fashion Show

14:00

Travel Talk (Room Berlin)
European Cycling Policy / graubündenBIKE / Bremen Bike It!
Presentations and panel discussion, English/German translation.

14:00-15:30

Travel Talk (Room London)
Experience and Emotion – tourism as an opportunity for the bike trade
Featuring Movelo and Derby (Derby Cycle) / MTB Techniques and Adventure (Bike Loft) / E-bike Adventure World (Fahrrad Fuchs).

14:00-15:00

Marzocchi (B1-302)
Sam Pilgrim
Autographs from the freeride MTB pro.

14:00-16:00

ExtraEnergy Stage (Foyer East, 1st floor)
Pedelec Technologies
With Rehau AG, DLR, EnergyTube, Velotech, KOMSA, Battery University.

14:45

Travel Talk (Room Berlin)
International MTB Destinations Compared / Conflicts between MTB, e-Bikes and Hikers / Bike Parks and Family Destinations
Presentations and panel discussion, English/German translation.

15:00

Northwave (B5-601)
Diego Ulissi and Rui Costa
Come see the road stars clad in the latest Northwave kicks.

15:00

Open Air Grounds West
Pool Patrizi Showtime
Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion.

15:00

Room London (Foyer East)
Hooray, a Complaint!
With Marius Gräber. In German.

16:00

Open Air Grounds West
Danny MacAskill's Drop and Roll Tour
Fun with the legendary daredevil.

16:00

Travel Talk (Room Berlin)
Presentations and summary
Bike Trails Worldwide / From Adventure to Luxury in Southeast Asia / Bike Tourism 4.8 – Fatbikes / Summary. With English/German translation.

16:00

Room London (Foyer East)
Location Marketing and Search Engine Optimisation for E-bike Traders
With Sacha Nachtnabel, organised by Greenfinder UG.

16:00

ExtraEnergy Stage (Foyer East, 1st floor)
EnergyBus – Advantages and Implementation Options
In English.

16:45

ExtraEnergy Stage (Foyer East, 1st floor)
Standardization, Legislation, Trends
In English.

17:00

Travel Talk (Room Berlin)
Eurobike Live
Small-group discussions with industry leaders on the topics of e-MTB, Navigation and Innovation.

18:30

Open Air Grounds West
Eurobike Party

18:30

Atrium
Five Ten Party

19:00

Room Österreich (Foyer West)
TRACKlounge presented by EUROBIKE & fahrstil

Saturday, Aug. 30**10:00**

Open Air Grounds West
Pool Patrizi Showtime
Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion

10:00-11:00

Canyon (B4-404)
Canyon Factory Enduro Team
Meet and greet at the stand.

10:00-11:00

Born (B1-407)
Emanuel Buchmann
The German national champion and Team Bora-Argon18 signs autographs.

11:00

Open Air Grounds West
Danny MacAskill's Drop and Roll Tour
Fun with the legendary daredevil.

11:00-12:00

Amplifi (B5-207)
Guido Tschugg
Meet the German FR legend, and grab freebies like signed water bottles, tees and posters.

12:00

Open Air Grounds West
Pool Patrizi Showtime
Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion

12:00-14:00

Simplon (A1-405)
Yvonne van Vlerken and Per Bittner
Signing session with Simplon's top triathletes.

12:30-12:50

GoPro (B2-400c)
Sam Pilgrim and Martin Söderström
Signing session.

13:00-14:00

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

13:30-15:00

Osram (A3-808)
Sabine Spitz
The Olympic medallist signs autographs.

14:00

Open Air Grounds West
Nipper race

15:00

Open Air Grounds West
Pool Patrizi Showtime
Jumps and maneuvers from Paolo 'Pool' Patrizi, six-time Italian elite champion

15:00-16:00

THM-Carbones (A2-205)
Sabine Spitz
Another chance to meet Sabine.

16:00

Open Air Grounds West
Danny MacAskill's Drop and Roll Tour

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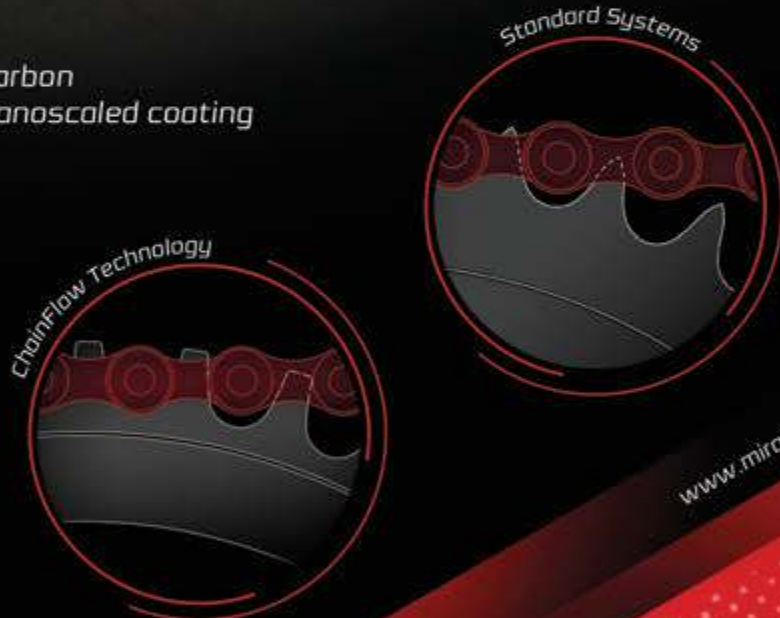
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Early Rider bikes are for really, really good kids

Does your kid deserve a belt-driven, disc-braked shiny 20-inch-wheeled bike, with a suspension fork and Ritchey Components?



Belter 20 Trail 3S

If so, then there's a Eurobike Gold Award-winning mountain bike, the Belter 20 Trail 3S, at **Early Rider**. **A2-500** The company is exhibiting in the Urban Corridor.

Founder Andy Loveland created the U.K. brand nine years ago after trying to find a quality children's bike.

From wooden balance bikes, the Early Rider range has expanded to fat bike-inspired alloy balance bikes, and pedal bikes. Each one is thoughtfully designed. For example, the 12-inch Alley Runner also accommodates 14-inch wheels, for when your little one grows up a bit.

Specifications are interesting, too: All pedal bikes are belt-driven (though the company is launching a SRAM 1x9-equipped chain-driven 20-inch model next year).

"Belts mean low maintenance and cleanliness. Very often, kids' bikes get thrown in the back of the car and

parents don't want oil everywhere," spokesman Dave Olinski said. "Also, they don't want the maintenance aspect, and the belts have a ridiculously long life."

The company makes a lot of its own components, sized correctly for kids' reach and hands. This year it benefits from a partnership with an industry legend.

"Tom Ritchey is a good friend of the company. He loves what we do to get kids on bikes at a young age,"

Olinski said. "We'll be using Ritchey componentry on a lot of the bikes in the range. That will come through during the latter part of this year."

Olinski said Early Rider's customers — the ones who are paying for the bikes — typically are avid cyclists.

"They can look at a bike and appreciate what's gone into it. One of the big selling factors is the weight. We keep it very low, using 6061 aluminum, because weight for a child is a huge factor," he said. "Some children's bikes on the market would be the equivalent of adults riding a 50kg [110 lb.] bike, which is crazy."

The 20-inch Belter, with optional suspension fork, has a three-speed hub gear, disc brakes and Ritchey finishing kit, and will be on the market for Christmas. Prices start at £475 (€665/\$745), with final dollar and euro prices to be established by distributors.

■ ML

Next on UCI wish list: weight limits, 3:1 rule

Now that the issue of disc brakes in road racing is being resolved, bikemakers are moving on to the next items on their UCI wish list: road bike weight and modifications to the 3:1 aerodynamics rule.



From left: Mark Schroeder of Specialized, Yves Möri of the WFSGI and Jeremy Thompson of Specialized after the WFSGI meeting this week.

A new working group met at Eurobike this week for the first time to start the process. Called the Aerodynamics and Weight Limitation Working Group, the committee is under the umbrella of the World Federation of the Sporting Goods Industry.

The UCI, the governing organization for bike racing, since 2000 has limited road bikes to a minimum weight of 6.8kg (15 lbs.), even though technology has since moved on. The industry believes the rule is hampering product advancements.

"We've been working within the boundaries of this rule for a long time and we've all adapted to it. But innovation has caught up with that rule," said Jeremy Thompson of Specialized, one of the three heads of the new group.

"In the bike industry we're focused on opening up innovation as best as possible. We'll address each rule with that in mind, and do what the group thinks is best," Thompson continued. "We'll look at it from the perspectives of what's best for the industry and what's best for the consumer, and keep focused on how we can keep the most innovative products in the field."

Materials and construction technology has advanced light years since the UCI's 2000 rule — most notably in frame design — which means the limit is no longer justified for safety reasons.

It has not been unknown, for instance, for team mechanics to put entire bicycle chains down the seat tube of a bike just to make the weight.

The UCI's 3:1 rule, meanwhile, decrees what makes a tube a tube. It says that every part of a UCI-legal bike must be no more than three times deeper than its wind-facing aspect, to stop excessively aerodynamic construction.

The UCI's technical manager, Mark Barfield, said the governing organization is open to discussions.

"It is the UCI's intention to further develop the rules to allow new and reasonable innovations," Barfield said in a statement.

The industry's relationship with the UCI has improved under Brian Cookson, elected to the top UCI position in 2013.

For example, the first UCI road races involving disc brake-equipped bikes took place this summer. ■ ML

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A match made in Scotland: Santa Cruz and Pon

It was during a week of mountain biking around Lochcarron, in the Scottish Highlands, that a takeover agreement between Santa Cruz Bicycles and the Pon Bicycle Group began to take shape.

While taking in breathtaking landscapes on the May trip, three managers of the California mountain biking brand heard out Armin Landgraf, who had just assumed the leadership at Pon. **U0-2** Landgraf convinced them that the Dutch conglomerate would support the brand, instead of just gobbling it up.

The deal, finalized in June, added Santa Cruz **B1-308** to a Pon stable that includes Gazelle, Cervélo, Focus, Kalkhoff, Univega, Union, BBB Cycling and more. Rob Roskopp and Rich Novak, who founded Santa Cruz in 1993, sold Pon their 95 percent ownership interest.

While Santa Cruz is mostly a U.S. brand, the agreement will hasten its expansion in Europe. Santa Cruz will lean on the resources behind Derby Cycle, the German company that owns Focus, Kalkhoff and other brands. But the Californians say Santa Cruz will continue to have responsibility for strategy and will have direct contact with the European market.

"We'll be using some of the operational strengths that the group allows us," Joe Graney, the chief operating officer at Santa Cruz, said yesterday. "But the purpose is not to integrate the Santa Cruz brand into Derby or into other group operations. It's to help Santa Cruz to achieve its own goals as a brand."

Santa Cruz has hired Gjovalin Pepaj to handle sales in Germany and Austria. He was the sales and marketing manager

at Schock Therapy, the brand's German distributor, whose contract is expiring at the start of September.

Santa Cruz will assume distribution for the Czech Republic and Slovakia. Race Company remains the French distributor for Santa Cruz and Juliana, its women's brand, but Santa Cruz will assume responsibility for the Benelux region of Belgium, the Netherlands and Luxembourg. Santa Cruz is stronger in Britain.

Santa Cruz will employ the same approach in Europe that has helped it succeed in the U.S.

"We focus on performance mountain biking and we will continue to do that," Graney said. Apart from products, the company was built on its "very authentic voice" and an emphasis on racing and customization, enabled by assembly in Santa Cruz. Sales have more than tripled in five years.

The Scottish setting provided a suitable setting for Roskopp, Graney and global marketing director Will Ockelton to explain to the Landgraf what Santa Cruz is all about.

The Scottish Isle of Skye was the setting for a video of Danny MacAskill riding a Santa Cruz bike on a ridge — a clip seen by more than 30 million, including members of Pon's board.

Landgraf, the trio's riding companion, explained Pon's strategy to build up brands separately. The Dutch group has



Joe Graney with the Nomad, Santa Cruz' flagship enduro bike.

amassed billions by doing just that in the car industry, where it has a distribution agreement with the Volkswagen group for brands as diverse as Lamborghini, Porsche, Audi and more.

Landgraf said the "super-iconic" Santa Cruz brand would continue to be led by

the people who made it so.

"We're trying to support the brand, to help it get the right attention and the right partners in Europe," he said yesterday.

Pon has said that it expects to sell about 800,000 bicycles this year totaling about €600 million (\$674 million). **BS**

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DAY : 26-29 August 2015
TIME : 9.00-17.00 pm



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Bobbin over the Channel in deal with Cycleurope

Bobbin Bicycles is preparing to ink a distribution deal with Cycleurope for the French and Belgian markets, adding to the quirky urban bicycle brand's swift expansion in the last two years. The deal is expected to be finalized this morning at Eurobike.



Bobbin's Sian Emmison shakes hands with Tony Grimaldi, Cycleurope's president and chief executive.

Bobbin **A4-808** was established in London as a cycling boutique with its own brand, drawing mostly female urban cyclists with its retro bikes. It started wholesaling four years ago, chiefly to independent retailers with an edgy and design-driven offering, but the brand took on another dimension this year when it began to supply retailers such as Wiggle and Evans Cycles.

"We are becoming mainstream," said Sian Emmison, Bobbin's managing director, who is in charge of business

development. "This year we've had a lot of interest from retailers in France. Something is building."

Cycleurope has a particularly strong presence in France, as the company behind Gitane and the licensed Peugeot Cycles range, a production plant in Romilly-sur-Seine and more than 150 specialized "partner stores" trading as Velo & Oxygen.

Bobbin was launched by Emmison and Tom Morris,

an artist and marketing manager, respectively. She says this background has helped them to develop bikes for urban consumers who were after original and colorful products.

Emmison is targeting sales of 10,000 units this year, up from 6,500. The uptick comes after the company attributed U.K. distribution to Moore Large and began to build up international sales. It already has a distribution partner for Spain and Portugal, as well as customers in Norway and New Zealand. ■ **BS**

Evoc trials luggage set by Danny MacAskill

Being the world's foremost street trials star requires thousands of miles of travel each year for filming, appearances and riding trips, and each adventure means lugging along heavy bike bags and suitcases.



Street Backpack

Über-talented Scottish trials rider Danny MacAskill partnered with travel-bag pros Evoc **B4-401** to design a three-piece luggage set that emphasizes lightweight, but durable, features. MacAskill launched the bags at the Evoc booth yesterday, before signing posters for a long line of fans.

The range consists of the Bike Travel Bag Pro, Rover Roller bag and a new Street Backpack. The bike case and roller bag already existed in Evoc's line, but got a new subdued gray color scheme with orange accents, as selected

by MacAskill.

Over the past year, Evoc's Simon Scherer designed the new Street backpack from the ground up with MacAskill's input.

It features a side pocket lined with soft material to store a small camera, phone or other electronic gadgets. A helmet carrier is zipped into the bottom of the pack and allows a helmet to be affixed to the outside of the pack during downtime. The laptop sleeve can be reached from a side zipper or the top main zipper.

The pack also includes an accessories compartment with specially designed pockets for SD camera cards, pens and a mobile phone.

"Everything has its place," Evoc co-founder Jan Sallawitz said. He added that the pack reflects Evoc's calling card — good pocket management.

The luggage set will be available at retail by the end of the year. The bike bag retails for €420 (\$470), the roller bag is €230 (\$260) and the Street pack is €90 (\$100). ■ **NF**

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Taiwan's bike exports to Europe surge

Bicycle industry powerhouse Taiwan bounced back strongly this year, with complete bike exports in the January-April period up 10 percent and overall shipments climbing by nearly 14 percent.



2015 started well for Taiwan's bike industry according to Tony Lo, chairman of Taiwan's Bicycle Association.

Speaking at yesterday's Taiwan Excellence press conference at Eurobike, Tony Lo, chairman of Taiwan's Bicycle Association, said that despite the weaker euro, shipments to Europe grew 24.3 percent in value compared to the same period in 2014 and exports to North America were up 15 percent.

Japan was another bright spot, with bike imports from Taiwan up 25.7 percent. Overall the island exported 1.48 million bikes during the period.

Agnes Hwa-Yue Chen of the Taipei Representative Office in Germany told assembled journalists that Taiwan exports

were valued at \$1.721 billion globally in 2014, including 58,000 e-bikes to the European Union alone.

The European Union is the largest recipient of bike exports from Taiwan. In 2014, exports to the EU hit over 2 million units, accounting for 55.4 percent of total exports of assembled bikes. The second largest market was NAFTA (the United States, Canada and Mexico), accounting for 18.7 percent of total exports (700,000 units).

The Taiwan Excellence event is also a chance to see the best products from the country's bicycle industry.

Giant Bicycles presented its all-new 2016 TCR road bike, while e-bike maker Besv showed its Smart App dashboard, which allows riders to transfer data and more from the e-bike to all Bluetooth-compatible devices. The Smart App can record the bike's parking location and display real time weather and nearby popular places.

Kenda unveiled three new tires, including the Honey Badger with ECC, an e-bike-specific model with casing designed to cope with the additional weight of an e-MTB, higher speeds and

aggressive riding styles.

Tern had three new models on display, including a folding cargo bike.

Developed in partnership with Xtracycle, the Cargo Node folds in 10 seconds. The Tern Verge S81 was described as a maintenance-free Super-Commuter.

KMC showed its new e-bike chain line — the XE-Bike Series x11e, X10e and X9e. The chains have the highest pin power and are 20 percent more stable than others on the market, according to KMC. ■ AH



Leading products from Taiwan were also presented at 'Excellence on Wheels – Taiwan Bike Show' in Foyer East yesterday.

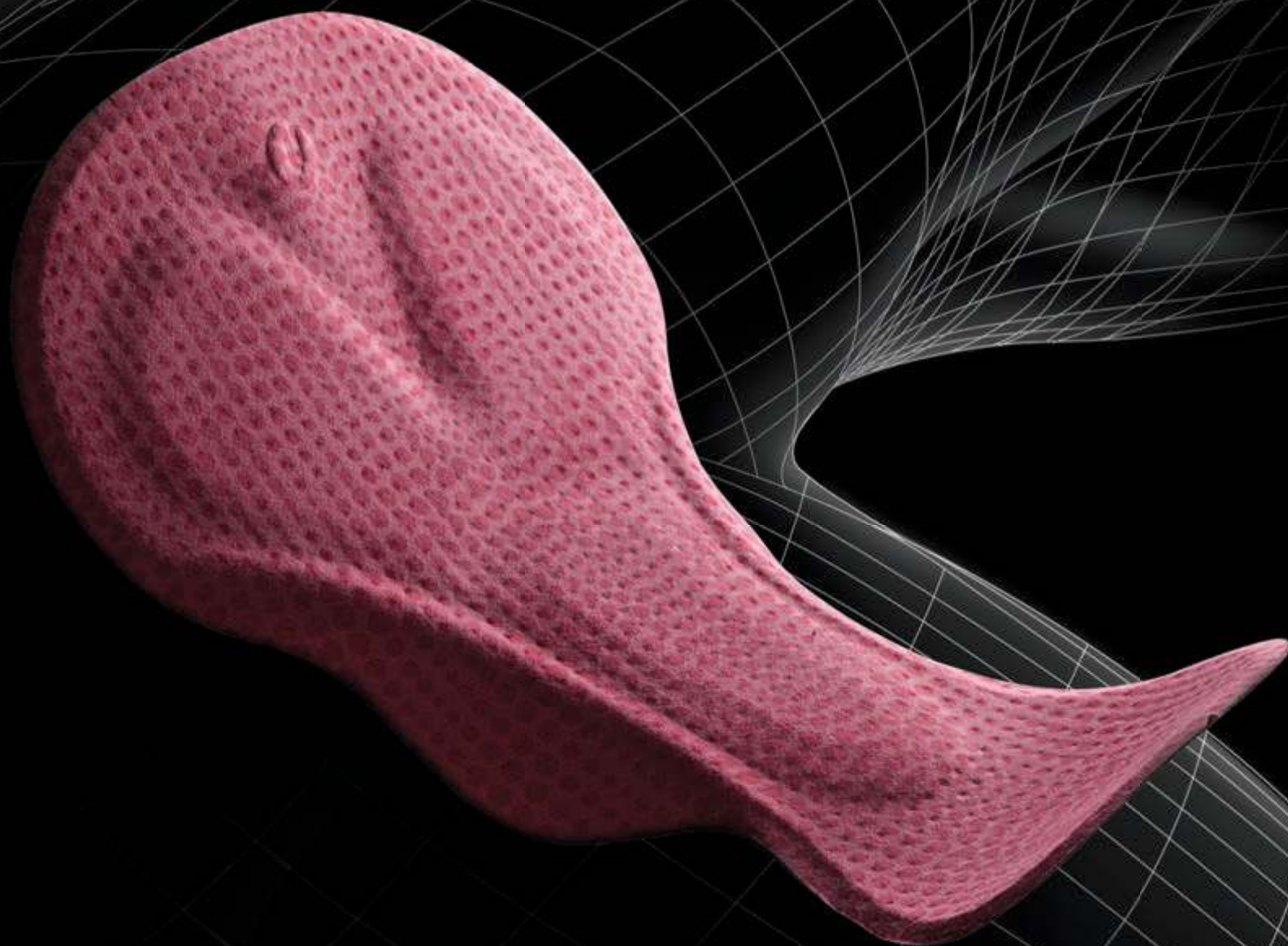
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Bring the clan together at the Scottish pavilion

A retro 1950s-style backpack and a bicycle repair station for the public are just two of the products on display at the Scottish pavilion.



Trakke Mule Carousel messenger bag

The **Scottish Development International pavilion FC-BB/3** is underwritten by Scottish Enterprise, a government-backed economic development agency.

Seven companies are exhibiting, while principals from 10 more are visiting Eurobike “on a learning journey,” said Danny Cowe, business development executive at the Mountain Bike Centre of Scotland, which serves as a business incubator.

Mountain biking is a big draw for Scotland, and officials are trying to figure out how to better promote it.

“With the notable exception of Endura, Scottish companies haven’t tended to take full advantage of the economic opportunities presented by mountain biking,” Cowe said, referring to the Scottish apparel maker that is a regular at Eurobike.

He said the pavilion’s exhibitors “are great examples of how our support pathway, from innovation to internationalization, can help a company grow.”

The Mountain Bike Centre of Scotland offers business advice and mentoring to Scottish and English cycling companies.

One of these companies, start-up luggage brand Trakke, is making its Eurobike debut.

Alec Farmer started Trakke as a graphic design student at the Glasgow School of Art. Trakke is a proud throwback to an earlier era: It produces weatherproof bags of durable British materials, including waxed cotton made in an English mill that has been in operation since 1864.

“We currently export around 50 percent of our products, many of these to Europe,” Farmer said. “We’re at Eurobike to provide a touch point for the European press who might not usually get a chance to meet us in person. Our product is very high-end, and seeing the bags in the flesh makes our message about quality and longevity more tangible.”

The Trakke collection includes a satchel, backpack, duffel, tote and pouch, all designed and constructed to last a lifetime and — like Scotch

whisky — to improve with age.

Also exhibiting is Grease Monkey Cycles. In business for four years, Grease Monkey is seeking distributors and media coverage for its freestanding bicycle repair station.

The rock-solid bicycle stand is equipped with a track pump and other wire-attached tools. It’s tough enough to be set up for public use.

Grease Monkey says it has sold the repair station to local governments, universities, and companies that have a lot of workers who commute by bike.

“Our bicycle station has all the tools necessary for quick repairs, and has a QR link on it for smartphone ‘how to’ videos on the most common repairs,” said David Wray, managing director of Grease Monkey Cycles.

The company also markets an inner-tube vending machine that’s made from a recycled cigarette sales unit.

“This stocks over 170 inner tubes and offers organizations and bike shops an out-of-hours revenue source,” Wray said.

Other companies at the booth include women’s clothing brand Findra, lubricant companies Free Flow Technologies and Scottoiler, footwear and sock brand Teko, and Dirt School, which produces a smartphone coaching app for mountain bikers.

As well as showcasing innovative cycling companies, the Scottish Development International booth is also promoting Scotland as a world-class mountain biking destination. The Mountain Bike Centre of Scotland is based at the Glentress trail center in the Scottish Borders.

■ CR



Grease Monkey bicycle repair station

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Corratec's prescription for good health

Electric bikes have long been marketed to people who may not be healthy enough to ride traditional bikes. Now, Corratec has teamed up with a German physician on a line of e-bikes that it promotes explicitly for health reasons.

The two are selling the pedelec line, called LifeBike, as "a therapeutic training tool for better health."

Ludwig Vincent Geiger is the doctor behind LifeBike. He's a well-known sports physician and the author of books on health and endurance training.

"In Germany alone, around five million people suffer from diseases of affluence such as obesity, metabolic disorders, cardiovascular problems and osteoarthritis," Geiger said, noting that most Western countries suffer from similar health problems.

Geiger says cycling and other endurance sports can reduce the risk of such "affluence diseases. Cycling, he said, is especially beneficial because it doesn't put a lot of stress on the joints, and even short training sessions have a big health effect.

Corratec **B1-300** worked with Geiger to develop a pedelec they say is better suited for people with health problems. For example, the LifeBike uses a rigid, low-

step-through frame that accommodates riders who weigh more than 150 kg (330 pounds) and may be bicycling novices.

The distinctive frame incorporates two downtubes. The bigger tube has an internal reinforcement, while a smaller round downtube boosts side-to-side stabilization.

Rims have reinforced spokes, and the bike's balloon tires let riders go on and off road. Because the tires don't offer enough damping for the heaviest riders, the LifeBike also includes an air suspension fork, along with a rigid Racktime rear carrier that houses the battery and also can carry heavy shopping loads.

A Bosch mid-drive motor supplies the power.

"Last but not least, we put two 180mm disc brakes on the bike" to assure solid braking performance, even for heavy riders, said Günther Schoberth-Schwingenstein, Corratec's sales and marketing director. The front brake lever has a red mark as a warning to novice

riders against applying too much front brake pressure.

The LifeBike frame has been engineered to overcome the well-documented structural weaknesses of some e-bikes with low-step-through frames.

The weight of the rear battery can create uncontrollable front vibrations that can cause crashes at speed.

"Corratec solved this problem by mounting



Dr. Ludwig Geiger and the Corratec LifeBike. (Photo:JB)



Life Bike

stabilizers inside the ends of the handlebar," Schoberth-Schwingenstein said. "These stabilizers minimize vibrations and therefore provide more stability at higher speed."

The stabilizers and other frame modifications make LifeBikes heavier than many e-bikes, but Corratec noted that bike weight isn't an issue for the kind of users it is trying to reach.

In Germany, Corratec has partnered with one of the country's biggest health insurers, AOK.

AOK promotes LifeBike to its 18-million-plus members, who receive a €100 (\$112) discount on purchases. The insurance company underwrites more of

the cost for people with certain medical conditions.

Corratec is selling LifeBike in other German-speaking countries as well as Australia.

"At the present time LifeBike is sold in Australia, Austria, Germany and Switzerland. We are confident that more Western countries will ask for these kinds of products," Schoberth-Schwingenstein said.

As a sign of its ambitions, the LifeBike website, www.lifebike.de, is in English and German. With the LifeBike line, Corratec believes it can reach a consumer group that rarely steps foot in a bike store. ■ JB

A 25th anniversary party — with 550 close friends

After 25 years in business, Corratec has made a lot of friends around the world — so many that some 550 of them showed up for a 25th anniversary party in July at the company's headquarter in southern Germany.

Konrad Irlbacher, founder and general manager of Corratec, **B1-300** used the party to reflect on the company's history and look to its future.

He introduced limited anniversary editions of two high-end mountain bikes and one road bike, which are also on display at Eurobike.

Irlbacher said Corratec plans to sell 50 of the anniversary road bikes — which retail for €11,000 (\$12,270) — and 25 each of the mountain bikes.

The first road bike sold for €17,000 to Paul Lange, Shimano's German importer, with the proceeds benefitting the Corratec Charity Mission. Irlbacher's wife, Cielo, oversees the charity, which donates aid to her native Philippines.

Corratec is still a family business, and Irlbacher paid homage to his father, Konrad Irlbacher Sr., a former German ski race champion and inventor who died in 2012.

The senior Irlbacher founded a ski and sporting goods store, Iko Sport, in 1962. The retail store is still in business and is next door to Corratec's

headquarters.

"I spent all of my free time in that store," Irlbacher said. As a teenager, he dreamed of doing something on his own.

"I wanted to impress my father, who was a very strict man. I was thinking about high-end road bikes," he said. "My father gave me a free hand. First I went to Italy and imported from there, but then got the idea of my own brand."

He sold his first road bikes in 1990 under the name "Corrado" (Italian for "Konrad") but changed it to Corratec because Volkswagen owned the Corrado name.

Irlbacher also made the early acquaintance of Italian framebuilder Mauro Sannino. Today, Sannino works with Corratec in its German headquarters.

"When Mauro's wife passed away he wanted to give up his frame building. We convinced him to move over to us and to start something together," Irlbacher said.

Sannino now oversees production of



Corratec is a family affair for the Irlbacher family. From left: Konrad, Johannes, Tessa, Melanie, Konrad, Jr., and Cielo. (Photo:JB)

high-end carbon frames that are made in Italy to his specifications. Corratec markets the bikes under the "Handmade by Sannino" name.

Corratec now sells some 80,000 bicycles a year to 40 countries, with Germany accounting for about 25,000 units.

Cielo Irlbacher oversees international sales, while two of their four children work full-time at the company. The other two are students but help whenever they can, and no one will be surprised if they, too, join their siblings at the bike brand where everyone is family. ■ JB

Yueni runs rings around competing display racks

Yueni is racking up business with the display racks that it makes for OEM customers and, increasingly, for its own aftermarket brands.

The company has won plaudits for its Speedy Parking Ring, an elegant bike stand that can be used indoors or mounted side by side for outdoor use on city streets.

The Speedy Parking Ring holds the nose of the saddle within a ring that is padded with a soft rubbery material. A "lock slot" in the support provides room for a lock.

Yueni A5-103 sells the Speedy Parking Ring in three versions. One is suitable for indoor use, a second stands up to outdoor use, and a third is a patented design that allows any number of units to be installed side by side. Yueni won a Taipei Design and Innovation Award earlier this year for the outdoor version.

The Taiwan manufacturer has also been expanding its Ultrastand aftermarket label, which it launched five years ago.

"We came out with our first display racks about 15 years ago. Five years ago we created Ultrastand and expanded this product segment step by step," said Johnny Hsu, vice general manager of Yueni. "Our indoor display racks got a facelift. Today they are recognized not just for their quality, but for their design."

Founded in 1981, Yueni makes kickstands as well as racks for several international brands. But as it moves into aftermarket business under such brands as Aquadock, Corso and Ultrastand, Yueni plans to expand its Taiwan production capacity with a second factory and deemphasize production in mainland China.

"Over the last 20 years all our investment went to China. We will

change this," Hsu said. "In the future our investment will focus on our Taiwan production. They do a better job."

He said Yueni's two Chinese factories will concentrate on its OEM business for the Japanese and North American markets, while the Taiwan plants will manufacture for its aftermarket brands.

Yueni uses the Aquadock brand on bottle holders and the Corso name for indoor trainers.

"Our next step is to rely on 'made in Taiwan' products for our aftermarket business," Hsu said.

■ JB



Yueni's Johnny Hsu (left) and Wallis Huang with the Speedy Parking Ring. (Photo: JB)

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Argon 18 debuts four tri frames

The Canadian bikemaker is launching four new frames in its latest line-up of triathlon bikes.



Argon 18 E-119 Tri

"These bikes have been first and foremost designed to renew and enrich the racer's experience by supplying him with simple and clever solutions for hydration and nutrition, while transcending expectations in terms of performance, comfort, and aerodynamics," said Martin Faubert, the company's R&D director.

Argon 18 A1-207 offers two models in its Tri+ line, with storage for hydration and nutrition, and two models in its Tri line.

Its new flagship model is the E-119 Tri, the successor to the E-118 Next. Proprietary brakes are concealed on the fork and seat stays to minimize frontal area, while still allowing easy access for maintenance. ■

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It's called Lion, but it shrieks like a banshee

The Japanese accessories maker Crops has spent four years cutting manufacturing costs and streamlining deliveries by moving more of its operations to Taiwan.



Keiji Taiga with the Crops Lion Alarm and a compatible Crops lock. (Photo:JB)

Now, general manager Keiji Taiga said **Crops A5-202** is focusing more on function and technology, not just design, to boost his products' appeal in Europe.

"For Germans, technology is the No. 1 issue. Then comes design," Taiga said. "We Japanese have a different view. We look first to design and then work to make the product most compact. In the future, Crops will focus more on technology. Therefore our entire product line has received a tremendous technical upgrade."

The highlight of this new focus is the

Lion Alarm, which Crops sells under its Crops Pro brand for premium products. The Lion pairs a bicycle lock with an alarm.

The alarm unit is compatible with Crops Pro-branded locks. If someone touches a Lion-equipped bike, the alarm beeps twice as a warning. If contact remains, the system sounds a shrill eight-second alarm.

And if the intruder tries to take the bike, the alarm continues to blare in eight-second intervals at 60, 90 or 120 decibels.

alarm continues to blare in eight-second intervals at 60, 90 or 120 decibels.

"I was brainstorming this idea for three years," Taiga said. The Lion Alarm has been on the market since March. Crops sells it with the slogan "Nothing to fear."

Taiga, a Mandarin-speaking Japanese designer, oversees Crops offices in three locations. In April, Crops moved its headquarters from Tokyo to Kobe, Japan. Its R&D department and warehouse are in Changhua, Taiwan, and the company has a factory in Taicang, China. ■ JB

German retailers invited to join a Taiwan factory trip

German bike shop owners will have the opportunity to go on a "study trip" to Taiwan and look behind the doors of the Taiwan bicycle industry.



German retailers will have a chance to visit Taiwan factories next year, like these Dutch retailers from a recent study trip.

The trip will take place in the fall of 2016. It is organized by **Velobiz.de**, **FW-109** a trade magazine and website, and by Arnauld Hackmann, who has organized similar trips for Dutch retailers.

"This will be a great chance for our readers to gain a real insight into the manufacturing of the products they sell in their shops every day," said Markus Fritsch, the publisher of Velobiz.de.

The Velobiz.de Study Trip is scheduled for Nov. 13-21, 2016, and will include visits to six factories combined with sightseeing.

"It is impossible for dealers to organize such a trip by themselves.

The retailers will have the chance to talk with people from the factories directly," Hackmann said. "This experience can be used afterwards when they sell these products to their clients."

Hackmann, a contributor to the *Show Daily*, has organized several factory trips for the Dutch industry, but this is the first time a similar opportunity has been available for the German industry.

"This is an ultimate networking event," Hackmann said. "Dealers will get to know each other very well and they can discuss actual topics from the industry." ■

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Q&A: Rudie Campagne

'Attack during chaos and retreat in order, so you can attack again'

Road racers and triathletes have been racing on Vittoria tires for years. But mention Rudie Campagne's name and most will ask, "Who's he?"



Rudie Campagne

Campagne is the president and CEO of the **Vittoria Group AT-309** and, at age 71, is the driving force behind the company's success.

What keeps him up at night?

"I think about those racers who are on my tires descending at 80 or 100 kph, and they are riding on a contact patch that's 1 centimeter by 2 centimeters.

"The risk of product failure at this point is colossal — for the rider and for our company. This is far more dangerous than Formula One; they have no protection except a helmet," he said.

Pondering issues like globalization and industrial competition also keeps him awake. He quickly recommends a book to read — *Exponential Organizations: Why New Organizations are Ten Times Better, Faster and Cheaper Than Yours (And What to Do About It)*. "You must read it," he urges.

How does he think about the complexity of today's global economy?

"The world is very small but still very big physically, yet it's completely globalized. Globalization has been an engine for change, but if you don't embrace it you will be wiped out as a business," he said. "To succeed, you must attack during chaos and retreat in order, so you can attack again."

That last sentence holds as true in racing as it does in business, and Campagne is in the tire business to win. But, he admits, getting into the business of manufacturing high-performance tires was driven by a midlife crisis at age 45 rather than a burning desire to make tires.

Campagne was born in the Netherlands in 1943 and, as he put it, Dutchmen learn to ride a bike before they learn to walk. Like most Europeans he's an avid fan of

professional cycling. He rides some 3,000 to 5,000 miles a year (4,800 to 8,000 km) on a Specialized S-Works — a gift from his longtime friend Mike Sinyard, Specialized's founder.

As a young man, Campagne joined the Royal Dutch Navy in 1963 and served as an officer in the Dutch Marine Corps.

He entered the University of Amsterdam, graduating in 1970 with a law degree, and promptly joined one of the country's biggest companies, Philips Consumer Electronics. He held several junior management positions and was later assigned to Philips' corporate offices in Singapore.

Campagne left Philips, describing its management as "too stiff," and moved to Thomson Consumer Electronics, a French company, as its product and commercial director in Singapore.

He later became managing director of its audio product division in Paris and promptly moved the division's headquarters and R&D to Singapore, Malaysia, Hong Kong, Taiwan and South Korea.

The French government later nationalized the company and he left. "Why would I work for in the French civil service?" he quipped. "I just didn't want to work for big companies anymore; I had lost my confidence in them," he said.

That was his midlife crisis. He decided to become an entrepreneur. In 1988, while living in Singapore, he joined a Hong Kong company and with several investors bought a local tire manufacturer making cheap tubulars. The price was right.

In 1990, Campagne and his group bought Vittoria SpA, a struggling

Italian company founded in 1953.

Campagne, steeped in global manufacturing from his years in consumer electronics, shut down the Italian factory and moved production to a new factory on the outskirts of Bangkok, Thailand.

"I just jumped into this, but if I had known the difficulties and obstacles that I would face, I'd never have done it," he said.

Today, the factory, known throughout the industry as Lion Tire, is the most highly specialized bicycle tire factory in the world. It produces only premium tires for the market and, in partnership with brands like Continental, Michelin and others, makes premium tires for them as an OE manufacturer.

Campagne estimates that over the past several years the company has invested upwards of \$60 million [53 million] building a new facility where it makes its own Kevlar and spins its own cotton for tire casings. Today, Vittoria employs some 1,500 people worldwide including its office staff in Boston.

Marc Sani recently interviewed Campagne on behalf of the *Eurobike Show Daily*. Here are excerpts from their conversation:

ESD: Vittoria has introduced a new nano-material into its wheels called graphene. A professor at Columbia University has described graphene as so strong it would take an elephant, balanced on a pencil, to break through a sheet of graphene the thickness of Saran Wrap. How is Vittoria currently using the material? And will you use it in tires?

Campagne: As you are aware, Vittoria

launched wheels made with graphene last year and these have already had a positive effect on performance among triathletes. The Vittoria Qurano is a graphene-enhanced carbon race wheel with a tubular bed that perfectly matches Vittoria tires.

With the use of graphene, it became possible to offer significant performance increases for these wheels: 10 percent more heat dissipation; 15 percent weight reduction; 26 percent increase in material strength; 18 percent more impact strength; 20 percent more spoke-hole strength; 24 percent more flexibility; and 50 percent more lateral stiffness.

In the near future [Eurobike and Interbike] we will announce advancements we've made using graphene in tires. For now, though, I can say graphene in tire compounds will start a revolution.

The traditional compromises we have had to make no longer apply in the same way. Before graphene, an extremely fast tire would be much less durable and we would have to compromise on grip and strength. Our innovations in this area have never been seen before.

ESD: How important are IBDs for the Vittoria brand?

Campagne: IBDs are the cornerstone for the Vittoria brand. They are in the front line of sales and are the initial contact with the consumer. They are entrusted with representing our products and brand value to the consumer and with providing the necessary knowledge and service in the Vittoria tradition.

ESD: Given the proliferation of brands

of late, do you see a shakeout looming in the next few years?

Campagne: As far as a shakeout, my experience leads me to believe that companies that are compelled, like Vittoria, to innovate and embrace new technologies will thrive and survive.

ESD: As a global brand how have you managed the strength of the dollar against the euro?

Campagne: Our sales are roughly split 50/50 in U.S. dollars and the euro, so we are not impacted much by the exchange rate. As a global operating company we have a number of instruments to dampen foreign exchange mutations.

Moreover, we can't be sidetracked by foreign exchange issues, which are highly unpredictable and subject to sudden changes including geopolitical situations. We adapt as we go along.

ESD: Vittoria is a legendary brand and is as popular with road racers as it is among triathletes. How important is triathlon to Vittoria?

Campagne: Vittoria is one of the very few cycling tire brands that still has a dedicated product range for triathlon — the Vittoria Triathlon Evo and Open Triathlon Evo. I think this proves how important we consider this discipline in cycling.

As we streamline and optimize our



The Vittoria Qurano 46

product range in the future, triathlon will continue to be an important part of the dedicated products we offer. Of course, Vittoria has been around for a long time and has built a solid reputation with triathletes.

But if I may speculate, I think triathletes appreciate that we spend the time and make the investments to create specific products that perfectly suit their needs. ■ MARC SANI

A version of this article originally appeared in *Bicycle Retailer and Industry News*.

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fair and square

The UK harmonizes e-bike regulations, creating disharmony from throttle fans

The United Kingdom will no longer be odd man out in the European Union when it comes to regulating e-bikes.



London pedicabs should benefit from the lifting of weight limits on British e-bikes

Beginning in 2016, the U.K. will fall into line with the European Union by outlawing throttle-only e-bikes, also known as "twist-and-goes," in favor of pedal-assist bikes, or pedelecs.

Yet despite e-bike industry pressure, there will be no immediate official recognition of speed pedelecs, although industry officials expect they will continue to be widely sold.

The new regulations, which update the U.K.'s original 1983 e-bike law, are the final stage in bringing the U.K. in line with the EU e-bike regulations.

Other smaller, but potentially significant, changes for the U.K. market include the removal of weight restrictions. E-bikes will no longer be limited to a maximum weight of 40 kg (88 pounds), or 60 kg for electric-assist

tandems and tricycles.

And the U.K. will no longer restrict e-bikes to vehicles with two or three wheels. That will allow the use of heavier, four-wheeled e-cargo bikes.

"I see this legislation as a step forward for an industry that's gathering more and more momentum in the U.K.," said Ben Hillsdon, a spokesman for Shimano Europe. Shimano sells the pedal-assist-only Steps system.

"We welcome the clarification of what constitutes an electric bike," he added. "This has been a grey area in legislation that dealers and some consumers have been aware of for several years."

Twist-and-no-go. The new regulations will make the U.K. more attractive to European e-bike brands, which sell only pedal-assist bikes. But some in the U.K. industry also believe they could leave fans of throttle-only bikes in the lurch, by putting the risk of riding an "illegal" bike on the consumer.

"I think the market for throttle-only bikes will continue, either with some kind of 'secret switch' fitted or with a retrofit option offered," one industry insider said, adding that consumers would assume all risks if they used a throttle bike on a public road.

Twist-and-goes won't disappear immediately. The new regulations don't

apply to bikes sold before January 2016, so anyone who bought a throttle bike until then can merrily twist and go down the road even after the regulations take effect.

And U.K. regulators have indicated that they may let throttle bikes remain on the market — but they've been in no hurry to promulgate the necessary regulations, known as "type approval."

That delay could mean a "huge potential setback for the electric bike industry in the U.K.," said David Miall, a director of Amps Bikes. Amps owns the Wisper e-bike brand, which was once fitted with twist-and-go throttle systems. It also imports Riese and Müller e-bikes from Germany, which are pedal-assist only.

Miall said that at meetings with government officials on the new regulations, "we were told that the authorities wanted to keep our unique twist-and-go bikes, specifying type approval for manufacturers."

Type approval would, in effect, give the U.K. industry permission to sell specific twist-and-go models that fit government specifications — in return for a fee. This would give consumers a legal way of buying twist-and-goes just as they're doing now.

According to Miall, the Department

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Shimano, maker of the Steps pedal-assist version, welcomes the new U.K. e-bike regulations.

for Transport has been slow to lay out such regulations. Even if they are granted type approval, the twist-and-go brands — typically smaller U.K. companies that put their own names on inexpensive e-bikes sourced from China — are feeling the squeeze from more established European manufacturers.

These “pure pedelec” brands, many powered by Bosch and, now, Shimano mid-drive motors, are increasingly dominant in other European countries and are making inroads in the U.K.

U.S. consumers are also fans of throttle e-bikes, but some U.S. brands that sell throttle bikes at home don't export them to Europe.

Most bikes sold in the U.S. by Pedego, for example, are throttle-powered. Pedego's European distributor is based in the U.K., but all Pedego bikes shipped to Europe are pedal-assist only, co-founder Terry Sherry said.

Polaris, which sells e-bikes along with a wide range of recreational vehicles, is another U.S. brand that removes the throttles on e-bikes is exports to the U.K. and elsewhere in Europe.

An official said Americans use e-bikes differently than most Europeans.

“We do not offer throttles on bikes sold in the European Union ... because the distances in the USA are so great most American consumers choose a throttle model in order not to pedal, and treat an e-bike like a scooter,” said Austin Higdon, managing director of Polaris.

In no hurry. The U.K. government is also on the fence concerning speed pedelecs, or s-pedelecs, which have already been approved in Germany, Switzerland and the Netherlands.

S-pedelecs, which can reach assisted speeds of 45 kph (28 mph), are widely sold in the U.K. But they are typically marketed as “not for use on public roads” or “for off-road use only.”

The new regulations will do nothing to resolve this legal dodge.

“The government was sympathetic to the idea of ‘red-tape-light’ speed pedelecs, but I feel permitting legislation is still probably a few years off,” Miall said.

He said the industry is looking at the prospect of registering s-pedelecs under the same “type approval” system that the government is considering for throttle e-bikes. (See related story, page 44.)

A weight lifts. Meanwhile, the U.K.'s move earlier this year to remove restrictions on weight limits could give a boost to commercial e-bike uses, particularly in cities. One London pedicab provider says it's already had an effect.

“Since the removal of the weight limit in April 2015 the revolution has begun and the pedicab industry is in full swing, fitting motors and battery packs,” said Friedel Schroder of Bugbugs.

Schroder said the success of e-pedicabs could come at a cost. He said London authorities are considering “draconian” laws that would effectively ban pedicabs and rickshaws from city streets.

“I am expecting a backlash as the motor taxi industry start to realize that pedicabs with electric assist are capable of filling a growing market demand for ‘get me home’ transport,” Schroder said. ■ **RICHARD PEACE**

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



Speed pedelecs like the Haibike Xduro Urban S Pro will still occupy a gray area under new U.K. e-bike regulations.

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B4-207

Overview: Car carriers

E-bikes or fat bikes, car carriers do the heavy lifting so you don't have to

They may be bulkier and heavier than conventional bicycles, but electric bikes are still a part of a lot of families' lives. And when it's time to go on holiday, many e-bike owners want to take their bikes along.



Thule VeloSpace

That poses a challenge for the companies that make car carriers because lifting a pedelec on to a conventional rack can be just too much of a burden for some. And it isn't just e-bikes, either; husky fat bikes and downhill bikes can be cumbersome, too.

The growth of e-bike sales in Europe has forced bicycle carrier makers to get creative.

"Enthusiasts prefer roof-mounted carriers, but the main growth is in towbar-mounted bike carriers," said Tina Liselius, PR and sponsorship manager for Thule.

She said e-bikes are responsible for significant growth in the rack category — but a towbar is the only reasonable solution for these heavy and large bikes.

To accommodate a wide range of bikes, **Thule A7-500** is rolling out the VeloSpace at Eurobike, which it says is an all-around bike carrier that can carry

anything from a children's bicycle to a fat bike or downhill mountain bike.

The VeloSpace is a towbar-mounted carrier that has a high load capacity and provides extra space between bikes. One accessory for especially heavy or bulky bikes is a loading ramp that stores on the carrier when not in use.

The new BackSpace is a cargo box that fits onto the VeloSpace and is capacious enough to hold two golf bags.

The **Eufab A2-207** brand from German company **EAL** takes all of the work out of getting a bike on the car with its Bike-Lift. The towbar carrier comes with a built-in motor that lifts the carrier from ground level up to mounting level — a good solution for older riders, or for bikes that are just too heavy to lift.

Riders simply drive the bikes onto the carrier when it's on the ground, secure them to the carrier, and lift the rack. The carrier also folds without tools and fits

into an accompanying storage bag.

Cykell FG-B3/4 has only been in business since 2012, but won a prestigious Red Dot design award last year for its Just Click carrier. The Belgian company does most of its business in the Benelux, but at Eurobike is looking to expand its distribution network.

Its carriers are designed for ergonomics. The T21 model carries two conventional bikes or e-bikes, and the T31 holds three bikes. An optional loading ramp helps mount heavy e-bikes.

A foot pedal helps users manage the carrier. Lift it by hand, and the carrier unfolds and lifts off the two hooks. Push down with your foot, and the carrier tilts so you can get into the trunk of the car.

The German brand **Atera A2-113** is highlighting three racks, all of which are made to handle e-bikes along with conventional bicycles.

The Strada Vario can handle up to three conventional bikes or two e-bikes, and can be folded up and stored in the



Saris Freedom

trunk in seconds. It also tilts out of the way to allow access to the hatchback.

The Strada E-Bike ML is an extra-wide carrier for two e-bikes or conventional bikes with a 230mm gap between the bike rails to accommodate drive units or batteries. It can be extended to carry a third bike.

Saris, A3-205 the U.S. manufacturer known for its best-selling Bones rear racks, is highlighting two tow bar racks at Eurobike and introducing its newest



Eufab Bike-Lift

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Smart, simple, and secure

Thule's ThruRide fork mount bike carrier makes loading your thru-axle bike easy and secure, without the need for any extra adapters. Loading is simple from the start, allowing you to mount the front thru-axle on the ground before lifting and loading the bike on the carrier. Once you've placed the axle in the wide-jaw clamp, you adjust the precision dial to fine-tune the grip before closing the throw-hood. This ensures a firm and secure grip on your bike without the risk of damage to the fork.

Versatile

This versatile carrier fits the complete range of thru-axles.

Easy loading

The wide-jaw clamp facilitates loading by expanding to fit the bike's thru-axle, with no loose parts.

Secure grip

The ergonomic precision dial ensures that the right amount of pressure is set for a secure grip.

www.thule.com

A7-500





Cykell carrier

version of the Bones.

The Freedom Towball accommodates a variety of frames and sizes, including bikes with step-through frames. A separate accessory, Fat Tire Wheel Trays, makes the Freedom able to handle these big-tire bad boys.



Pure Instinct

Meanwhile, Saris has updated its Bones line with the SuperBones trunk rack. Saris has sold more than one million of its original Bones carriers around the world over 20 years.

Italian designer Fabio Pedrini took user experiences with the Bones to create the SuperBones. One nice touch is that the attachment straps now extend, retract and adjust with a one-touch lever and retract into the legs of the rack.

Peruzzo A1-422 launches its Pure Instinct brand of car racks at Eurobike. Its initial offering includes a towball carrier, a rear cycle carrier and a patented roof carrier. All can accommodate wheels sizes of up to 29 inches.



Atera Strada Vario

The Pure Instinct towball version folds to save space when stored. The carrier automatically locks to the towbar, and a detachable cable lock secures the bikes to the carrier.

The Ronda Sport is a roof rack carrier from **Elite A1-304**. The rack accommodates a complete bike – no need to remove the wheels — and attaches simply with a self-adjusting clamp that closes automatically. Elite says the Ronda Sport is compatible with all frame types and wheel sizes with its wheel support system that slides along the aluminum support bars.

Finally, not all carriers go on the outside of the vehicle.

Veloboy A7-307 makes it possible to slide as many as two bikes into the back of the car so they are protected from the elements – and from potential thieves. The carrier fits any car that has enough space for an upright standing bike.

Veloboy says the mechanism slides in and out of the car like taking a baking sheet in and out of the oven. ■ DM



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Overview: Urban cycling wear

Apparel that works hard while you're having fun

Whether they are pedaling to the coffee shop or picking up groceries, urban cyclists seek clothes that are functional in the saddle but won't look out of place off of the bike.



Vaude Cyclist Collection

Apparel brands are responding with lines that are fashionable and bike-friendly, and won't make their users look like MAMILS — the tongue-in-cheek moniker for "middle-aged men in Lycra."

Suppliers choose fabrics that won't crumple or become soaked in sweat while riding. Fortunately, many of the new fibers and fabrics they're using also look good.

At the end of a day at Eurobike, you're likely to spot Antje von Dewitz, the CEO of **Vaude**, **B5-400** cycling back to her office in nearby Tettmang. She may well be wearing Vaude's latest Cyclist Collection, which the company describes as being "designed for bikers partaking in modern daily urban life."

The women's Cyclist T-shirt is a blend of lightweight organic cotton and linen. The men's version combines organic cotton with recycled polyester. Other garments in the Cyclist Collection include

details such as reflective prints. The apparel comes with a line of bags that are also made of environmentally friendly components, such as PVC-free tarpaulin and other materials that comply with Bluesign standards to show that they are manufactured in an environmentally friendly manner.

Urban bike apparel from **Löffler** **B5-500** features functional jerseys, shirts with breathable merino wool and sporty casual twill shorts. The Austrian company describes its range as "sportswear that looks good on a bike and everywhere that is pulsating with life."

Jerseys boast mottled merino fabric with such practical details as two or three back pockets and reflectors. The women's shorts are made of robust, breathable and stylish denim fabric, with inner pants made of elastic and padding. The inner pants are removable.



Rotwild RCD parka

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B2-302



Maloja

Rotwild A2-201 goes for a relaxed style, but always with a functional angle. A good example is the German company's RCD Functional range, comprising a polo shirt, hoodie, jacket and soft shell parka.

The "functional" in the polo short resides in the fit and in the use of organic cotton and Elastane. Rotwild says the short is comfortable, breathable and fast drying, making it suitable for leisurely summer rides. The range is designed as a mix of function and street style.

Long live rock and roll at **Maloja FG-B5/1** — which in the company's case means rock climbing and cycling, and the freedom of movement required to accomplish either.

Key pieces in the line are a set of rain jackets and shorts in versions for men and women. A new feature is Maloja's use of Gore-Tex Paclite. The jackets are made for cycling, with anatomically shaped sleeves and front and back lengths that have been adjusted for cyclists.

As an interesting option for city riders, Maloja's new shorts may be combined with leg warmers, turning them into a versatile, all-season set. They are less of a hassle than long cycling pants because the leg warmers go on and come off quickly. The shorts and jacket incorporate reflective elements for safety in the dark.

Gore Bike Wear B5-404 turned to specialists in the field of urban mobility and asked them to envision the cityscape of the future as a starting point for the redesign of Gore's striking Element Urban range.

The garments are equipped with reflective and neon applications that may be folded or stowed away — so that ruddy



Gore Bike Wear Element Urban

glow at the dinner table isn't coming from the bikewear.

Windstopper Soft Shell materials take care of weatherproofing. The rider can stay connected through internal routing for earphone cables and smartphone-friendly gloves.

Pure Electric, B5-610 one of the newest urban apparel brands, was created by an Italian company that's better known for its cycling chamois. The Pure Electric line is designed specifically for e-bike riders.

"This project is in a 'warm-up' phase. We want to test the interest of users and experts," said Leonardo Bortolato, the sales manager at Dual Press, which is the parent company of Pure Electric and of Dr Pad chamois.

The company reckons that e-bike garments need extra protection because of increased speeds, but also believes that bulky gear becomes inelegant once the rider has parked the bike.

Pure Electric's solution, as seen in its Diamond jacket, consists of removable protectors. A technical and protective piece of gear transforms into a jacket that is suitable for a casual business meeting or a dinner with friends.



Pure Electric jacket

Cycling jeans pose perhaps the ultimate challenge of blending style and function.

The only thing that really matters in a pair of standard jeans is that they flatter your butt. To make them functional for cyclists, several brands are tweaking denim to add stretch and fit.

The Pant Peril from **Ion, B5-503** for example, comes with a seat gusset for a wrinkle-free fit on the saddle along with pre-shaped knees and leg adjustments at the ankles. The Pant Peril is made of a robust, comfortable two-way stretch

fabric for freedom of movement. Ion adds Sanitized treatment so the pants stay fresh.



Giro Transfer Denim

Giro B2-400f has cycling jeans for men and women. Its Transfer Denims are suitable for commuting, office work or hanging out. Special features for cyclists include a reinforced and gusseted crotch, just enough stretch to make pedaling comfortable, and reflective cuffs.

Other suppliers have developed garments for off-road cyclists, who don't necessarily want to change when they feel like grabbing a coffee in town on their way back from the mountain.

One Industries, B5-302 a California company specializing in mountain biking and BMX products, has long believed that technical garments don't have to look dorky. "We know you don't need different shorts to ride or hang out in. Our products are dynamic enough to do it all," the company says. "We feel our brand and riding kits belong on and off the trail."

Its Tech Casual shorts are made with two-way stretch and Tcool fabric which have reflective functions to block UV rays and keep riders cool. Laser-cut and welded pockets and trim reduce weight and give the shorts a cleaner look — on and off the bike.

Lightweight, A2-319 a German component maker, is best known for its extremely light carbon wheels. But it also makes apparel, and is debuting the Edelstoff after-bike range. The company hired two sport fashion specialists to develop a distinctive style. The result is a line of four garments — all black and all slick.

The flagship piece is a men's slim-fit T-shirt made with a silky jersey fabric and incorporating a side seam from front to back.

The three other pieces are a men's polo, a women's jersey, and a long-sleeved wool polo. All have classic looks, but subtle touches give them an athletic and fitted appearance.

"Some of the functional fabrics used in these garments were developed exclusively for Lightweight and offer a lot more than just visual appeal," the company says, pointing to features that absorb moisture and fight bacteria.

Sustainability is another hallmark of the line. A family company in



One Industries Tech Casual

Portugal assembles the fabrics for Lightweight from recycled polyester, organic cotton and Lyocell. Lightweight oversees quality control and shipping from its head office in Friedrichshafen.



Ion Pant Peril

New at Eurobike is **Gravity Check, B4-405b** an urban apparel brand from Israel. Founder Ofer Raz was inspired to launch the après-ride brand after a ride with friends. One of them realized that everyone in the group was all wearing clothes made for other sports, from golfing to surfing to yachting. Raz created the line of comfortable clothing that is inspired by cycling but made to wear around town.

The resolutely urban Gravity Check line includes smart cycling touches. The company recently opened a showroom in New York. Gravity Check says Eurobike is its first major trade show. ■ BS



Gravity Check

Overview: Reflective Apparel

Apparel that's positively glowing with features

Reflectors and shiny patches are common on bikewear for city cyclists. But the trend toward safety and visibility takes on a new dimension this year with gear and accessories that are entirely reflective, and bring eye-popping colors to the softgoods section of the bike shop.



Look Illuminate Vest

When it's chilly or rainy, the Illuminate Vest by **Look B2-301** keeps riders warm, dry — and safe. The French brand uses Reflect Technology, which consists of reflective glass particles that keep cyclists visible in the dark regardless

of the weather. The vest also includes mesh panels for breathability.

are not just reflective but glow in the dark. From **Dare2B B5-204** comes the Observe jacket. Sally Hetherington, a marketing assistant for the English



Gonso shirt with woven-in reflectors

The bright yellow Blink RTR Jacket by **Louis Garneau B5-405** is visible enough in the daytime. But the Blink really shines with its strategically placed inserts that

brand, said the Observe was “designed with a 100 percent reflective showerproof outer shell to offer unparalleled visibility with weather protection.” Among other cyclist-friendly touches are a zipped rear pocket and a long back with scooped hem.

German bikewear specialist **Gonso B5-402** wove reflectors into the fabric of its shirts. Gonso's summer range includes two men's shirts and a women's blouse with integrated 3D reflector threads that guarantee visibility from any angle. Gonso says the shirts reflect even dim light.

GripGrab B5-102 has found that commuters and leisure cyclists are well aware of the advantages of wearing safety vests, but road riders aren't so easily convinced. So the Danish company is debuting its Race Aqua Hi-Vis shoe covers at Eurobike. They are light and aerodynamic enough to appeal to



Louis Garneau Blink RTR jacket

fluorescent and reflective pair of shoe covers is thus likely to be at least on the same level as a fluorescent bicycle jacket,” said Bjorn Kroyer, GripGrab's marketing director.

The waterproof stretch fabric fits tightly over the shoe, while a rear zipper makes it easy to put on. In addition to the fluorescent color, the Race Aqua Hi-Vis has reflective print on the sides. GripGrab said the covers should be in stores in February. ■ **BS**



GripGrab Race Aqua Hi-Vis shoe cover

performance-minded roadies. As a bonus, they're waterproof and look pretty slick.

GripGrab cites a recent study from the University of Aalborg in Denmark that found cyclists can slash the risk of being in an accident nearly in half by wearing a fluorescent jacket.

The company says shoe covers have an additional advantage because the human eye reacts faster to a moving object than a stationary one.

“The safety impact of wearing a



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They're rested and ready to see you now at Bernds

If the team at Bernds seems particularly relaxed and happy at their Eurobike stand this year, there's a simple explanation.



Überlingen mayor Sabine Becker (left) welcomed Michaela Buchholz and Thomas Berndts at the Bernds grand opening ceremony earlier this month.

Instead of making a tiring 630km (390 mile) drive to the show from their old headquarters in northern Germany, the staff can now sleep in their own beds and be at Eurobike in a matter of minutes.

Bernds, A2-102 which manufactures 20-inch folding commuter and cargo bikes, relocated this year to Überlingen, about 35km from the Eurobike grounds.

The couple behind Bernds, founder Thomas Berndts and Michaela Buchholz, say they made the move for the most un-business-like of reasons: "to live where others have their holidays," as Berndts put it.

Buchholz said the couple had been looking to relocate since their youngest daughter graduated from high school.

They were familiar with the Friedrichshafen area from exhibiting at Eurobike every year.

"All we knew is we liked the lake," Buchholz said. "We looked into the area around Überlingen and decided that we wanted to live here. Now we are located directly beside the bicycle path that goes all the way

around Lake Constance!"

Bernds is unusual, even among German brands, because it still produces its steel-framed bikes in Germany. Employees weld and assemble each frame "from rear stay to fork," as they like to say.

The northern Lake Constance area is home to a number of small, specialized high-tech suppliers. Processing steps such as powder coating, turning and milling and laser cutting are all handled by companies in the area.

The company has six employees, who work out of a factory that's been home to a number of companies, most recently one that made optics and precision machinery.

The new plant opened earlier this year, but Bernds hosted its grand opening ceremony on Aug. 1. Eurobike visitors are invited to visit the headquarters as long as they make an appointment at the Bernds stand.

"It is always difficult to move a company," Thomas Berndts said. But what matters, he added, is that "we feel good and have a good life." ■ JB

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www.mingcycle.com.tw

Greek bikemakers attempt to export their way out of the financial crisis

The chaotic financial situation in Greece has forced some of the country's bicycle companies to overhaul their operations, and encouraged them to expand their foreign business.



Nikos Maniatopoulos, the Greek maker of Ideal bicycles, is seeking more exports to lessen its reliance on its home market.

Two Greek exhibitors are attending Eurobike again in hopes of doing just that, while a liquidity crunch forced another potential exhibitor to cancel plans.

Foreign sales have become more important to make up for the collapse of the Greek market, and to provide access to capital. Spilios Zervos, managing director at **Nikos Maniatopoulos A6-401** in Patras, estimated that the Greek bike market shrank from sales of about 350,000 units in 2008 to less than 200,000 this year. He said mid-market products were worst hit.

The Maniatopoulos factory has a capacity of about 120,000 units a year. The company dates to 1926.

Although the country's financial situation makes forecasting unreliable, Zervos said his company has been fighting to receive enough orders for 50,000 to 70,000 units, which he regards as the smallest sustainable volume.

Maniatopoulos produces bikes under the Ideal brand name, not to be confused with the Taiwan bikemaker. The Greek company owns the brand rights in Switzerland and the European Union. At Eurobike, the company is showing

the Orama, a Shimano Steps-equipped low-step-through urban bike, and the Ideal Race Pro Team, a front-suspension carbon mountain bike.

Along with production for other OEMs, bike manufacturing accounts for more than half of Maniatopoulos' sales. The other important segment of its business is serving as a distributor for Shimano and other brands in Greece and other countries in southeast Europe.

Together with exports of the Ideal brand, the company's distribution business has helped it manage the liquidity crunch that has hobbled the country's economy, after the government imposed restrictive capital controls and forced Greek banks to close for more than three weeks earlier this summer.

"We have strong relationships with suppliers and distribution, and we have export, meaning that we could get money from the outside," Zervos said. "After three weeks without transactions by Greek banks, we still had enough stock for several months."

Lekovitsi Bros FG-37/5 in Thessaloniki, the company behind the wooden-frame Castor bikes, has been reliant on other Greek suppliers to keep it supplied with raw materials. (See related story, next page.)

"We have been able to get

enough wood and other parts from Greek companies," said Martina Schmidt-Kalfoglou, a marketing assistant. "But since there has been a lot of uncertainty we have started to make more metal parts at our own factory."

Another Greek bicycle company, Velo Lab from Athens, attended Eurobike last year with a folding e-bike boasting a "radical design" — neither triangular nor diamond-shaped — that was handcrafted in the Greek capital.

Owner Stathis Stasinopoulos had hoped to exhibit a similarly unusual city bike this year at Eurobike. But he decided to cancel his registration to Eurobike in July, while Greek authorities were in the midst of tumultuous negotiations with their European creditors on a third bailout.

Stasinopoulos said he couldn't pay Eurobike for his stand because of the capital controls. Now he's searching for more customers around Europe to make up for shrinking demand in Greece. ■ BS



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Bosch eBike Systems 2016

From making wood furniture to making wood bike frames

When Greece's economy began to deteriorate, George and Argyrios Lekovitsi, the brothers of the company Lekovitsi Bros, searched for a way to expand their furniture business in Thessaloniki and grow sales outside of Greece.



Castor wooden bike (Photo: Lekovitsi Bros)

Their sons provided the answer. When the younger Lekovitsis began competing in bike races, George and Argyrios realized they could use their furniture-making equipment to produce handmade wooden bicycle frames.

Lekovitsi Bros **FC-B7/S** attended Eurobike last year with its striking Castor Bike line, seeking to establish contacts with foreign customers. Their efforts have only intensified after the summer upheavals in the Greek market. (See related story, page 32.)

Lekovitsi Bros, founded in 1958,

strives to deal directly with retailers to reduce the retail price of its bicycles, which are handmade and often customized.

"Our frames are mostly made from ash and they are very work-intensive, because you have to assemble several layers," said Martina Schmidt-Kalfoglou, a marketing assistant. "Then you have to test them extensively to make sure they have stabilized." The company is researching lighter woods that would be equally flexible and resistant.

The company said it took two years

of development to prepare the wooden frames for market.

The Castor name comes from the city of Kastoria in northern Greece, which is named for the beavers in a nearby lake. The Lekovitsi's father, a carpenter, lived in Kastoria.

The Lekovitsi brothers are targeting markets that have an interest in upmarket natural products, such as Japan and Brazil.

Customers choose the size, shape and color of the frame, and even the types of wood that it will be made of. They may also buy just the frame and build the bike themselves.

Castor Bikes makes frames for mountain, road, trekking and city bikes. Frames are hollow, so cables may be routed internally, and weigh from 2.5kg to 3.5kg (5.5 lbs. to 7.7 lbs.), depending on the size and the type of wood used.

The company says wood is not only an ecological material, but is "warm" to the touch and absorbs vibrations. Castor says its bikes accommodate any road surface and any weather conditions.

And if the frame picks up a scratch, it can be repaired with a little varnish. Try doing that on your carbon frame.

■ BS

A new Moon is rising for Kross

Polish bikemaker Kross believes its Moon mountain bike can help it grow in Western Europe.

As Poland's leading bikemaker, Kross, **B3-206** says it has a market share of about 25 percent there. Now it's eyeing Germany, England, France and the Netherlands as targets for expansion. The company currently distributes to 41 countries, but has a limited presence in Western Europe.

Kross launched the Moon earlier this year and at Eurobike is showing three variants of the 27.5-inch, full-suspension enduro bike. The company is also debuting cross-country, triathlon and road bikes here.

Kross has expanded its export business since the early 2000s, initially in Hungary, Russia, Lithuania, Latvia and Ukraine. ■



Kross Moon



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EZ-001A CCO-017AG SP-005AG CJA-001S CFL-001AG3 CMP-155AG7

Overview: Plus-size components

The supporting cast that will help plus-size bikes take off with buyers

A year ago, fat bikes were all the buzz at Eurobike. Many brands had at least one model on display to test the waters. It's the same dynamic this year with a slightly different footprint: Instead of fat bikes, it's all about the "plus-size" bikes.



WTB Trail Boss 3.0

The *Show Daily* has covered the new plus-size bikes at Eurobike in earlier issues. But it takes more than bikes to sustain a trend: component and parts makers have to get on board as well with

a variety of supporting products. Here are a few of the supporting players in tires, forks and wheels, without which plus-size bikes would have a short run.

Teaming up with Rocky Mountain for the groundbreaking Sherpa model, **WTB B4-105** was one of the first brands to offer tires and rims for the new size. Its Scraper rims are available in 35mm and 45mm widths, and the Trailblazer was one of the first tires to come in a 2.8-inch width.

Now, WTB is following up with the more aggressively treaded Bridger 3.0. At Eurobike, WTB also premieres its Trail Boss 3.0.

With square lugged knobs, it promises even more traction that should open more technical terrain up to riders on the plus-size bikes. Thanks to TCS Light construction, the tires weigh in at a relatively moderate 1,125g.



Vee Tire Trax Fatty

When it comes to plus-size-specific tires, **Vee Rubber's A3-713** aftermarket brand, Vee Tire, might well offer the largest selection.

Its Trax Fatty models come in widths from 2.8 to 3.25 inches. For 2016, Vee Tire is launching more plus-size tires for both 27.5- and 29-inch wheels.

For all-mountain and enduro riders, Vee has a version of its Crown Gem that features taller knobs on the shoulder for maximum traction when cornering, and

a fast-rolling center knob pattern. With the Bulldozer, Vee has adapted a proven fat bike tread for this narrower plus-size format.

As a relatively small tire brand, **Onza Tires B1-406** has to follow a different strategy than its bigger rivals. The Swiss brand does this by putting an emphasis on versatility, quality and design simplicity.

Onza is entering the new market with its most versatile tread first. The Canis is a fast-rolling tire with decent shoulder knobs. With the added contact patch of the plus-size concept, it promises plenty of traction for all circumstances.

With its Canis 27.5x2.85 at Eurobike, Onza is targeting riders who want to switch between fast-rolling 29 inch-wheels and sturdy 27.5 plus wheels on the same bike — a concept that, speaking of traction, is catching on with manufacturers and consumers.

While some of the big tire manufacturers are still wondering if they want to invest in plus sizes, **Innova Rubber A3-809** isn't hesitating. It's showing no fewer than three different

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1x11
2x11
2x10

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For every bike, there's a rider. A rider who builds it. A rider who knows it. A rider who's always ready to take the bike somewhere new. Introducing GX, the drivetrain for people who love to ride without restraint. From beginner to expert, GX delivers personalized gear choices that take you as far and wide as you want to go. Engineered in Germany with 1x and 2x options, SRAM GX brings the power of riding to everyone, everywhere.

models sporting 3-inch widths.

The Gneiss has the most aggressive tread of the trio, combining loosely spaced knobs on the shoulder with densely placed knobs across its central section.

For its Transformers models, Innova opts for smaller knobs that are more closely spaced across the tire, resulting in predictable cornering and easy rolling. The Transformers II has the most shallow tread of the three new plus size models, but given the larger footprint, even this mellow profile delivers plenty of traction for rides in more moderate terrain.

More important, the Transformers II has one huge advantage compared with Innova's other new plus-size tires: It's based on a tubeless-ready construction, saving crucial weight and further adding to the traction.



Innova Transformers II



Sun Ringlé Mulefut 50SL

Fork manufacturers also have to make some tweaks to accommodate the wider tires.

Last year, Fox **B1-500** returned to its old strengths when it presented its revamped 34 fork platform.

For 2016, the fork will come in a version Fox calls the 34 Float 27.5+. The obvious difference is that the thru axle now fits 110mm hubs, while the lowers offer plenty of space for tires up to a width of 3.25 inches.

The fork's internals are worth a closer look as well: The fourth generation of the closed Fit4 cartridge lets the fork sit higher in its travel without diminishing its

small bump sensitivity, and the new float air chamber has a slightly more linear rate, making it easier to use all of the fork's 150mm of travel

Hayes **A3-304** has also set its sights on plus-size. The Magnum suspension fork from its Manitou brand has garnered some OE spec for 2016, showing up on bikes from Rocky Mountain, Specialized and Trek.

At the same time, Hayes' wheel brand **Sun Ringlé** has modified its popular Mulefut fat bike wheelset for plus sizes.

The rim width was reduced from 80mm to 50mm, hence the model name: Mulefut 50SL.

The rim itself is a machined single-wall profile with added box sections at

the sidewalls and cutaways on its center section. These rims are compatible with the Sun Ringlé Tubeless Ready system and is laced up to SRC hubs with axle widths of 110mm up front and 148mm in the back. ■ LVR



Fox 34 Float 27.5+

B187

- BODY** : Aluminum 6061 extruded
- SPINDLE** : Cr-Mo
- BEARING** : DU / Sealed
- SIZE** : 108 x 106 x 17.8 mm



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New Products 2016

Bulls E-Stream Evo



The E-Stream Evo series incorporates the highest performance rechargeable battery on the market paired with a Brose mid-drive motor that puts out a punchy 90 Nm of torque. The Evo 3 27.5+ features a RockShox Yari fork and Shadow Plus derailleur. Other models in the line include full-suspension mountain bikes, speed pedelecs and trekking bikes. **B3-401**

Giro Synthe MIPS

Giro integrates MIPS with its Synthe road helmet for 2016. Short for Multi-Directional Impact Protection System, the MIPS system provides more protection in certain types of impacts. Other hallmarks of Synthe system — aerodynamics, ventilation and light weight — remain. **B2-400f**



InterLock ComboLock

The keyless ComboLock opens up new opportunities for OEMs and the entry-level aftermarket. Designed with a basic security level for daytime use, the ComboLock stores out of the way inside the seatpost when not in use. It's 90cm (35 inches)

long, enough to pass through the frame, rear wheel and around a bike stand or other fixed object. **FG-B4/G**



Kross Le Grand

Le Grand, a stylish city bike and accessories brand from Kross, makes its premiere at Eurobike. Le Grand bikes are fashionable, with a classic retro style updated to contemporary standards. The Le Grand line includes a wide selection of matching accessories. **B3-206**



Simplon Chenoa Uni

The Chenoa Uni is the first low-entrance carbon fiber bike with an integrated Bosch mid-drive motor. It's comfortable as well as stylish, and the carbon frame makes it much lighter than comparable aluminum e-bikes. It's durable enough to for everyday use. **A1-405**



Andy Muff Gearbox Integration Solution

Designer and developer Andy Muff has simplified the problem of attaching different gearboxes or mid-drive e-bike motors to the same bike. Muff's adapter allows OEMs to mount most centrally mounted gearboxes — with or without electric support — on the same frame. **A2-403**



Vittoria Ikon MTB

Made with the same premium Italian quality as the Ikon road shoes, the Ikon MTB shoes are made for racing. A Microfibr soft-touch upper incorporates laser-cut nano holes, while a nylon mesh provides support. The carbon sole is made with Vibram SPD rubber. **B2-200**



VDO M1.1

M1.1 is an entry-level cycling computer with all of the basic functions. Large digits on the huge display show two functions simultaneously — an upgrade from the previous M1 model. A scan function automatically reverts the display to the current speed every five seconds. The M1.1 is available in wireless and wired versions. **A5-206**



CamelBak Palos 4LR

For riders who want to keep their shoulders free, the Palos 4LR spreads the weight of its liquid cargo comfortably across the lumbar region of the back and on the hips. It has a 1.5-liter Antidote reservoir. An integrated tool organizer and overflow pocket provide storage. **B4-301**

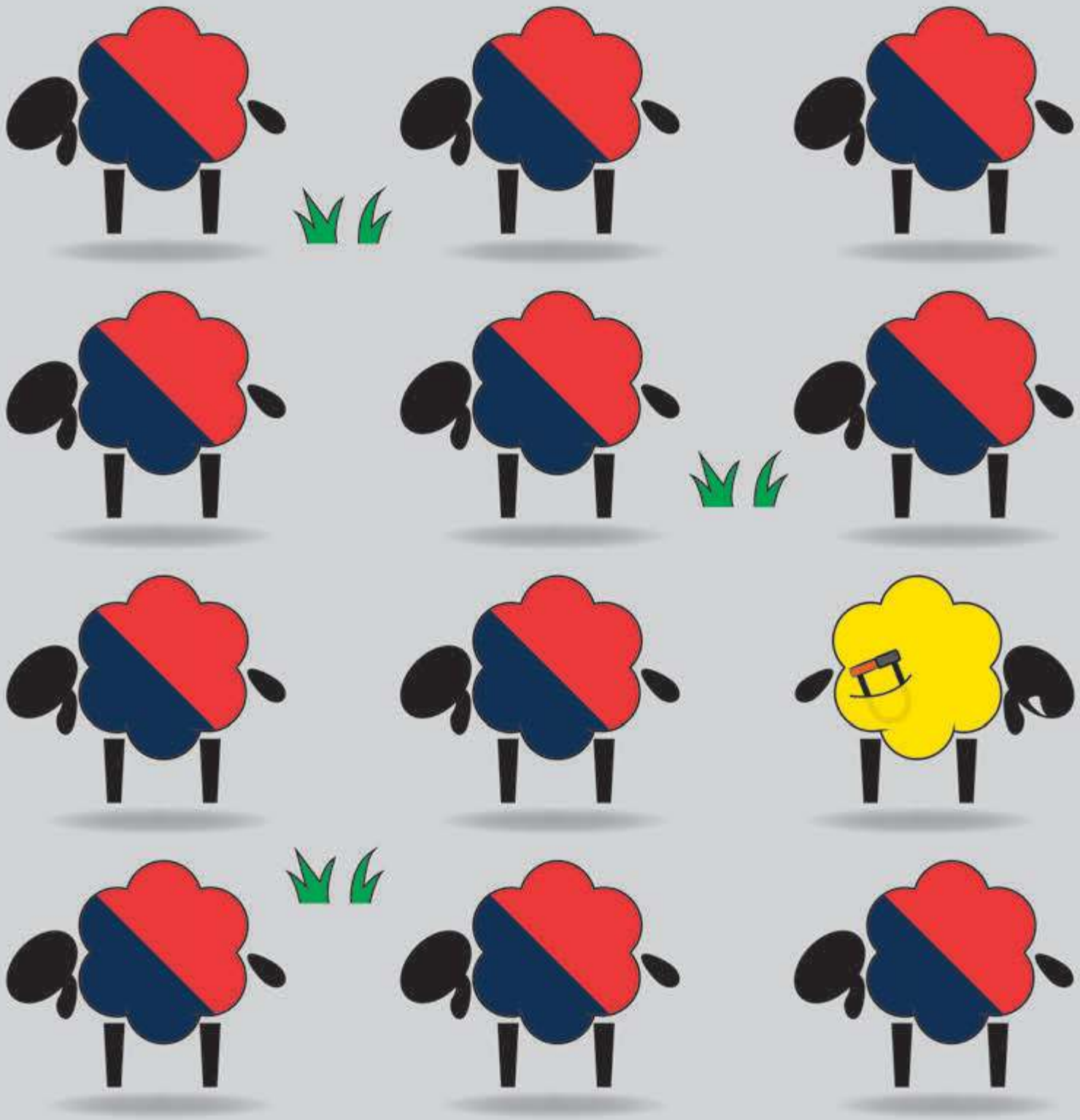


Adidas Eyewear Evil Eye Evo Pro

With the new Vario lens by Adidas Eyewear, glasses change with the weather for the clearest possible vision in all conditions. The photochromic lenses change automatically from clear to dark in 20 seconds. The transmission range is from 0 percent to 92 percent, or from category 0 to category 3. **B5-100**



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stand out in a crowd.

New Products 2016

Yepp Solo and Duo Trailers



It's child's play to attach a Yepp Solo (shown) or Duo Trailer behind the bike. Kids are protected from wind and rain, and ride in comfort and safety with a sturdy back support, large pillow, three-point harness with soft shoulder straps and a large safety belt. Trailers quickly transform into a stroller or jogger. **A7-409**

Bickerton Portables



Folding bike pioneer Bickerton has been around for more than 40 years but is making its Eurobike debut with three new frame platforms: the very portable 14-inch Scout; the 16-inch Pilot; and the 20-inch Comet with a steel Cro-Mo frame. The bikes retail for between €350 and €1,500 (\$380 and \$1,635). A range of complementary accessories is also on display. **B4-303**

Pinhead City Lock

Pinhead's new City Lock delivers high security with little weight, good looks and convenient storage. At 660g (23 ounces), the City Lock is less than half the weight of similar frame locks. A 40mm cross-section deters bolt cutters, while a colorful coating protects the frame from scratches. The City Lock uses the same key as other Pinhead locks. **B4-107**



Votec VE

The VE, a 2016 enduro bike, closes the gap between Votec's VM Allmountain and VD Gravity Bike. A highlight of the VE is the ability to change the geometry and travel with a "flip-chip" that enables the bike to ride with 160mm to 170mm of rear wheel travel, matching a 160mm to 180mm fork. The frame is designed for 1x drivetrains. **FG-A9/3**



Evoc FR Supertrail Bolivia

Inspired by the La Paz region of the Bolivian Andes, the limited edition, 20-liter Protector Backpack comes in a subtle blend of olive and slate colors. A TÜV-GS-certified Liteshield back protector offers safety, while other features make high-altitude biking more comfortable. **B4-201**



Hachisuka Zero-Punc

Hachisuka says its no-puncture tube is lighter, stronger, and more like a regular inner tube than similar products. **B2-405**



Protective Perth Bib

Made with a multi-layer knit construction of Eschler carrier material, the Perth Bib fits like a second skin for racing. It manages moisture and is highly breathable, elastic and friendly to the skin. The upper material of the pad is based on seaweed to nourish the skin and prevent inflammation. **B5-304**



Rotwild R.X+ FS

The R.X+ FS, an e-mountain bike for trail riders, accepts regular and plus-size 27.5-inch tires. Multiple-dropout inlays let users customize the rear stay length, while adjustable headset inlays allow them to fine-tune the steering angle. The new XCS suspension system offers a very linear response characteristic. It's equipped with a Brose mid-drive motor. **A2-201**



SwissStop ExoTherm

The new ExoTherm brake pads provide durable, consistent braking performance. An aluminum backing plate uses integrated cooling fins to dissipate heat rapidly. ExoTherm will be available in late 2015 in eight models for all popular disc brakes from Shimano, Formula, SRAM, Avid and Magura. **B1-407**



Amplifi MKII Knee Pro

The updated version of the MKII Knee incorporates unique lateral stabilizers to help prevent ligament injuries. Like its predecessor, the MKII Knee Pro uses Armourgel, which helps stabilize the knee when quickly overextended or twisted. The Knee Pro also uses Schoeller Ceraspace, a new fabric for MTB kneepads that resists abrasion and heat but has very low friction for easy sliding on trails and rocks. **B5-207**



New Products 2016

Crankbrothers

Mallet E

For enduro riding and racing, the Mallet E is small and light at 419g (15 ounces) per pair. A 52mm Q-factor provides maneuverability, while chamfered edges ward off rock-strikes. The concave platform features six adjustable pins for grip, and ribbed body sections for better traction when unclipped. It's customizable to fit any clipless shoe brand, size, or model. **A5-301**



Chromag

Fubars

OSX 35

The Fubars OSX 35 aluminum handlebar features a modern 35mm bar clamp. The clamp interface provides a strength-to-weight ratio suitable for downhill and trail use. The Fubars OSX 35 is Chromag's widest aluminum bar and will be available in black, blue, red and charcoal/yellow. **B4-104**



Nevi

Stelvio LA1

With its background in specialty metals, Nevi has created a handcrafted custom frame that is traditional in appearance and contemporary in function. A 1.5-inch headtube accommodates a tapered fork and larger diameter downtube. Welds are smooth and invisible, and cabling is internal. Nevi engraves its logo on the bottom bracket shell and the brake bridge. **B3-504**



Reynolds ATR wheels

Short for "All Terrain Road," Reynolds' ATR wheels are built on a wide-profile carbon fiber rim for larger all-terrain tires. The wheels use 24 steel spokes for a smooth ride and are compatible with Center Lock disc rotors. **A7-202**



Corratec

InsideLink

10Hz 175 X

The InsideLink 10Hz 175 helps riders climb hills like an alpine ibex, while maintaining traction on downhills on all surfaces. The top version of Corratec's enduro bike will come with RockShox Pike 160mm fork, SRAM X1 drivetrain, handmade Conti Kaiser 27.5-inch tires and other high-end components. **B1-300**



Winride

Perfect Double

Winride's new toolkit integrates a cyclist's three most important needs — a multitool, chain breaker and CO2 inflator — into one of the smallest packages on the market. Made with Winride's exclusive forming technology and chrome coating, the Perfect Double resists rust. The detachable CO2 inflator fits a 16g cartridge. **A7-424**



Seatylock



Seatylock transforms from a bicycle saddle into a one-meter (3-foot) lock in as little as 15 seconds. A universal adapter ensures compatibility with any bicycle, and is simple to use for OE customers or to sell as an aftermarket product. The saddle adjusts forward, back, up and down. **A7-306A**

Dr. Pad

118 Pista



Doc 118 Pista is designed for track and time trials, ensuring freedom of movement for racers who maintain a high cadence or strike hard on the pedals. Dr Pad's Cutting Technology allows for smooth cuts and gradual transitions of the medium-density foam, while its Gel Injection Plus puts gel inserts exactly where needed and allows them to be shaped precisely. **B5-610**

F-Lite

Megalight 140 Hybrids

F-Lite calls its Megalight line "hybrid underwear" that combines first and second layers. The Megalight 140 series is for running, training, fitness and cycling and is based on a T-shirt cut. Pieces look less like functional underwear, with defined hems, looser fits and more subtle designs. **B5-203**



Ortlieb Back Roller Pro

With 70 liters (for the pair) of volume, the Back Roller Pro panniers fit the bill for long touring or family trips. The waterproof panniers have roll closures. An outer eight-liter pocket provides extra space. The panniers mount to nearly any rack and can be carried off the bike like shoulder bags. **B5-600**



New Products 2016

Swingtrike



This agile 20-inch cargo bike has a wheelbase of 130cm (51 inches) — no longer than a conventional city bike, yet large enough for a low-riding luggage rack. The rack's low center of gravity lets riders haul loads of up to 30kg (66 lbs.) without affecting the bike's performance. **FW-318**

Axevo Pignol-One 2.1



With 45 teeth, the Italian-made Pignol-One 2.1 helps cyclists make it up those extreme ascents. It fits XX1 and X01 systems, and is available in several colors including red, gray and black. **FG-B8/7**

Northwave Arctic Jacket

The Arctic Jacket offers top-of-the-line protection and comfort for winter riding, thanks to eVent's new windproof DVstretch membrane solution. It's used in a three-layer BP Puma laminate, which covers the front and back surfaces of the jacket for outstanding wind protection, breathability, and elasticity. The fabric can stretch by 35 percent and fully recover. **B5-601**



Unior Suspension Service Set 1704

A relatively small but well-thought-out toolset solves most of the problems that professional bike mechanics and MTB enthusiasts face every day when maintaining and tuning suspension systems. Unior's Suspension Service Set 1704 includes 27 tools in a case with custom foam cutouts, so the right tool is always at hand. **B2-303**



Humpert Ergotec Safety Level System

Humpert's Safety Level System promises that users can quickly find the right handlebar, stem and seatpost. The system recommends a "safety level" for components based on the rider's bike type, maximum weight and anticipated speed. **A4-400**



Tobu Aero Assistant

The compact Aero Assistant e-bike has regenerative charging. Combined with no-puncture tires, the Aero Assistant will keep going in harsh conditions and even natural disasters. **B2-405**



Deuter Attack

The Attack protector pack provides the highest level of protection along with a new carry concept and other clever details. The Attack uses a thick high-tech foam panel for safety. Normally soft and flexible, the foam delivers shock absorption during hard falls and other impacts. The Attack is available in four sizes. **B5-200**



BrakeForceOne BFO H2O

The H2O is a hydraulic brake that works with water instead of oil. It simplifies bleeding and is more resistant to heat. To prevent freezing, the water is mixed with 20 percent Glycantin from BASF. A powerful new caliper improves brake modulation. **A2-406**



Lake Cycling MX180

The MX180 harkens back to Lake's enduro and downhill heritage. The upper protects against the elements, while the Hypergrip rubber sole provides sure-footed grip on all surfaces. Ice Lock tread inserts are a distinctive touch, while the side-mounted Boa closure is adjustable and comfortable. **B4-304**



Walleräng M.01

Handmade in Sweden, Walleräng e-bikes feature smart, clean designs and modular functionality. The Model 1 uses the Shimano Steps e-bike system and the Walleräng Modular Travel System, which includes easy-attach front and rear carrier devices. **A4-605**



ANGEL PURE PERFECTION



Archtech rail system



Y shaped cut out



Full composite construction

The Velo Angel is a saddle for riders with high standards.

The innovative **Archtech rail system** and **full composite construction** gives suspension function and shock absorption for support in any position.

The unique **Y shaped cut out** allows natural flex, supporting your sit bones for the entire ride.

Coming in at just 122 grams for the carbon model, the Angel is a road racer's dream. The Angel has no limits on performance or comfort.

It's designed to last the distance.

**VISIT US
B2-503**



Angel Glide
VL-1684
128 * 282 mm
122 gr



Angel Dive
VL-1739
127 * 285 mm
220 gr



Angel Ride
VL-1776
144 * 285 mm
245 gr



Angel Fly
VL-1747
127 * 285 mm
245 gr



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New Products 2016

ITM X-One Road Set



Sinuous and elegant, the X-one is a new generation of handlebar, stem and seatpost. The drop has a new bend and design, while a shorter reach improves ergonomics in the resting position. Completing the set is a carbon monocoque stem in 1-1/8-inch and 1-1/4-inch sizes. **A1-504**

Roc-Ket Cargo Bikes

Roc-Ket's cargo bikes haul up to 120kg (265 lbs.) of cargo on its low-slung carrier, so cyclists don't have to worry about balance and handling. For an even easier ride, Roc-Ket now offers electric assist and an oversized brake. The frame is just 25cm (10 inches) wide for easier storage. **FG-B8/4**



Polaris Assault

The Assault is one of several Polaris 2016 models implementing its new Gear Speed Technology, which brings motorcycle-style shifting to e-bikes. Each gear is electronically programmed so the motor provides the correct RPMs. As the rider shifts to higher gears, the system automatically increases power and acceleration using sensors that track cadence, incline and the selected gear. **ZH-303**



Garmin Edge 25

Garmin says its Edge 25 and 20 are the smallest GPS cycling computers on the market, so they're easy to travel with. They are GPS and GLONASS-enabled. The Edge 25 adds ANT+ and Bluetooth capabilities and pairs with other sensors for heart rate and cadence monitoring. **A5-201**



MKS

US-L Ezy-Superior

With its patent-pending binding system, the pedal holds the cleat securely, yet the rider needs only minimal force to unclip. A conventional triple-screwed cleat system is compatible with most road bindings on the market. Key to the design is a separated binding system that reduces by half the force required to unclip. **B2-405**



Zephyr Moxos

This light, inexpensive urban e-bike comes with a 350W central motor that's paired with a two-sided torque sensor. The Moxos uses a hassle-free belt drive joined to a Shimano Nexus 8-speed internal gear hub. The complete bike weighs 18kg (40 lbs.) **ZH-218**



Fabric Cageless

There's no need for a water bottle cage because the Cageless mounts directly to the frame. The 1.5g studs are secure and unclutter the look of the bike. **B1-410**



La Fonte Vortex SAT Man

The Vortex SAT Man satisfies the need for a chamois that grants maximum freedom of movement with enhanced breathability and moisture management. La Fonte's SAT — Shock Absorption Technology — was developed with the Bioengineering Center of the Politecnico di Milano. This exclusive system provides maximum protection in key pressure points and neutralizes impact vibrations. **B5-613**



Wahoo Kickr Snap

The Kickr Snap lets users control pedaling resistance through a smartphone, tablet or computer. Reliable power measurement allows users to monitor and adjust the intensity. It works with such training platforms as Zwift and Trainer Road, so riding indoors becomes more competitive, interactive, convenient, and fun. **FG-A5/9**



Verve Cycling InfoCrank Classic



The InfoCrank Classic power meter is for hard-core racers. A one-piece, 130mm crank spider supports a standard race double ring pair. A 24mm axle fits BSA-standard bottom bracket units. It's available in sizes from 170mm to 177.5mm in an anodized silver or black finish. The InfoCrank Classic comes with 53/39T Praxis LevaTime cold-forged rings. **B1-502**

New Products 2016

Momes O-Synce Coachsmart

The three-in-one Coachsmart computer is at the heart of Momes' new smart technology series. It acts as a second screen to connect ANT+ sensors and Bluetooth devices. It synchronizes training results with a smartphone or other devices, such as those from Suunto and Polar, and lets users upload their training results to the Momes cloud. **B1-502**



9point8 Fall Line



The Fall Line dropper post from Canadian brand 9point8 lets riders infinitely adjust their seatpost height. It's available in 30.9mm and 31.6mm diameters, with either 125mm or 150mm of travel. The mechanical DropLoc system locks the post in position without having to circulate large amounts of hydraulic fluid. Users can remove the post without having to cut the cable using its tool-free disconnect system. **B4-104**

Winther Cargo

Whether it's used to haul kids or cargo, Winther's new Cargo makes it easier with a hub motor and with two or four seats. The electrified Cargo has a walk-assist function. All wheels are equipped with hydraulic brakes. A see-through cover offers little passengers a 360-degree view. **A7-403**



Futa-Q Samurai



Futa-Q and TIG celebration their debut at Eurobike with the titanium Samurai road bike. Its design is inspired by Japanese spirit and artistry. **B2-405**

TRP Spyre

The Spyre is a dual-piston mechanical disc brake that offers superior performance and is a snap to set up. Its standout feature is its dual piston actuation: Both pads actuate for even and precise clamping force, translating into even pad wear and easy adjustments. The Spyre is available with 140mm or 160mm rotors. **A5-204**



Breezer Beltway 11

Equipped with a Gates carbon belt drive, the Beltway 11 is a clean and light commuter. The belt drive lasts almost twice as long as a traditional chain. The Beltway comes with SKS fenders, an SKS pump and carrier, kickstand, bell, hub-powered B&M lights that don't need batteries, Shimano Alfine 11-speed drivetrain, and Shimano hydraulic disc brakes. **B4-300**



Slide2go

Slide2go now offers easier handling. Slide2Go baskets can be unlocked with the Easy Click push button, while Slide2Go bags can be unlocked by pulling on one strap with the Easy Pull System. Slide2Go is certified by the TÜV testing institutes. **B5-605**



OWN FR-01



The FR-01 is for flat pedal freeriders and all-mountain riders. The Vibram outsole provides durability and grip on the pedal, and traction off the bike. A Kevlar and TPU film-welded outer upper provides extreme abrasion protection and can be removed for cleaning. The waterproof inner bootie is interchangeable. **FG-B8/2**

Edco Monoblock cassette

Edco transforms a solid block of cold-forged CrMo steel into a unique monoblock cassette. Produced in 10-speed versions for Shimano and SRAM and 11-speed for Campagnolo, Shimano and SRAM, it is available in several ratios. And the Edco Monoblock 11-speed cassette fits a 10-speed body so you can upgrade and keep your old wheels. **A3-716**



3T Orbis II C50 Team

Leading the 3T 2016 wheel range is a limited edition version of the Orbis II C50 Team. The wheelsets, available exclusively through Hartje, 3T's German distributor, will be limited to 99 sets. Special decals honor the Italian origins of 3T. The limited edition wheelset has been unveiled at the Hartje booth. **B4-402**



Speeding the acceptance of speed pedelecs

It's hard to imagine roads in most European countries that don't have cyclists cruising along on Electric Power Assisted Cycles (EPACs), also known as pedelecs. If one believes sales statistics, these standard pedelecs, which are limited to assisted speeds of 25 kph (15 mph), outsell traditional bicycles by 10 percent in some markets.



A well-traveled speed EPAC, or speed pedelec

But it's a different story for speed, or s-pedelecs — bikes that are capable of reaching assisted speeds of 45 kph (28 mph). The market for s-pedelecs is doomed to the shadows. No more than a few thousand s-pedelecs now find their way from dealers to customers.

The main reason speed pedelec sales haven't accelerated as they have for standard pedelecs is probably due to use restrictions imposed by some countries.

In core markets, authorities have banned the use of s-pedelecs on bike lanes in cities and in other built-up areas. S-pedelecs are forced onto regular roads, where they have to contend with vehicular traffic traveling at speeds of around 50 kph.

In practice, speed pedelecs rarely reach 45 kph — and only if the rider works extra hard. But no one, especially someone commuting to the office, wants to arrive soaked in sweat, so cyclists typically ride at lower speeds.

Yet that leaves many s-pedelec riders in an uncomfortable position. Many don't feel at ease on a roadway, so they "cheat": They may remove the rearview mirror, side reflectors and license plate — all hallmarks of an s-pedelec — and ride them illegally on bicycle lanes, through parks and the like.

Accidents can lead to serious consequences, and if there are too many accidents involving wayward s-pedelecs, insurance companies and politicians may be encouraged to ban them entirely.

For this reason the bicycle industry has to compromise with the traffic associations, and begin lobbying authorities to ensure that traffic rules explicitly allow this new kind of mobility. It is in everyone's interests to support the use of these vehicles because a speed pedelec can be an excellent car replacement, especially for commuters who live outside the city.

A new type of type approval. In addition to restrictions on their use, s-pedelec manufacturers are also grappling with the uncertainty of the type approval process.

New EU regulations, scheduled to

become effective on Jan. 1, 2017, should help resolve some of these uncertainties. The forthcoming regulation, No. 168/2013, will replace existing regulation 2002/24/EC. Type approvals granted under the existing regulation will remain valid.

The new regulation outlines a more precise method for determining type approval. It also enhances the authority of EU member states to supervise the s-pedelec market.

Manufacturers that are outside of the EU will need to name an EU-based representative, which can be an importer or distributor.

Manufacturers within the EU will bear increased responsibility for potential safety risks. The new regulations also spell out the obligations of manufacturers and retailers for product recalls.

Before authorities grant type approval, the manufacturer has to declare whether it can provide engineering calculations, simulations or actual test results for components in case of a recall. If there is any doubt that a manufacturer can supply such documents, the authorities may deny type approval.

In other words, manufacturers will have to do their homework before seeking type approval. They will no longer be able

to assume that, if a particular component hasn't failed before, it won't fail in the future. Instead, the demands of licensing a speed pedelec will be comparable to those for cars.

Manufacturers will also be required to provide technical documents covering maintenance and repair data to all for an appropriate fee

Staying in tune. The regulations lay out several technical prerequisites for speed pedelecs. For example, lights have to turn on automatically. Manufacturers also have to make provisions to prevent

manufacturing process for speed pedelecs. Manufacturers will need to use a quality assurance system that ensures the implementation of production continuity. This is unknown territory for many bicycle manufacturers, but it also gives them the chance to redesign and improve their processes.

To be perfectly honest, how many manufacturers are currently able to track frame and fork numbers, and know with certainty which batch of stems or handlebars was mounted on a standard bicycle, and which on a pedelec?

Although the new regulations are



Dirk Zedler at the Zedler Institute

retailers or customers from "tuning" an e-bike system so it performs at higher speeds than allowed.

Currently, speed pedelecs are required to comply with existing standards for trekking bikes and, as of Aug. 1, with the ISO standard 4210.

This author believes these test requirements fall significantly short, and recommends that speed pedelecs at a minimum be tested to meet the requirements for mountain bikes included in the ISO standard 4210. Ideally, they should be tested beyond these requirements.

The reasoning will be familiar to many dealers: In hilly areas, s-pedelec owners often return to the shop after just a few hundred kilometers because their brake pads need to be replaced. High brake loads also affect the frame and fork.

Unknown territory. The new regulations will have far-reaching effects on the

becoming stricter and more detailed, there are still gray areas. For example, vehicles weighing less than 35kg (77 lbs.) aren't required to have a fluid level window on the brake fluid reservoir. There is no provision for anti-theft devices, or for kickstands that fold automatically.

Speeding market acceptance. These new regulations offer a roadmap for the bike industry to help meet the technical and safety requirements associated with this emerging class of bicycles.

Speed pedelecs have great potential to become attractive car replacements, but conditions are not yet ideal to encourage their use and marketability.

The industry and political leaders need to work together to either allow faster speeds for speed pedelecs, or slow down urban traffic. Only then will the speed pedelec market gather speed.

■ DIRK ZEDLER

The Zedler Institute

Since 1993, graduate engineer Dirk Zedler has served as an expert witness on bicycle accidents and material failures on behalf of courts, manufacturers, insurance companies and individuals. He has been an officially appointed and sworn expert for bicycles since 1994, and for e-bikes since 2014. His team currently publishes some 800 expert's reports a year.

The Zedler – Institut für Fahrradtechnik und- Sicherheit GmbH benefits from this enormous wealth of knowledge. It offers extensive research and development services to help bicycle manufacturers improve their products.

The Zedler Institute offers testing systems for purchase by manufacturers, and also tests products from customers around the world in its own laboratory.

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2015 Travel Talk

Cycling and tourism: Better together

Learn about the latest trends in cycle tourism at today's Travel Talk, a daylong congress now in its 14th year at Eurobike.



Sri Nakorn Khuankhan Park in Bangkok, Thailand, is an example of cycle tourism opportunities in Southeast Asia. Several companies in Bangkok offer guided bike tours. (JB)

This year's Travel Talk will focus on new research and will include an innovative segment called Business Speed Dating. Guest speakers and group discussions will tackle such topics as e-mountain bikes, fat bikes, and cycling for enjoyment.

In the afternoon, experts will lead small groups on tours of the Eurobike show floor to look at trends and talk to industry decision-makers.

Admission is free for anyone who attends Eurobike, and discussions are simultaneously translated into English. Most events take place in Room Berlin.

Travel Talk begins at 10:30 a.m. in Room Berlin. Michael Adler, managing director of the Tippingpoints agency, kicks off the congress by highlighting the connection between everyday cycling and cycle tourism.

While rarely considered together, these two forms of cycling often share the same infrastructure, providing opportunities for authorities that oversee each form to collaborate on planning and investments.

Bernd Holzhauer from Motor Presse Stuttgart will attempt to answer the question "What moves the Germans?" with a study on the development, role

and intensity of German's passion for cycling.

Dr. Bert Hallerbach from T.I.P. Biehl & Partner will discuss bike racers and the associated tourism potential of *jedermann*, or "everyman," bike races.

Uli Stanciu, a pioneer of the European Trans Alps tour and a journalist and author, believes that e-bikes will significantly change the sport of cycling as well as cycle tourism, as hills and mountains become infinitely more attractive from the saddle of an e-bike. Stanciu founded Germany's leading consumer magazine for mountain biking.

Travel Talk will then adjourn to the Fashion Show stage in the East Foyer for its first Business Speed Dating session.

Participants will have eight minutes to meet with one of 10 start-ups and established companies.

When a signal sounds at the end of each round, participants are encouraged to move to another table. A lunch break immediately after Business Speed Dating will allow participants to follow up with lengthier conversations.

The afternoon session includes such topics as EU grant possibilities and promotional opportunities for cycle tourism.

One of the most anticipated discussions will explore the conflict between mountain bike riders, e-bikes and hikers.

Ever since mountain bikes first appeared on the scene more than 20 years ago, peaceful coexistence between hikers and mountain bikers has been an ongoing issue — and the emergence of e-mountain bikes has only added fuel to the fire.

In his talk, Thomas Giger, of Switzerland's *Ride Magazine*, will provide examples from the entire Alpine region to show how these groups can get along, and where the challenges lie.

In collaboration with the Eurobike Academy, Travel Talk has also developed a series of lectures dealing with the possibilities and potential of cycle tourism for the bicycle industry, as a successful transition to "trade 2.0" depends on innovative concepts and additional services.

Finally, Travel Talk speakers will provide insights into the state of cycle tourism in Africa and Southeast Asia.

While Africa has the lowest bicycle density in the world, new infrastructure projects can help raise social appreciation of cycling while stimulating cycle tourism in the process.

In contrast, Southeast Asia already offers a spectrum of cycle tourism experiences, from adventure to luxury. Kris Gomeze, founder and editor of *Bicycles United Magazine*, will talk about the range of what's available in Southeast Asia.

At the close of the Travel Talk, participants will be invited to go one of three themed walks around Eurobike to learn about trends and technical advances, while talking with industry experts.

For a detailed schedule, registration and other information, visit www.eurobike-traveltalk.com or see the events guide in this issue.

Travel Talk is organized by Ulrike Saade's Velokonzept Saade GmbH, in cooperation with Eurobike. ■ US

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Riding & Dining after the show

Don't wait for a crisis to visit the 'Kongo'

What in the world does the Democratic Republic of the Congo have to do with the Friedrichshafen countryside?



A plate of Saurer Käs mit Trauerrand — Limburger cheese with onions and vinegar, surrounded by black sausage — at Grüner Baum (Photos: Roland Hecht)

Nothing, of course. So why do locals refer to a 65-year-old pub, the Grüner Baum ("green tree"), as "Kongo"?

You have to be a native or a longtime resident to know the answer — like Albin Beyer, a member of the Friedrichshafen cycling club FkU (short for Team Freundeskreis Uphill e.V.).

According to Albin, Grüner Baum was the only place in the area that had a TV in 1960, when farmers in the region were spellbound by the Congo crisis. The crisis was a civil war that broke out after the country became independent from

Belgium.

The Congo crisis was a major topic of conversation in Amtzell, and Grüner Baum was the only place to get caught up on current developments.

Albin was only nine years old, so whatever was going on in the Congo didn't much concern him. However, the nickname stuck, and today Albin recommends "Kongo" as his No. 1 food stop while cycling.

"Kongo is located in the picturesque western Allgäu countryside between Amtzell and Waldburg, not far from

Ravensburg. What I recommend there is Saurer Käs mit Trauerrand, a spicy and aromatic Limburger cheese with vinegar and fresh onions, surrounded by a border of black sausage."

The local snack is as rustic, and hearty, as the Kongo's innkeeper herself, Erika Schorer.

Tell her what you want to eat and she might respond, "you're lucky I'm taking your order, because I'd rather prepare a meal for myself."

Her customers know she's joking. They just order a locally made Fairly beer and enjoy her service — and her food.

Albin agrees that after a long show day an afternoon ride from the Messe fairground to Kongo and back might be too tough. The restaurant is about 30km (19 miles) from Eurobike.

"But I'm sure that a lot of show visitors are staying overnight in the eastern part of the Lake Constance region," he said.

"For them, Kongo and the classic Allgäu countryside would be a great alternative after an exhausting day at the show."

Albin, a retired appliance repairman, wouldn't be daunted by a day at Eurobike. He's one of the club members involved in the FkU's new ride, which it calls "So weit die Füße tragen, or "as far as your feet will carry you."

The cyclists start at 1 a.m. and head south for the Italian seaside city of Genoa



Albin Beyer (right)

— nearly 500km (310 miles) away. They ride until they drop.

On a recent attempt, Albin was one of three members who made it the farthest. Although the trio didn't make it to Genoa, they managed to get through 403.7km in the saddle, before darkness and sore muscles got the better of them.

For more information on Grüner Baum — or Kongo — visit www.gasthaus-gruener-baum.de.

■ 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. We hope you enjoyed their reports.

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Bicycle protection products bebop onto global market

Paul and Ciara McGriskin and their four kids were road tripping through the West Coast of the United States when inspiration struck.

The Irish family had their bikes strapped onto a rear rack of their RV. To protect the frames and parts from bashing into each other, they resorted to stuffing pieces of foam, sponges and old socks between the bikes.

Thinking there must be a better way, the McGriskins stopped by several bikes shops to buy protective gear and came up dry.

Paul's architect mind kicked into gear and he designed the Bike Bumper, a tool-free plastic disc with a rubber adjustment strap that mounts anywhere on the bike. He followed that up with the Double Bumper, which protects multiple bikes that are stacked on hitch rack carrier. The Double Bumper mounts to either the fork or seatstay to act as a buffer between the frames.

These bike protection products and many others are now sold around the world under the brand name **Bop Worx [A7-211]**.

Other Bop Worx innovations include a rear derailleur guard and fork guard with a disc brake caliper spacer and wheels so the whole bike can be rolled into a vehicle. The fork guard fits all fork types—a bold statement in this day of ever-changing axle standards—through an adapter that works with either 15 or 20mm thru-axles or a QR.

Bopwrap, a malleable, protective piece of molded rubber, will be on the market in December. Bopwrap encases any part of the bike, such as the toptube or pedals, and can be cut to length for a custom fit.

Paul McGriskin is also developing the Fork Stand, which doubles as a work stand or as a storage option for cramped apartments. The Fork Guard locks into the top insert of the body of the stand. Along with protecting bikes on a rack outside the vehicle, they are also designed to keep frames and parts ding-free while they are in travel bags, inside vehicles or being stored at home.

The McGriskins debuted their first products, which are sold separately, at Eurobike, but they've already found commercial success.

They initially targeted four large retailers in the U.K. and two in the U.S. and started dialing for dollars. The McGriskins landed an appointment with the buyer at the REI outdoor co-op chain in Seattle — a significant seller of bikes as well as other sporting goods — and went in hoping for at least a chance to sell Bop Worx products through REI's website.

Instead, they left with a deal to stock their products in 145 REI stores.

"We staggered out and looked at each other like did that really just happen?" Ciara says. "Our goal was always to go global as quickly as we could."

They followed up that deal with a 125-store agreement with Performance Bicycles, another significant chain of U.S. IBDs.

Six months after they started cold-calling, Bop Worx was in 18 countries and counting.

"There's nothing like it," Ciara McGriskin said. "Every retailer we've gone into has said, 'Yep, there's a need for that.'"

The McGriskins are launching a Kickstarter campaign on Tuesday with a goal of raising €35,450 to €53,180 (\$40,000 to \$60,000) to help fund further operations and

manufacturing costs.

For more information, go to bopworx.com/kickstarter. ■ NF



Ciara and Paul McGriskin of Bop Worx

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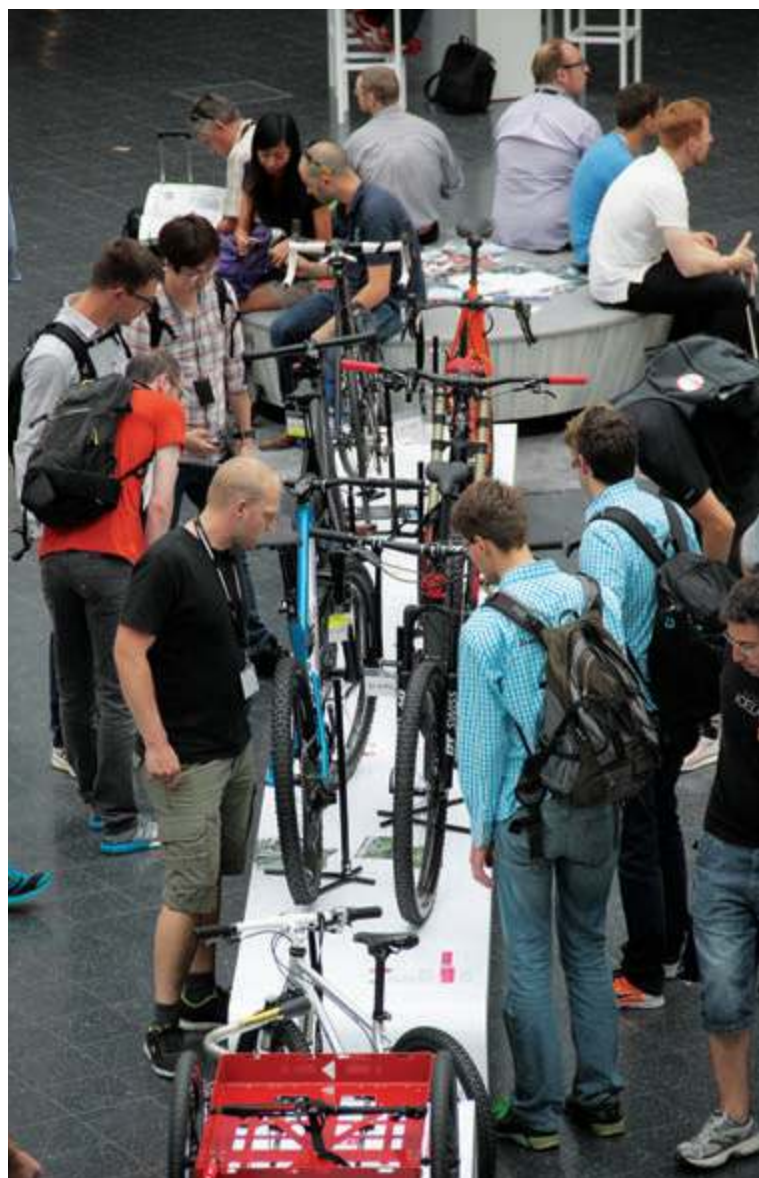
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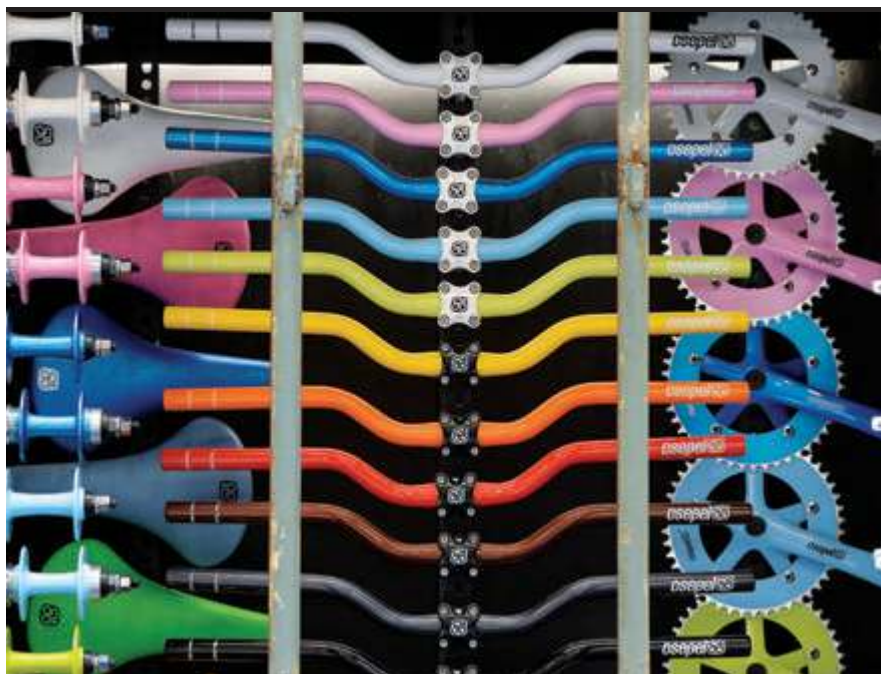
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Eurobike shifts into a higher gear





German brand does a Solid for the women of downhill

Solid Bikes hails from the Black Forest, right next to Germany's most difficult downhill mountain bike course. It used the setting — along with the expertise of 2012 UCI Downhill world champion Morgane Charre — to make what it claims is the first women's-specific production downhill bike.



Solid Strike Flare women's downhill bike

When Charre moved to the **Solid A2-315** UCI World Cup team, the company looked at supplying her with a small/medium frame, but it would not have been the ideal size.

"First we thought we'd make an extra size, but when we were developing it we decided it was also the geometry we needed to change," Matthias Reichmann, Solid's senior design engineer, said.

He pointed to shorter chainstays, a shorter wheelbase and steeper head

angle on the Solid Strike Flare, as the women's production model is known, as the main differences from the men's version.

"It's not only smaller, but the geometry is a little bit more nimble than the standard Strike. It takes less force to maneuver," he said.

He described the men's bike as a "flat-out weapon," and said that both models shared a good balance between front and rear wheels for fast, safe cornering, and a suspension fork that allows plentiful travel but is very difficult to bottom out.

Reichmann was enthusiastic about the growing number of women riding downhill.

"The market is growing," he said. "We're a pretty small company, so we're flexible and can do playful stuff. I think for the future downhill is going to increasingly feature girls, and the numbers [who are] racing are increasing. It was lucky that Morgane came to our team and we had the chance to develop a women-specific bike."

The company hadn't anticipated putting it into production, but public reaction forced its hand.

"We found there were a lot of people interested in Morgane's prototype," he said. "Every second woman I met said, 'I wanna have that bike!'" ■ **ML**

Birzman debuts fender that's aerodynamic

Can a fender make a bike faster?



Birzman's Lawrence Kuo (left) and Damon Millar with the AeroGuard fender (Photo: JB)

The staff at **Birzman B3-102** would answer "yes" to that question. The company is debuting an aerodynamic fender for road bikes it calls AeroGuard.

You'd think that road riders interested in speed wouldn't bother with a fender, but designer Damon Millar disagrees.

"Normally, road bikers will remove — for aerodynamic reasons — their fenders as soon as the rain stops," said Millar, a former member of the Redbull Racing Formula One team. "That's because these fenders are not designed for aerodynamics. The rear of a fender acts like a scoop. It catches the wind and increases drag. But you don't have

to remove our AeroGuard. They do not harm your performance."

Birzman says the AeroGuard was tested in a wind tunnel. Not to get too technical, but the company says the tests show that it "is outperforming modern toroidal wheels that cost \$1,000."

Lawrence Kuo, the general manager of Birzman, said the company has applied for patents on the AeroGuard design.

The AeroGuard is made out of a rugged polycarbonate material and weighs 200g. Birzman is showing versions for 700c rims with tires up to a width of 25mm. "We will soon present a second version for tires up to 29mm width," Millar said.

For Birzman "AeroGuard" is also an adventure. The Taiwanese company is known for its tools, so the aerodynamic fender is a new product category.

"If you wait for other companies to make aerodynamic fenders, they might not be as good, and you will be wasting aero drag while you wait," Kuo said.

Birzman could have used some aerodynamic help getting the AeroGuard to Eurobike: It didn't arrive at the show until yesterday. ■ **JB**

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Bottle-cage killer, qu'est-ce que c'est?

Fabric has re-invented the water bottle and cage system... by scrapping the cage.



Rebecca Crowder with Fabric bottles

Instead, two plastic studs are swapped out for the bottle cage bolts, and the bottle attaches via proprietary slots. Tested on rough terrain, the bottles don't rattle free, said Nick Larsen, the founder of **Fabric B1-410**.

Getting rid of the cage leads to cleaner lines, Larsen said. It also has another benefit, bottle designer Rebecca Crowder said: "We can make all sorts of different shapes and sizes of bottles, allowing us to create bespoke designs. We'll be able to go crazy."

The bottle-cage killer has been brought to market rapidly. "We came up with the concept after returning from Eurobike last year," Crowder said.

The 600ml bottle retails for €16.50, including the studs.

Fabric is owned by the Cycling Sports Group, which also owns Cannondale, Mongoose and GT. Fabric's Nick Larsen is also founder of Charge, Cycle Sport Group's boutique brand. ■ **CR**

As its Koblenz operation grows, so grows Canyon

Canyon is setting itself up for further expansion by opening an €18 million (\$20 million) assembly facility near its headquarters in Koblenz, Germany.

The 11,000-square-meter (36,190-square-foot) Canyon Factory, scheduled to open in October, will bring assembly capacity up to 450 bikes per day during peak production.

The workforce will eventually consist of 200, or about one-third of the total employees in Koblenz. The state-of-the-art factory will be modeled after an auto assembly plant, with bikes passing through 18 individual stations via conveyor belt.

The factory will start running on one shift, but has the capacity for three. By the end of the year, all **Canyon B4-404** bikes will be assembled and shipped from the new production and logistics center, supporting its consumer-direct distribution model.

The additional assembly capacity and adjoining 4,600-square-meter storage area comes just in time: Canyon is significantly expanding its global business.

It will open a sales office and service and technical support center in Australia by the end of the year to handle the Australia/New Zealand market, and recently expanded to Japan and South Korea. Canyon is

now in 15 countries with its range of road, triathlon, gravity, fitness and commuter bikes.

Expanding into the high-demand U.S. market is high on Canyon's priority list, said Frank Aldorf, Canyon's chief brand officer. "There's no set date," Aldorf said. "It's moved from being talked about to working on it."

Canyon doesn't have employees in the U.S., but it has partnered with another company in the U.S. to figure out how to ensure a high standard of customer service, technical support and warranty claims.

"The U.S. is very spoiled with customer service. We

really need to step up our game if we're going to play a successful role in the market. We're after return customers, not one-time shoppers," Aldorf said.

Canyon is also focused on expanding its women's offerings. It has stepped in to sponsor the Velocio-SRAM pro women's road team, which is being shut down at the end of this season. It just released its first women's bike, a fitness model, and anticipates growing that category, Aldorf said.

■ **NF**



Frank Aldorf

[FLOW RUMBA // MTB]



[Swiss Downhill Syndicate (SDS) Rider - Lutz Weber]

FLOW RUMBA

This year we teamed up with the Swiss Downhill Syndicate—a top ranked UCI World Cup team—to bring you a new tire, the Flow Rumba. With a downhill focus in mind, we started with our Tackee compound, preferred by the SDS Team for the small amount of rebound it has in comparison to other soft compounds offered by our competitors. We then added a variety of knobs that allow the tire to stick to the trail and corner with control. And finally, we wrapped it up with our new Gravity Core and Synthesis casing technology for maximum durability.



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27.5 x 2.35 (Tackee/2 ply) Tubeless Ready, Gravity Core, Synthesis
26 x 2.35 (Tackee/2 ply) Tubeless Ready, Gravity Core, Synthesis

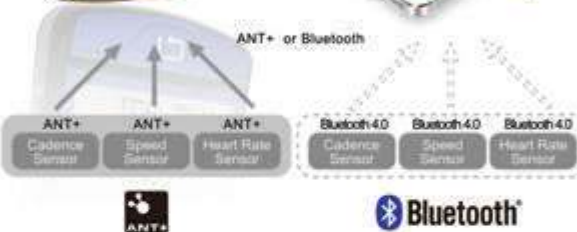
BEAD:
Folding Bead



New Technology
Bluetooth Smart Cycle Computer

MIRROR 100

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



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

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

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

- Accessories:
Mirror 100 is compatible with various Echowell sensors. They include:
 DMH30 Bluetooth 4.0/ANT+ Dual Mode heart rate sensor
 DMTR30 Bluetooth 4.0/ANT+ Dual Mode speed/cadence sensor
 MLT20 ANT+ magnet-less speed sensor
 MLR20 ANT+ magnet-less cadence sensor

Magnet-less Bike Sensors

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



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



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

From guitar hero to Sports Nut

Szymon Kobylinski used to be top of the charts in Poland. Kobylinski was a member of the Polish rock group Blenders, which had three No. 1 hits and a record contract with Warner Brothers.



Szymon Kobylinski (Photo: JB)

Poles will remember the group's best-known songs like Punkt G, Ciagnik and Owca.

But after 2000, their 10-year run abruptly ended and Kobylinski found himself looking for a new career. Already an avid downhill rider, he created a bike brand, North Shore Bikes.

"It was a great time with a total of 700 shows over a 10-year period. My life was in a tour bus from stage to stage," Kobylinski recalled yesterday. "Trends change and I still really don't understand what exactly happened. To make it short: It all fell apart."

From his gig as a guitarist and second vocalist with Blenders, he's built two bike

brands: NS, as North Shore is now known; and Creme Cycles. You'll find Kobylinski and the bikes at **Sports Nut, B3-200** his distributor for Germany and Austria.

He renamed the North Shore mountain bike brand to NS because of trademark conflicts outside of Poland.

"Now we are a brand from the North Shore of Poland," he said with a smile.

Kobylinski started Creme in 2010 with a friend who worked in the women's cosmetics industry, Maciej Kempa.

"In those days we imported Electra bikes, but they were a bit too shiny for our customers. We were looking for a vintage look without being old," he said.

Kempa's background in cosmetics proved to be a bonus.

"I still believe that due to his background, 70 percent of Creme Cycles customers are female. They like the stuff we do," Kobylinski said.

Both brands are sold in 15 countries.

Creme, a vintage bike brand, is finding international success in several countries including the Mike's Bikes chain in the San Francisco Bay Area.

NS, meanwhile, will make its debut at Interbike next month.

"It's a good mix, Kobylinski said. "On the one hand, we have stylish, vintage commuter bikes; on the other hand, we have mountain bikes from the North Shore of Poland." ■ JB

Carbon hubs are now the center of attention at aero wheelmaker Enve

Enve Composites is best known for its aero wheels, and the CEO of the U.S. company believes there's no better way to equip such wheels than to produce an Enve hub.

The new hub from **Enve B1-507** isn't just strong and lightweight. It features a patent-pending design and is made entirely of carbon fiber.

The Enve Road Hub has Ceramic Speed bearings and DT Swiss internals. Front and rear hub together weigh 235g. Eurobike marks the hub's trade launch, although the eagle-eyed may have spotted it on MTN-Qhubeka rider Steve Cummings's bike in this year's Tour de France.

Enve's factory and headquarters are in Ogden, Utah, an area with several manufacturers of military aerospace equipment. Enve benefits from being in a region that employs a great many composite engineers.

CEO Sarah Lehman joined Enve (then called Edge

Composites) in 2010 and brought the \$2.8 million company back from the brink of bankruptcy. It now has revenues of almost \$30 million and exports to 30 countries.

"Enve makes the strongest, lightest, most durable wheels on the planet," she said. "And now we've got hubs that complement our carbon rims."

At Enve, she's hands-on, riding her company's products — especially the mountain bike wheels, since Utah is blessed with world-class off-road trails. ■ CR



Sarah Lehman of Enve

Flanders' Bike Valley rises in Belgium; envisioned as cycling innovation center

Construction has finished on the externals for BikeVille, a modernist building that will become the headquarters for Flanders' Bike Valley, a tech collective created by Belgian companies Ridley, Lazer and BioRacer.

BikeVille is on an industrial estate in Paal, a town in Flanders, the Dutch-speaking part of Belgium. When it opens in April 2016, the 2,400-square-meter (25,835-square-foot) BikeVille will host a wind tunnel, a concept store and a business incubator with 25 cycling firms, including startups.

The Flanders' Bike Valley A7-300 was conceived in 2013 as a performance center modeled on Flanders' Drive, a cluster of automotive companies.

The nonprofit received seed funding from the Flanders government. It has evolved to cater to other forms of cycling, including bike tourism and urban cycling. Fifty companies are now members of Flanders' Bike Valley, some of them sited within 1km of BikeVille.

"The building is ready but it has to be outfitted," Flanders' Bike Valley CEO Bert Celis said yesterday. "At the start we had a large investment from Flanders' Investment and Trade, but with funding from our 50 members, and with funds generated from our wind tunnel, there will be less need for government support in the future."

The center will also include a restaurant ("with athletes' food," Celis

said), Ghent University's bicycle testing unit, and a bike-fit zone operated by BioRacer.

BikeVille's business-incubation unit will be a mix of startups and companies seeking to rub shoulders with other bicycle businesses. Aerodynamic road bike maker Velocite of Taiwan is one of the companies that plans to open within BikeVille.

"After Eurobike we are going to see BikeVille," Velocite CEO Victor Major said. "We will also be meeting with Flanders Investment and Trade to discuss financial support for setting up an office either in BikeVille or close by. We're looking to create jobs in Belgium."

Major added, "Taiwan is a fantastic place for manufacturing, but many of our customers are in Europe so it makes sense to be closer to our customer base."

He added, "We're R&D focused so it will be attractive to use BikeVille's technical facilities, especially the wind tunnel. The main wind tunnel in Taiwan was designed for testing the resilience of buildings in typhoons. It's not so good for testing bicycles."

It's likely that BikeVille's wind tunnel will be in high demand with members of the Flanders Bike Valley, but members of the public will also have access, for example to test the aero effectiveness of bike fits.

"But BikeVille is not only about performance," Celis said. "That may have been where the concept started but we very quickly realized that the cycle tourism and urban mobility markets are much bigger."

BikeVille will be the hub for companies and municipalities preparing and promoting the next generation of separated cycle paths. With one eye on the growth of speed pedelecs, Flanders is investing millions of euros in high-speed, intra-urban cycleways for distances of up to 20km.

BikeVille has its official opening on April 1, 2016, two days before the Tour of Flanders, which will be celebrating its 100th edition next year. ■ CR



Bert Celis (left) and Marc Hufkens, co-founders of Flanders' Bike Valley

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Website: www.marwi.com.tw

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SEE MORE AT BOOTH **A5-302**



5 MODELS



7 COLORS

A light, race-legal road bike that's made of native New Zealand wood

For 26 years, German Eslava has designed all kinds of bikes out of all kinds of materials — steel, aluminum, carbon, even titanium.

But after moving to New Zealand three years ago, Eslava was struck by the abundance and the beauty of the country's forests. They inspired him to take on a challenge that even he admits is a little crazy: Building a fully functional road bike from wood that would meet the UCI's lower weight limit for racing bikes.

The engineering challenges are daunting — and therefore interesting — but Eslava said there's a stronger motivation behind his Geros custom bikes.

"You can never get any material whatsoever that is such a beautiful thing as timber," he said. "Any composite — carbon, fiberglass, whatever, is an imitation of timber. Timber is the most natural, optimal thing."

He's showing a prototype of his bike at the **ExtraEnergy** display **FO-06100** on the first (upper) floor of Foyer East. Eslava is taking orders for custom road bikes and says he can produce no more than 50 a year.

The manufacturing process requires as much or more engineering as a traditional bike. He makes extensive use of 3D modeling, and each piece undergoes several phases of CNC routing.

"It's a huge amount of routing," he said. "It's about 150 minutes just of CNC

routing" — about twice as long as is required to make a carbon frame.

Each "tube" is made of a single piece of wood that is split in half, routed, and then joined together. The wood is milled down to a width of 3 mils to 4 mils.

The tubes of the front triangle fit together with joints that look like puzzle pieces. Carbon fiber reinforcements are used in strategic places, such as on the brake mounts.

After the frame is assembled, Eslava takes it to a local boat builder for painting. That's another long, painstaking and expensive process requiring the application of as many as seven transparent layers. The frame has to be sanded and polished after every layer.

The bike is as sophisticated as many high-end road bikes and has Shimano Di2 electronic shifting and internally routed cables. A small frame weighs 1.7kg, similar to a high-end stainless steel frame, while the complete bike is 6.8kg, the minimum allowed by the UCI.

The bike Eslava has at Eurobike is made of native New Zealand kauri wood, which he said is the most expensive option. He also

offers frames of matai, timu and totara woods.

Eslava, a longtime contributor to the Show Daily, acknowledged that no one is likely to buy a wooden bike for an actual race.

Just like people will buy a Porsche or a Ferrari for occasional jaunts around town, so does Eslava expect that people who buy a Geros wooden bike aren't

going to be riding them very much.

"I am making these to be ridden, but at the end of the day I know that the beauty is so huge that not many people are going to ride them in a race," he said.

Yet like a hardy New Zealand wooden boat, the frames are solid enough to last for centuries, Eslava said. "I can guarantee only about 200 years," he added with a laugh. ■ DM



German Eslava and his wooden Geros road bike



Booth A5-230
TAITRA Taiwan pavilion

Cyber
Dynamics

Enrich Smart
Riding

- + Slim profile ALL-IN-ONE design
- + Integrate motor, batteries, torque & speed sensors, BLE 4.0.
- + Smart App boost modes support
- + Other options: GPS, humidity, temperature, air quality.
- + Smart & Comfort. Health management & social community.

**Slim.
Refined.**
Mounts Anywhere.

ThinCase™ iPhone Case

Leather-texture case
for iPhone 6 and 6 Plus



Make a donation to World Bicycle Relief
at our booth (B4-303) and take home
a SportCase iPhone case.
(Offer limited to stock on hand).



BiOLOGIC.
www.thinbiologic.com

Transport Guide

Eurobike Commuter Services

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

Hotel Shuttle

No stress and no cost

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



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

| 2 Hotel Shuttle Meersburg - Hagnau | Tour 1 | Tour 2 |
|---|--------|--------|
| Bus Stop/Haltestelle | | |
| 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 | |

| 3 Hotel Shuttle Salem - Bermatingen - Markdorf - Oberteuringen - Ailingen | Tour 1 | Tour 2 |
|---|--------|--------|
| Bus Stop/Haltestelle | | |
| Salem Hotel Schwanen* | 7:11 | 8:41 |
| Salem Hotel Recks* | 7:16 | 8:46 |
| Salem Hotel Apfelblüte* | 7:18 | 8:48 |
| Bermatingen Markdorferstraße* | 7:23 | 8:53 |
| Markdorf Bahnhofstraße (Reisebüro Lippmann)* | 7:28 | 8:58 |
| Markdorf Hotel Wirtshaus* | 7:33 | 9:03 |
| Markdorf Hotel Letztes* | 7:35 | 9:05 |
| Oberteuringen Hotel Adler* | 7:41 | 9:11 |
| Ailingen Hauptstraße* | 7:49 | 9:19 |
| Ailingen Rathaus* | 7:51 | 9:21 |
| Arrival Entrance East/Ankunft Eingang Ost | 8:00 | 9:30 |
| Departure Entrance East/Abfahrt Eingang Ost | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 26.8.-28.8. | 18:30 | 20:05 |
| Sat/Sa 29.8. | 18:30 | |

| 4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren | Tour 1 | Tour 2 |
|--|--------|--------|
| Bus Stop/Haltestelle | | |
| Weingarten post office/Post* | 7:17 | 8:47 |
| Weingarten Charlottenplatz* | 7:20 | 8:50 |
| Weingarten Linse* | 7:21 | 8:51 |
| Ravensburg Marienplatz* | 7:30 | 9:00 |
| Meckenbeuren Hotel Wiesental* | 7:42 | 9:12 |
| Meckenbeuren Buch* | 7:43 | 9:13 |
| Arrival Entrance East/Ankunft Eingang Ost | 8:00 | 9:30 |
| Departure Entrance East/Abfahrt Eingang Ost | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 26.8.-28.8. | 18:30 | 20:00 |
| Sat/Sa 29.8. | 18:30 | |

| 5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettang | Tour 1 | Tour 2 |
|--|--------|--------|
| Bus Stop/Haltestelle | | |
| Wangen Hotel JUFA (formerly/ehemals Waltersbühl)* | 7:00 | 8:45 |
| Wangen Bahnhof* | 7:05 | 8:50 |
| Neukirch Rathaus* | 7:23 | 9:08 |
| Tannau* | 7:30 | 9:15 |
| Tettang Bärenplatz* | 7:35 | 9:20 |
| Tettang Seestraße* | 7:37 | 9:22 |
| Arrival Entrance East/Ankunft Eingang Ost | 8:00 | 9:45 |
| Departure Entrance East/Abfahrt Eingang Ost | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 26.8.-28.8. | 18:30 | 20:20 |
| Sat/Sa 29.8. | 18:30 | |

| 6 Hotel Shuttle Nonnenhorn - Kressbronn | Tour 1 | Tour 2 |
|---|--------|--------|
| Bus Stop/Haltestelle | | |
| Nonnenhorn Hotel Zum Torkel* | 7:25 | 8:55 |
| Nonnenhorn Hotel Haus am See* | 7:30 | 9:00 |
| Kressbronn Strandhotel Nonnenhorner Straße* | 7:32 | 9:02 |
| Kressbronn Hauptstraße* | 7:35 | 9:05 |
| Göhren Langenargenerstraße* | 7:40 | 9:10 |
| Arrival Entrance East/Ankunft Eingang Ost | 8:00 | 9:30 |
| Departure Entrance East/Abfahrt Eingang Ost | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 26.8.-28.8. | 18:30 | 20:00 |
| Sat/Sa 29.8. | 18:30 | |

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

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

| 9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eriskirch | Tour 1 | Tour 2 |
|---|--------|--------|
| Bus Stop/Haltestelle | | |
| 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 | |

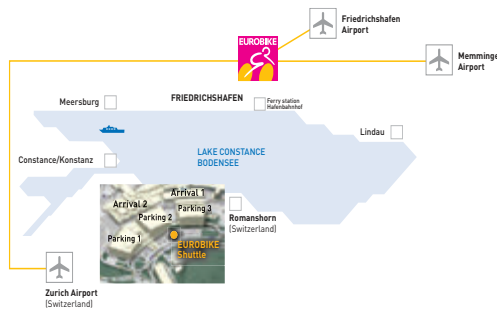
| 10 Hotel Shuttle Dornbirn (Austria) - Bregenz (Austria) - Lochau (Austria) | Tour 1 | Tour 2 |
|--|--------|--------|
| Bus Stop/Haltestelle | | |
| Dornbirn Rathaus (Marktplatzseite)* | 6:30 | 8:50 |
| Dornbirn Messekreuzung, KIKA/ gegenüber Sheraton* | 6:35 | 8:55 |
| Bregenz Hotel Deutschmann* | 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 | |

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

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

Airport Shuttle

Zurich, Friedrichshafen, Memmingen



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

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

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

Free Rental Bikes

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

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

Rental Process

Call the Rental Hotline (24-hours daily from Aug. 24 to 28): +49 30 69205046. A credit card is required when booking. You'll receive a number code to open a bicycle's lock. Off you go!

Rental Stations

- Exhibition Grounds Entrance West (staffed, open all day);
- ERIBA City
- Camping Park
- Main City Station
- Harbor Station
- Airport/DB stop

Friday: After-Party Shuttle

Why worry about how to get back to the hotel when you'd rather be partying?

Relax. On Friday, Aug. 28, Eurobike organizes a free After Party Shuttle Service. There will be four bus routes: Überlingen, Oberteuringen, Weingarten and Bregenz, Austria. Shuttles start at 0:30 from Entry West.

Airport & Train/Ferry Shuttle

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

Ferry Services

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

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

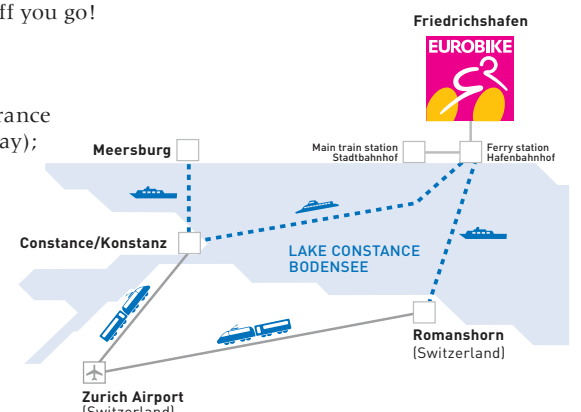
| FERRY BODENSEEFÄHRE Konstanz Stadt/Konstanz Stadt - Meersburg | | |
|---|-------------------------|-----------|
| Departure Konstanz/Abfahrt Konstanz | From/Von | Until/Bis |
| Mon-Fri/Mo-Fr | 00:05 every/alle 60 min | 05:05 |
| | 05:35 every/alle 15 min | 20:50 |
| | 21:05 every/alle 30 min | 23:05 |
| Sat-Sun/Sa-So | 00:05 every/alle 60 min | 04:05 |
| | 06:35 every/alle 30 min | 07:05 |
| | 07:35 every/alle 15 min | 20:50 |
| | 21:05 every/alle 30 min | 23:05 |
| Departure/Abfahrt Meersburg | From/Von | Until/Bis |
| Mon-Fri/Mo-Fr | 00:35 every/alle 60 min | 05:35 |
| | 06:05 every/alle 15 min | 21:35 |
| | 22:05 every/alle 30 min | 23:35 |
| Sat-Sun/Sa-So | 00:35 every/alle 60 min | 06:35 |
| | 07:05 every/alle 30 min | 07:35 |
| | 08:05 every/alle 15 min | 21:35 |
| | 22:05 every/alle 30 min | 23:35 |

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

Friday and Saturday additional departures from Friedrichshafen / Freitag und Samstag zusätzliche Abfahrt von Friedrichshafen. 20.02/22.02
Duration of the journey approx. 52 min. Subject to a charge. / Fahrzeit ca. 52 Min. Kostenpflichtig.
www.der-katamaran.de

| 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 | From/Von | Until/Bis |
| Mon-Fri/Mo-Fr | 05:41 every/alle | 20:41 |
| Sat-Sun/Sa-So | 07:41 60 min | 20:41 |

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





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

- 10 **Musikmuschel** – Music pavilion – Promenade concerts during the summer months, Sun at 10:30. **Info:** Graf-Zeppelin-Haus, Tel. +49 (0) 7541 288-0, www.gzh.de
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos **Info:** Boat und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, www.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 **Meleturm** – 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 year son. Ferry to Romanshorn and catamaran to Constance all year round. **Info:** Bodensee-Schiffsbetriebe GmbH, Tel. +49 (0) 7541 92380, www.bsb.de. Katamaran – Reederei Bodensee GmbH & Co. KG, Tel. +49 (0) 7541 9710900, www.der-katamaran.de
- 21 **Zeppelin Museum** – The world's largest exhibition on the history of airship navigation as well as an important collection on art in Southern Germany. **Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00. **Info:** Tel. +49 (0) 7541 38010, www.zeppelin-museum.de
- 22 **Hafenbahnhof / Busbahnhof** – Harbour train station / bus station
- 23 **Volkshochschule** – Adult education centre
- 24 **Cineplex Friedrichshafen** in the Bodensee Center, Meistershofener Straße 14, www.cineplex.de
- 25 **Bodensee Center** – Meistershofener Straße 14, www.bodensee-center.de

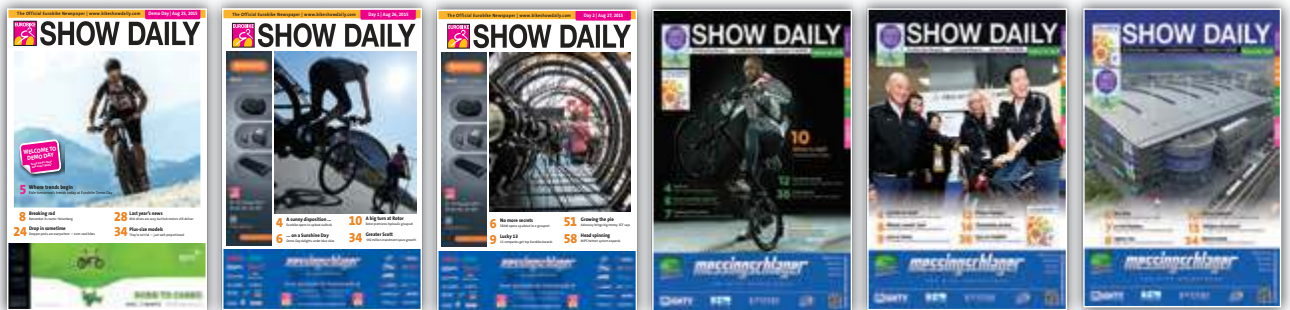
Further addresses (not indicated on map of town centre)

- Dornier Museum Friedrichshafen** – 100 years of fascinating aviation and aerospace industry. Claude-Dornier-Platz 1, Tel. +49 (0) 7541 4873600, www.dorniermuseum.de. **Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00.
- Flughafen Friedrichshafen GmbH** – Friedrichshafen Airport – Am Flugplatz 64, Tel. +49 (0) 7541 284-0, www.fly-away.de
- Messe Friedrichshafen GmbH – Trade fair centre** – Neue Messe 1, Tel. +49 (0) 7541 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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Publishers:
Tom Kavanagh & Jo Beckendorff
KB Media Ltd.
28 Llewellyn Way
Dublin 16, Ireland
www.bikeshowdaily.com

Editor:
Doug McClellan

Onsite writing team:
Jo Beckendorff
Nicole Formosa
Max Leonard
Susan O'Mara
Carlton Reid
Laurens van Rooijen
Barbara Smit

Additional Contributors:
Elina Baltazi
Joseph Delves
German Eslava
Thomas Froitzheim
Arnald Hackmann
Roland Hecht
Richard Peace
Ulrike Saade
Marc Sani
Dirk Zedler

Art Director:
Keith Wealleans

Onsite photography:
Bernhard Wrobel

Asian sales representative:
Peggy Lee

Advertising enquiries:
sales@bikeshowdaily.com
www.bikeshowdaily.com

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Bildstock 9
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D-88085

Messe FN liaison:
Sarah Kammerer
Dirk Heidrich

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Messe Friedrichshafen



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