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But it's looking ahead, not to the past

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Race-ready road bikes get disc'ed

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The hair! The bikes! The 1st Eurobike!

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Casual apparel for streetwise cyclists



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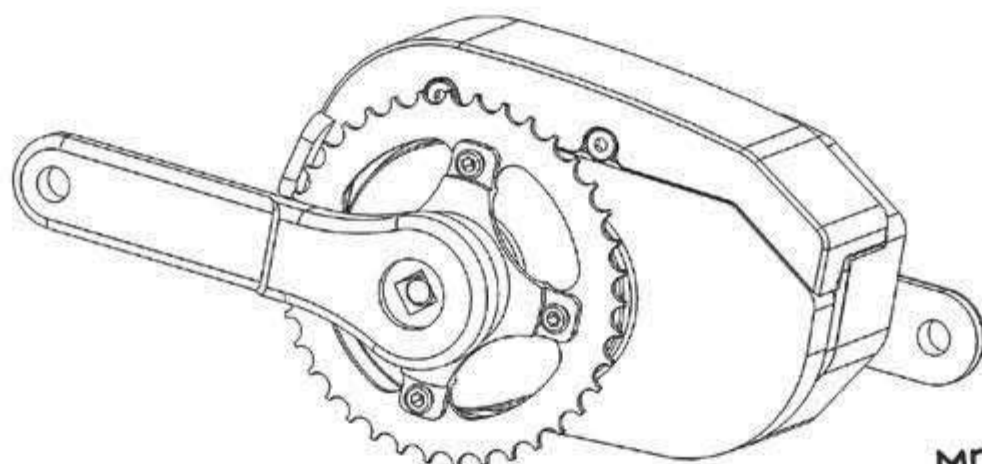
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◀ **Still fashionable:** Like Eurobike, the Fashion Show celebrates its 25th anniversary. See it today at 11 a.m. and 2 and 4 p.m. on the stage in Foyer East.

**On the cover:** The Race 8, from Moustache's new Samedi 27 e-MTB range

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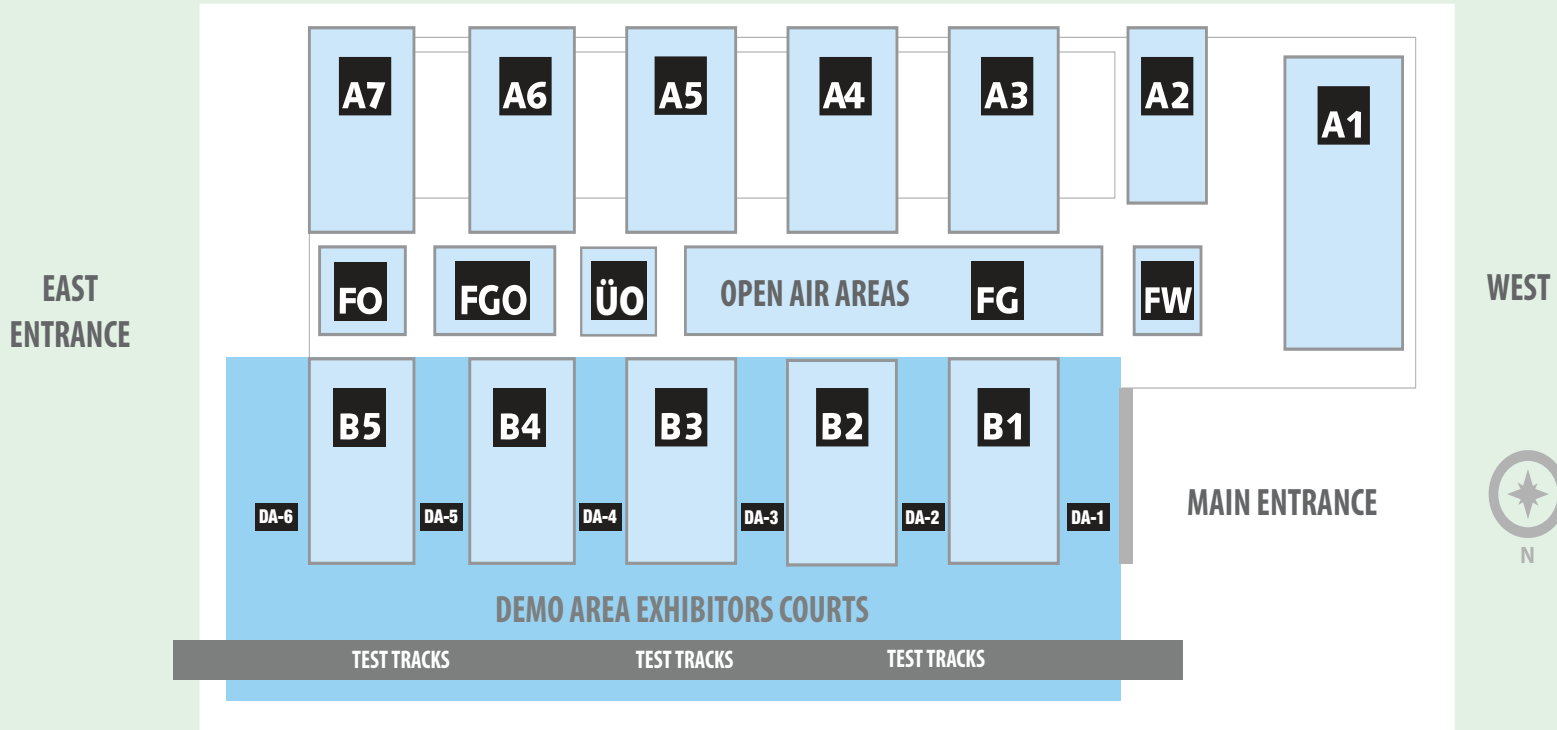
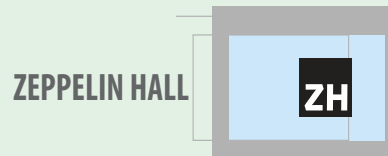
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# A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- DA** = DEMO AREA EXHIBITORS COURTS (SEE PAGE 36-39 FOR DETAILS)
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE")
- FG-0** = OUTDOOR AREA EAST ("FREIGELÄNDE OST")
- FW** = FOYER WEST
- FO** = FOYER EAST
- ZH** = ZEPPELIN HALL (EXIT THROUGH THE SOUTH END OF HALL A2)
- Ü0** = EAST PASSAGE



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# What's on today: Wednesday, Aug. 31

## All Day Events

**Eurobike Show Hours**  
9 a.m. – 6 p.m.

Outside B halls  
**Demo Area**  
Test some 3,000 bicycles on a 10km (6-mile) test track

Messe Offices (near West Entrance)  
**Demo Area**  
Test bikes on a pump track

Foyer West  
**Aero Show**  
See the possibility of aerodynamic velomobiles as future car replacements.

Foyer West  
**Vision Area**  
Test recumbent trikes or bikes, cargo bikes, tandems and other special bikes.

Foyer West  
**Bike Book Show**

Passage East  
**Women's Area**  
Women from the industry can relax and network at this "chill-out zone."

**Scheduled Events**  
**10.00**  
Room London  
Eurobike Academy  
**Pedelecs: Global Market and Technological Trends**  
With Hannes Neupert, in German

**11.00**  
Foyer East / Show Stage  
**Eurobike Fashion Show**  
The ultimate catwalk for bikewear

**11.00**  
Room London  
Eurobike Academy  
**How the Romer Bike Measurement System increases your productivity and product quality**  
With Stephan Amman and Rolf Schmitz, in English

**12.00**  
Foyer East / Show stage  
ExtraEnergy Test Award Ceremony  
**Trends in cargo bikes and family pedelecs**  
With Wasilis von Rauch and Arne Behrensen

**12.30**  
Foyer East / Show Stage  
**Pedelec Adventures Sand to Snow Tour**  
Film premiere from 2016 U.S. e-bike tour

**13.00**  
Room London  
Eurobike Academy  
**Design Trend Inspiration Report 2018**  
Design forecasts for the sports and automotive industry  
With Anouk Groen, in English

**14.00**  
Room London  
Eurobike Academy  
**E-MTB meets CE — Cycling enjoyment to breaking point**  
CE requirements, from the machinery directive to traffic regulations  
With Ernst Brust, in German

**14.00**  
Foyer East / Show Stage  
**Eurobike Fashion Show**

**15.00**  
Room London  
Eurobike Academy  
**Better than Batteries? The Fuel Cell Range Extender for Cargo Pedelecs**  
Hydrogen-based fuel cell technology from the German Aerospace Center  
With Bjorn Offermann, in English

**15.00**  
Rotor (A1-207)  
**Cédric Gracia**  
The gravity legend shows off Rotor's new enduro crank, Hawk.

**16.00**  
Room London  
Eurobike Academy  
**China Sports Bicycle Market Report 2015**  
Consumer research and projections for the Chinese bicycle and sports bicycle market  
With Dennis Chan, in English

**16.00**  
Foyer East / Show Stage  
**Eurobike Fashion Show**

**17.00**  
SRAM (B1-204)  
**Oversized Pulley Wheel System**

**17.00**  
Room London  
Eurobike Academy  
**Pedelecs: Global Market and Technological Trends**  
With Hannes Neupert, in English

**17.30**  
Foyer East / Show Stage  
**Eurobike Award 2016 ceremony**  
**Come for the Oscars of the bike industry**

**17.30**  
Entrance West  
**Rapha's Eurobike Invitational Rides**  
Sign up in advance for evening rides in the countryside near Eurobike

**19.00**  
Magura (A2-205)  
**Brakes, Beats & Beer**  
Eurobike 2016 party with live DJ

*Hosting a party, an athlete appearance or another special event at Eurobike? Send us your information no later than 3 p.m. for the next day's Show Daily at EurobikeShowDaily@gmail.com. Please include your stand number and a contact name, phone number and email address.*

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## At 25, Eurobike looks ahead instead of dwelling on its past

Welcome to the 25th anniversary edition of Eurobike. Show organizers plan to commemorate Eurobike's history on Thursday night, before the Eurobike Party (see page 18 for the story of Eurobike's founding and priceless photos of the first show in 1991.)



*Eurobike is looking to draw 35,000 consumers during Festival Days this weekend.*

But anyone who has been to Eurobike will immediately recognize that this year's show is much more about the future than the past.

Eurobike, in fact, is ushering in some of the most sweeping changes in its history, Eurobike head Stefan Reisinger said.

"I think this is the biggest change since we moved to the new fairgrounds in 2002," he said. "When you come you will notice how much it has changed."

Roughly half of Eurobike's exhibitors have been uprooted — some from long-standing booth locations — and moved to new halls or new booth spaces.

Instead of hosting a stand-alone demo day, Eurobike is integrating test rides into the main show. Some 3,000 bikes are available to demo, with test tracks starting between and behind the B halls.

The biggest transformation — and the driver of all other changes — is Eurobike's decision to expand its single consumer day into a full-fledged consumer festival that will run through the weekend.

Called the Eurobike Festival Days, the consumer event will feature a full schedule of live music and other events.

Reisinger said Eurobike organizers have invested heavily in Festival Days, bringing in big-name musicians and marketing it extensively throughout Europe.

He is hoping to attract 35,000 consumers over the weekend, compared with the 18,000 to 20,000 that usually attend consumer day.

In the past, Reisinger said, the consumer day was more of an afterthought. "It was just kind of opening the doors on the last day and letting everybody in."

Not this year. "It is not only adding a second day, but it is the first time that we invested a lot of work and money in putting together a huge program for the big festival," he added.

Once Eurobike committed to doing the Festival Days, it set in motion a long chain of

events that has affected just about every exhibitor.

For example, Eurobike had to revamp the way it allocated booth space. About 15 percent of exhibitors do business only within the industry and don't deal directly with consumers.

Eurobike offered these exhibitors a three-day package so they could exhibit only during the trade days. They will move out Friday after the trade part of the show ends.

But Eurobike didn't want consumers to walk through halls that had big gaps left behind by the missing business-to-business exhibitors. So it shifted all of the three-day exhibitors to Hall A1 and the Zeppelin Hall, which will be closed during Festival Days. Before the staff was finished moving these puzzle pieces around, half of the show's exhibitors had been affected.

Reisinger believes Festival Days can attract some of the big brands that have pulled out of Eurobike in recent years, such as Specialized, Cube, Trek, and Derby Cycle.

Many host their own mini-trade shows for retailers, but Reisinger said it's a lot harder to reach consumers.

"I think the festival is a big opportunity for us to get some of these brands back to Eurobike," he said. "The big brands are very keen on getting in touch with their customers. Companies like Cube, Specialized and Trek are successful at running their own B2B events, but they still need to approach the end consumer."

■ DM



*Eurobike has marketed Festival Days extensively in Europe.*



# They rode until the cows came home at Eurobike Media Days



Exhibitors and journalists praised the laid-back atmosphere of Eurobike Media Days.

**Media attendance at the second Eurobike Media Days nearly doubled from the inaugural event in 2015, as sunny weather and good trails pleased exhibitors and journalists alike.**

The June test festival, staged in the Austrian ski resort of Kirchberg with the Tirolean Alps as a backdrop, gives brands a chance to get their new bikes in front of the trade media for three days of demos. This year's event attracted 210 journalists from 20 countries, up from 120 in 2015.

They had bikes from 27 brands to test ride, up from 25 brands the year before.

"I think it's really a good concept because we offer a lot of media attendance for the mid-size brands which are may not be able to create their own media events," Eurobike head Stefan Reisinger said.

Jörn Gersbeck, head of marketing and sales for Marin Bikes in Germany and Austria, echoed Reisinger's comments.

"The presence of international media makes this an important event for us, as a small but venerable brand, because it lets us present our products in advance and offer them for testing," Gersbeck said.

The landscape around Kirchberg offers a wide range of trails and roads for test rides ranging from man-made downhill tracks to gravel roads. Paved roads include both flat and mountainous loops.

Eurobike launched Media Days in an attempt to consolidate the flood of press events that bike brands typically host throughout the summer.

Organizers note that bike journalists typically receive 30 invitations for product presentations — too many, financially and logistically, for most of them to attend.

All of the dominant trends that are on display here at Eurobike were reflected at Media Days as well.

Many of the new, race-oriented road bikes equipped with disc brakes were available for test rides from brands including Giant, Merida, BMC, Cannondale, Simplon and Ridley (see our related story on page 28)

"Although we couldn't present every new model here in Kirchberg, those

we did show got a fantastic response," said Stefan Vollbach, manager of Simplon. "Overall, a well-rounded event, and the weather took care of the rest."

Nor was there a shortage of electric mountain bikes, with brands including Rotwild, Stevens, Simplon, KTM, Scott, Giant, Centurion and Cannondale showing the latest examples of how they are integrating system components into a unified whole (see page 24 for our roundup on e-MTBs).

And the Fleckalm system of man-made trails, which packs 1,000 meters (3,280 feet) of vertical over 6.5 kilometers (4 miles) on a variety of terrain and challenges, was perfect for testing the new range of plus-sized mountain bikes from Rocky Mountain, Scott, Cannondale and Swiss newcomers Bold Cycles.

Exhibitors said they enjoyed the relaxed atmosphere, which enabled them to have high-quality conversations with journalists from around the world.

"This year is our first time here, and we're really glad we came," said Dirk Janz of Rocky Mountain distributor Sports Action. "The atmosphere is very relaxed — for both us and the media people." ■ LVR



Some 220 journalists from around the world attended Eurobike Media Days in June.



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### E-MTB READY: EMC SERIES

EMC (E-Mountain Casing) is the first tire casing on the market especially developed to meet the specific requirements of e-mountain bikes. Thanks to a reinforced ply of woven fabric and an additional layer of aramid particles under the tread area, every tire with EMC casing is not only more durable and provides more control and safety than a standard MTB tire - it's even lightweight. ECE-R75 certified for e-bikes up to 50km/h. Available for Honey Badger DH, Nevegal and Havok and naturally tubeless ready.



# With the Academy, Eurobike is good for learning, not just for buying and selling

Following on the success of last year's significantly expanded Eurobike Academy, the 2016 edition features a broad range of topics for retailers, manufacturers, workshop technicians and managers.

With presentations in English and German, the Eurobike Academy offers someone for everyone. Sessions begin today at 10 a.m. and run through Friday.

"In its role as the event showcasing the latest knowledge transfers, this year the Eurobike Academy features several talks and presentations around the technological aspects of e-bikes and batteries," said Birger Dreher, project coordinator for the Academy.

She added, "The range of themes also covers other important topics such as smart cycling, supply chain management, brand and product marketing and retail management."

All Eurobike Academy sessions are in Room London, Conference Center East, upstairs from the Fashion Show Stage.

Today's Academy program kicks off at 10 a.m. with "Pedelects: Global Marketing and Technological Trends," presented by ExtraEnergy.org founder Hannes Neupert. Although this presentation will

be in German, Neupert will repeat it in English at 5 p.m.

At 11 a.m., Stephan Amman and Rolf Schmitz of Hexagon Manufacturing Intelligence will present an English-language overview of the Romer Bike Measurement System, a portable 3D scanning system for bike frame geometries and accessories. The

system lets manufacturers check the quality of a bike frame against its CAD model using non-contact, 3D scanning that

works even with highly reflective carbon fiber surfaces.

Design takes center stage at 1 p.m., when Anouk Groen, head of trend research and forecasting at GK Design Europe, presents the "Design Trend Inspiration Report 2018." Through collage and film, Groen will discuss the latest products, gadgets and fashions and what they signify about trend directions. The report covers colors, materials, graphics and effects, trends for product

skin (surfaces) and other developments in design and marketing.

Attendees can use the report as a tool to help make design decisions for upcoming products.

At 2 p.m., Velotech.de CEO Ernst Brust examines CE regulations for bicycles, ranging from the machinery directive to traffic regulations, in a German presentation, "E-MTB meets CE — cycling enjoyment to breaking point."

At 3 p.m., Björn Offermann of the German Aerospace Centre presents "Better than Batteries? The Fuel Cell Range Extender for Cargo Pedelects." Offermann says the hydrogen-based range extender lets e-cargo bikes carry more weight for longer distances, even in hilly areas, and can be recharged in seconds. His presentation is in English.



The Eurobike Academy offers free workshops and seminars on a broad range of topics starting today.

At 4 p.m., Iron Ore founder Dennis Chan will give an English-language overview of the Chinese market for bikes and sport bikes in 2015, along with findings from consumer research and a look at the future Chinese market.

Finally, at 5 p.m., Hannes Neupert of ExtraEnergy.org repeats his look at global pedelec trends in English.

Check the event guide every day in the Eurobike Show Daily for that day's Eurobike Academy schedule. ■ GS

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# Pinion shifts gears with C-Line range of affordable gearboxes

Pinion is making its sophisticated gearboxes available to a broader market with the debut of its C-Line, which brings its technology to bikes selling for under €2,000 (\$2,200).



Pinion founders Christoph Lermen (left) and Michael Schmitz with the new C-Line gearbox.

“Launching the C-Line means brands can react to high demand and offer medium-class bicycles with Pinion gearboxes,” said Christoph Lermen, Pinion’s co-founder and CEO.

With the C-Line, **Pinion A2-107** is looking to put its gearboxes on a broader range of bikes, including touring bikes, e-bikes and s-pedececs, and commuting, cargo bikes and rental fleets.

More efficient production enabled Pinion to reduce the price of its gearbox. But the C-Line also uses a less expensive housing.

While the body of its famous P-Line gearbox is made using a

complex aluminum milling process, the C-Line body is die cast from a high-grade aluminum alloy.

Lermen said the die-casting process cuts the weight of the gearbox by a third. Like the more expensive models, the C-Line is manufactured at Pinion’s headquarters in Denkendorf, Germany, near Stuttgart.

Pinion offers three models of the C-Line.

The C1.12 is a 12-gear version for touring bikes.

The C1.9XR, with nine gears, is for e-bikes and speed pedelecs with a rear hub motor and belt drive.

The C1.6, with six gears, has the broadest application, ranging from e-bikes for commuters, bike messengers, delivery services, and cargo bikes to rental bikes and bike fleets.

The Pinion gearboxes are popular with e-bike brands, although they can work on any kind of bike.

Pinion has grown rapidly since it debuted a prototype of its original gearbox six years ago at

Eurobike.

Its first model, the P1.18 18-speed gearbox, reached the market in 2012.

In 2014, Pinion extended the P-Line range with 12- and 9-speed versions, helping it expand beyond mountain and touring bikes.

The P-Line remains Pinion’s flagship range.

“The C-Line makes so much sense and complements our product range perfectly,” Lermen said. “In 2017 you will see bicycles with Pinion gearboxes for prices below 2,000 euros.” ■ **JB**



Pinion C1.12 gearbox

# Stevens adds Shimano e-MTB system to line

For its 2017 range of e-mountain bikes, Stevens is adding Shimano’s new Steps E8000 mid-drive system to its mix of drivetrain offerings.



Frank Ziemann with the Stevens E-Sledge ES (Photo: JB)

**Stevens A3-306**, based in Hamburg, Germany, is launching five hardtails and four full-suspension models. Until now, Stevens had used only Bosch drives on its e-MTBs.

“The Bosch e-bike drivetrain will be mounted on our e-hardtails, and the new Shimano e-bike drivetrain on our full-suspension e-mountain bikes,” said Frank Ziemann, manager of technical development and quality control.

Stevens has designed an eye-catching frame that allows the battery to be partially integrated. All of the company’s e-MTBs are spec’d with Schwalbe Nobby Nic 27.5-plus tires.

Ziemann said the plus-size tires provide “more security, better traction and riding comfort.” He said the mid-motor systems would easily make up for the increased weight of the bikes. ■ **JB**

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- For road bike
- Battery: CR2032 x 1pc (Included)



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- Equipped with Bluetooth 4.0 technology: Pump pressure can be read on smart mobile devices via Bluetooth using "iGauge" App
- Super-micro size 5.5" for easy carry
- Reversible for Schrader, Presta
- Suggested max. pressure: 80psi (5.5 bar)
- For mountain bike
- Battery: CR2032 x 1pc (Included)





# CYCLING PERFORMANCE TO THE CORE



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# A concept so bold they named the brand Bold

Bold Cycles lives up to its name with a suspension concept that is bold indeed.



Bold Linkin Trail LT (Photo: JB)

The Swiss company, which won a Eurobike award last year but has never exhibited here until this year, makes a small line of full-suspension mountain bikes with the rear shock concealed in the frame, at the bottom of the seat tube next to the bottom bracket. All of its bikes have full carbon frames.

**Bold B1-310** calls its concept Internal Suspension Technology, or IST. One of Bold's co-founders says it isn't a gimmick.

By putting the shock entirely inside the frame, it is protected from dirt or damage.

Bold co-founder Oliver Kreuter said the placement of the shock also improves the performance of the bike. It shortens the rear triangle by reducing the distance between the shock and the chainstay. That makes the rear triangle stiffer and the suspension more responsive.

As a side benefit, because the suspension system is not connected to the top tube, bike designers have more freedom with frame design — even a small frame can fit a full-sized water bottle, even with a low-slung top tube.

DT Swiss, which provides the shock, agreed to modify it so the valve is accessible from an access panel on the bottom of the downtube.

"Our headquarters in Lengnau is near DT Swiss's headquarters," Kreuter said. "We went there and they liked our idea. They are producing their rear shock with that special valve only for us."

At Eurobike, Bold is showing two carbon frame models that incorporate its IST system.

Its original design, the Linkin Trail Classic that Bold introduced last year, offers 130mm of travel.

This year, Bold is debuting the Linkin Trail LT with 154mm of travel — "LT"

stands for "long travel,"

So far, Bold has sold its bikes directly to consumers but is looking to expand its sales network outside of Switzerland.

"We are a three-man show and new," Kreuter said.

Last year's awards brought media attention and helped Bold boost sales. Germany has now become Bold's most important market, and Kreuter said Bold is now selling bikes across Europe.

The suspension system isn't the only innovation from Bold. Last year, Bold launched an IST bike that was also one of the first 29ers to use a Boost-compatible chainstay.

"Indeed, we were one of the first to work with the Boost standard, allowing riders to use both 27.5-plus wheels, with tires up to a width of 2.8 inches, as well as 29-inch tires on their bikes," Kreuter said.

■ JB



A cutaway view shows how the shock fits at the base of the seat tube.

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## With PW-X, Yamaha makes up for lost time

Yamaha, a pedelec pioneer, introduced its first e-bike system in 1993 — ancient history in the annals of electric bicycles. But it wasn't until last year that a Yamaha system designed specifically for the West reached the market as part of Haibike's 2015 line.

The Japanese manufacturer is now making up for lost time. For 2017, **Yamaha AI-309** is launching a new e-bike drive system, the PW-X series, that is smaller, lighter and more powerful than its existing PW series.

Haibike is a launch partner and will feature the PW-X on some high-end 2017 Sduro models. A few smaller brands will use the system as well.

Yamaha plans to roll out the PW-X in Europe before introducing it in North America.

The PW-X motor is lighter than the PW motor and is 13 percent smaller, making it easier to design around. The PW-drive unit weighs 3.1 kg (6 pounds, 13 ounces) compared with 3.4 kg for the PW system.

Yamaha pared weight by optimizing the gear drive and incorporating a hollow axle, said Kazuki Ide of the Yamaha Sport Power Vehicle business unit, which produces the e-bike system.

The PW-X motor, rated at 250 Wh, supports a pedal cadence of up to 120 rpm, compared with the PW's maximum supported cadence of 100 rpm.

The PW-X offers five levels of pedal-assist, instead of four on the PW. Its new

Extrapower setting offers support of 320 percent.

"The new system comes also with a 500 Wh battery that can also be used with the PW motor," said Frans Braat of Yamaha Europe. It also has a new display with more functions.

Yamaha launched its first e-bike system, PAS, in 1993, and can claim to be the world's most experienced supplier — and biggest seller — of pedelec systems.

But PAS was aimed at Yamaha's home market in Japan, and it took Yamaha many years to develop a more powerful drive system for Europe. ■ JB



The Yamaha PW-X motor (right) is lighter and 13 percent smaller than the PW, but more powerful. (Photo: JB)

## Owned by Scott, Bergamont is still 'straight from St. Pauli'

Bergamont **B3-400** has been owned by Scott Sports since last year, but it operates as a separate brand. The German bike company, based in Hamburg, is revamping its visual appearance and repositioning the brand for 2017.

One of the changes is a new slogan, "Straight from St. Pauli," which will bring a knowing smile to the faces of many European cyclists: St. Pauli is the home of the Reeperbahn, Hamburg's famous red-light and entertainment district.

"This slogan points right to the roots of our company — and shows how different it is from Scott," said Christian Thill, Bergamont's PR and communications manager. "Bergamont is and remains a German bicycle brand with an independent business and its own roots."

He added, with a smile, "Most people will know that Hamburg prices are not bad." (Hamburg is home to one of Europe's biggest ports, and its residents are known for being good traders.)

In addition to new visuals, Bergamont is launching a few new bike models for 2017. In the all-mountain segment, its new

carbon Trailster, equipped with 27.5-inch wheels, is some 600 grams (1 pound, 5 ounces) lighter than the existing aluminum Trailster. The aluminum Trailster, however, now offers 27.5-plus wheels that are not available on the carbon version.

Bergamont is also introducing a new carbon Trailster MGN. The initials stand for "mehr geht nicht," or "more is not possible." It's equipped with the new SRAM 1x12 XX1 Eagle group, and has 100mm of front and rear travel. ■ JB



Christian Thill with the Bergamont Trailster MGN (Photo: JB)



# From an old-school brand to a 'high-tech startup' at Winora

The skyrocketing — and unexpected — success of Haibike performance e-bikes has forced the brand's parent company, the Winora Group, to chart a new business strategy.

E-bikes have transformed **Winora B2-300** "from what was once a very traditional bicycle company within a couple of years to a kind of high-tech start-up," CEO Susanne Puello said.

In the six years since Winora introduced the first Haibike e-bike, Haibike sales have increased ten-fold. The Winora Group is now, first and foremost, an e-bike company — Puello said e-bikes account for 70 percent of the group's complete bike sales.

Winora is owned by the Accell Group, Europe's largest bicycle company, but operates with a large degree of autonomy.

This e-bike windfall has required Puello and her team to make some significant decisions. The group is retiring the Staiger bike brand, and will integrate Staiger models into the rest of the Winora portfolio.

That portfolio now includes the Haibike and Winora bike brands and a P&A brand, XLC.

Haibike is also adopting a philosophy that the company refers to as "one brand, two identities." All Haibike bikes — whether electric or conventional — will sport similar graphics, designs and names, said Alex Thusbass. Thusbass heads the company's new Haibike Design Center in Munich.

(The e-bikes have received so much attention that many consumers don't realize Haibike still makes conventional bikes.)

Of course, the Winora Group continues to offer plenty of product news for 2017.



Susanne Puello with the Sduro AllMtn 6.0 (Photos: JB)

The Haibike Xduro range, which is equipped with Bosch mid-drive motors, will launch hybrid models for 2017.

New models include the Xduro Trekking 4.0, a touring bike with 27.5-inch wheels, a rigid rear rack and a Bosch Performance CX drive system. Designers have incorporated a high-end headlight from Lupine, the 1,050-lumen Lupine SL.

All Xduro and Sduro all-mountain models, from hardtails to full-suspension bikes, will use plus-size tires for 2017.

The Sduro line uses Yamaha motors. For 2017, the top Sduro models will use Yamaha's new PW-X e-bike drive system, which the company says is lighter and stronger than its previous system. It will also use a display, developed by Winora, that is integrated into the stem for a cleaner look and for protection in case of a crash.

More affordable Sduro models will use the stock Yamaha display.

Haibike is also launching a connectivity platform it calls

eConnect, which it developed with Telekom, Germany's biggest phone company.

All five Sduro 8.0 models will be equipped with a hidden onboard unit that connects with GPS, GSM and Bluetooth devices and with the cloud. The units incorporate theft protection and a system that automatically notifies emergency responders if it detects a crash.

The unit is concealed within the skid plate beneath the motor so it can't be easily removed.

Haibike plans "to offer all of our e-bikes with eConnect in the next three to four years," senior product manager Christian Malik said.

The company also plans to promote its Winora brand, now known mostly in German-speaking countries, to other international markets.

While Haibike is for performance bikes, Winora is aimed at urban riders. Puello calls Winora "the solution for global spaces."

Much of the Winora line is also electrified. For example, a new Winora e-bike line, called Manto, is built around step-through frames with integrated motors and batteries.

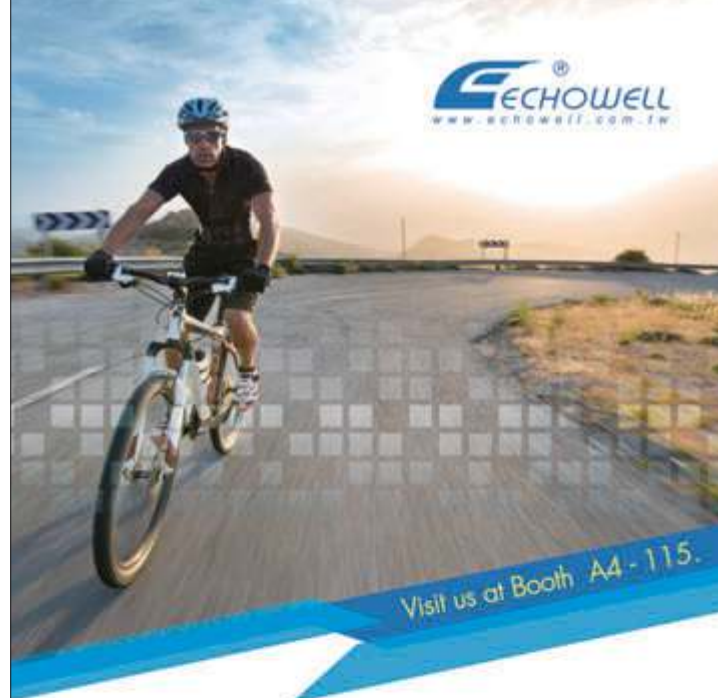
The Manto line will come with either a TranzX front hub motor or mid-motor. Its 400 Wh battery is completely enclosed within the downtube. The battery is hinged in three places so it can be removed through an access port on the frame.

Winora is also launching a new e-bike touring range called Yakun, with three models built on 27.5-inch wheels and equipped with Yamaha's new RW-X mid-drive motor system.

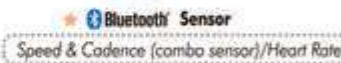
■ JB



Haibike's integrated display will appear on its top Sduro models.



## MIRROR 100 Bluetooth v4.0/ANT+ Cycle Computer



Mirror 100 mirrors the data from the mobile phone app Echo WellFit.

To sync Mirror 100 with the Echo WellFit App, you have some options.

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- \* You can ride the bike with Mirror 100 without any speed sensor. (Real-time GPS speed can be shown on the Mirror 100 screen.)

The riding data, smartphone incoming calls, message indicator from the app can be shown on the Mirror 100 screen.



## Bluetooth v4.0/ANT+ Dual Mode Sensors

### DMH30

Chest strap with dual mode heart rate sensor



### DMTR30

Dual mode 2-in-1 speed/cadence combo sensor



## Eurobike turns 25

# How a 'strange new bicycle segment' set Eurobike on a course to dominance



Throw your hands in the air and wave 'em like you just don't care: The Eurobike Fashion Show remains a top attraction 25 years later. (Historical photos courtesy of Messe Friedrichshafen)

## Welcome to the 25th anniversary of the world's biggest bicycle trade show, "Fahrrad."

That, at least, was one proposed name for this show when, in late 1989, 12 members of the German bicycle industry got together with Messe Friedrichshafen officials to brainstorm ideas for a new trade show focused on bicycles.

"Fahrrad," the German word for "bicycle," seemed like a simple, logical choice. But other participants argued for a name that would travel well internationally — one that would incorporate the English word "bike."

"Eurobike?" someone suggested. No one remembers who.

"That's it," others said, jumping up.

**Long odds.** Today, it's hard to believe that Eurobike was anything but an automatic success.

Thousands of show visitors have to stay in hotels that are at least an hour, or even another country, away. They wander through 13 huge exhibition halls — one of them houses zeppelins the rest of the year — and bump elbows with nearly 50,000 other visitors.

When it launched in 1991, though, Eurobike was a complete unknown. It was taking on a large and established trade show, IFMA, which focused on bicycles, motorcycles and other two-wheeled vehicles.

IFMA was in Cologne, an historic and major German city with easy international access. Eurobike, on the other hand, was opening its doors in a sleepy German resort town that even today is hard to get to.

IFMA had the backing of the powerful

German buying group ZEG, which is based in Cologne and preferred having its trade show close to home. Eurobike's supporters, meanwhile, were a motley group of mostly young enthusiasts who had started importing a new-fangled device called a "mountain bike."

And, most important, IFMA had a 40-year head start on Eurobike. Founded in 1951, IFMA was seemingly invulnerable to competition.

**Zero flair.** Erich and Diana Reiss, however, ignored the conventional wisdom. As consultants for Messe Friedrichshafen, the Reisses were charged with finding new trade show opportunities for the trade show organizer. It was their tireless foot-slogging and door-knocking that set the course for Eurobike.

"When I met Erich for the first time, he was full of ideas for a new bicycle show," said Markus Storck, founder of the eponymous bike brand, who was then an importer of U.S. mountain bike brands Klein, Onza and Ritchey. "As the creator of Intersurf — a young sideshow of the Friedrichshafen-based Interboot boat show — he spontaneously invited me to give an speech there about mountain bikes."

The mountain bike wave was just starting to wash ashore in Europe, but IFMA dismissed the trend. And many bike brands resented sharing a show with motorcycles.

"In those days, IFMA was full of cigarette smoke, a mix of motorized and non-motorized two-wheelers, and it had zero flair," said Jürgen Sprich, then a

World Cup mountain bike rider.

Reiss pitched Eurobike to Sprich and fellow rider Jürgen Eckmann at a mountain bike race in Austria.

"He showed up and talked with us right away like we were best friends," Sprich said. "We chatted about the possibilities for a bike-only show, the new mountain bike trend, and the good and bad sides of IFMA."

Sprich and Eckmann are now principles of Cuore, a Swiss company that sells cycling apparel online.

Stefan Götz, whose company imported Specialized and Bridgestone, remembers feeling out of place at IFMA.

"Our IFMA booth was flanked by Harley-Davidson and BMW," he said. "We felt so small in between." Götz now works for Bike Action, which imports Rocky Mountain bikes.

Reiss found other exhibitors who were unhappy with IFMA, which dismissed mountain bikes as a passing fad.

"In those days it was a show for the 'low-step' bike faction at ZEG," Ciclosport founder Walther Hochschorner said, referring to the inexpensive step-through bikes that were the mainstay of the European market.

"They had no interest in this strange new bicycle segment coming out of the U.S. They thought the mountain bike would be a short-lived thing that would soon fade," he added.

Hochschorner introduced Erich and Diana Reiss to several bicycle exhibitors at the Munich sporting goods show ISPO. After also visiting the Taipei Cycle Show and seeing IFMA first-hand, Reiss realized that many in the industry held the Cologne show in low regard.

**The best place.** Although the Reisses didn't have a background in the bicycle industry, they were fast learners. They



Eurobike founders Erich and Diana Reiss in 2006 (Photo: JB)



These Merida mountain bikes were certainly "Exotic" for 1991.

persuaded Rolf Mohne, then a project manager for Messe Friedrichshafen, to launch a trade show that would appeal specifically to the young German companies that were importing mountain bikes.

"We developed a show concept together with those importers that best suited the market," said Mohne, who went on to become general manager of the Messe until his retirement 10 years ago. "At the beginning we invited a group of importers and showed them our fairground."

Wolfgang Renner, then the general manager of Centurion, said Friedrichshafen was a perfect setting for a new mountain bike show.

"It was in an area that is best for mountain bikes. Moreover it is located in the German-Austrian-Swiss border triangle," said Renner, now head of Merida & Centurion Germany GmbH.

Reiss said Eurobike originally planned to run every other year so it would alternate with IFMA, which was also staged every other year.

But IFMA responded to the Friedrichshafen upstarts by becoming an annual show. "We had to react," Reiss said. In 1993, Eurobike announced it also would run every year.

Erich and Diana Reiss, who retired at the end of 2014, credit Bernhard Kopf for pushing Messe Friedrichshafen to include what has become a key attraction of Eurobike — the presence of apparel brands.

"Without Bernhard Kopf — then the general manager of Gore Bikewear — there would have been no bicycle apparel makers at Eurobike," Erich Reiss said. "Bernhard and I visited all of them in person. Bernhard was able to reach especially the all-important smaller suppliers."

Kopf now represents Castelli in Germany.

The Eurobike founders also credit Ludwig "Luggi" Meier, the Messe's iconic marketing manager, for championing the Eurobike Fashion Show.

"He said that if we do it, we have to do it with professional fashion show people and models. It became a unique success story," Erich Reiss said.

**The Shimano gamble.** Erich Reiss said Eurobike was a success from its first show in 1991 in terms of the attention

and media coverage it received.

"The main reason is that we got Shimano on board. The 12 importers and us were able to convince them to exhibit at our debut show," he said. "We were lucky because in 1991, the Japanese component maker celebrated its 70th anniversary. They were open to some new ideas. And the mountain bike segment became the starting point for

Continued on page 20 ...

# Eurobike Milestones

- 1991 Eurobike launches in old Friedrichshafen center
- 1993 Eurobike becomes an annual show
- 1999 Messe Friedrichshafen hosts the first Eurobike Party
- 2002 Eurobike moves to its current location
- 2005 The number of trade visitors exceeds 30,000
- 2006 Media attendance exceeds 1,000
- 2007 Eurobike launches its first Outdoor Demo Day  
Zeppelin Hall opens to exhibitors
- 2009 The number of exhibitors exceeds 1,000
- 2010 Trade attendance exceeds 40,000
- 2014 Angela Merkel becomes first German chancellor to visit Eurobike
- 2016 Eurobike incorporates Demo Days into the regular show and adds a second consumer day



The bikes! The hair! The first Eurobike!

## A blast from the past

Messe Friedrichshafen is hosting an informal celebration of Eurobike's 25th anniversary tomorrow, prior to the kickoff of the Eurobike Party.

Messe Friedrichshafen is hosting an informal celebration of Eurobike's 25th anniversary on Thursday, before the kickoff of the Eurobike Party.

"We invited six longtime Eurobike exhibitors on stage for a casual discussion of the 'good old days,'

anecdotes, retroactive reviews and up-to-date forecasts," Eurobike head Stefan Reisinger said.

The celebration is at 6 p.m. on the Fashion Show stage in Foyer East. The party kicks off at 7 p.m. at the Open Air Ground East, near the Fashion Show

stage, and will feature German band "Mr. President" playing music from the 1990s.

The 25th Anniversary celebration will feature reminiscences from industry veterans Masaki Miyake of Shimano, Beat Zaugg of Scott Sports, Valentino Campagnolo of Campagnolo, Dirk Janz of Bike Action, Samuel Hu of Astro, and Tom Ritchey of Ritchey Bicycle Components. ■ JB

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*Eurobike's original venue is now a shopping center in Friedrichshafen.*

**... Continued from page 19**

their bicycle division's unbelievable success story."

Today, Reiss acknowledged that Shimano nearly didn't come to that first show — Eurobike announced it was exhibiting before the final contract had been signed.

"We got Shimano on board very late," he said. "We communicated that they were coming, but the fact is that the final signature was made at the last minute."

The first edition of Eurobike attracted 268 exhibitors, who filled the old Friedrichshafen convention center (now a shopping mall).

**Bars, no. Fun, yes.** Many fondly remember that first edition.

Frank Peiffer, managing director of Shimano Europe — then Shimano's sales manager for France, Spain and Portugal — recalls the "extremely relaxed atmosphere" in Friedrichshafen.

"It was a complete split between the 'old European industry' and the 'new mountain bikers,'" Peiffer said. "There were no banker types wearing ties." (Those came later, he added, when the bigger bike companies realized they couldn't ignore Eurobike anymore.)

Ulrich "Uli" Stanciu founded *Bike*, Europe's largest mountain bike magazine, in 1989 and was one of Eurobike's biggest supporters.

"When Eurobike opened for the first time in 1991 it was a wonderful feeling. For the first time we mountain bikers had our own platform," Stanciu said. "For sure it wasn't as professional as it is today. But the first show was already a great get-together. Everyone was in an upbeat mood."

Dirk Janz of Sports Action, which has imported Rocky Mountain bikes since 1988, said Friedrichshafen was so small it was hard to find a good bar.

"But we were young and partied wherever we got a chance. It was really a good time. Everything was so exciting and new," Janz said.

IFMA no longer exists — its last show was 2008 — but Cologne now hosts Intermot, a trade show for motorcycles, scooters and electric bicycles. ISPO, a huge trade show in Munich, also attempted a bike show but gave it up after a few years.

Today, as it opens its 25th anniversary show, Eurobike expects 1,350 exhibitors and nearly 50,000 visitors. It is the world's leading bicycle show. Not bad for a passing fad. ■ JB

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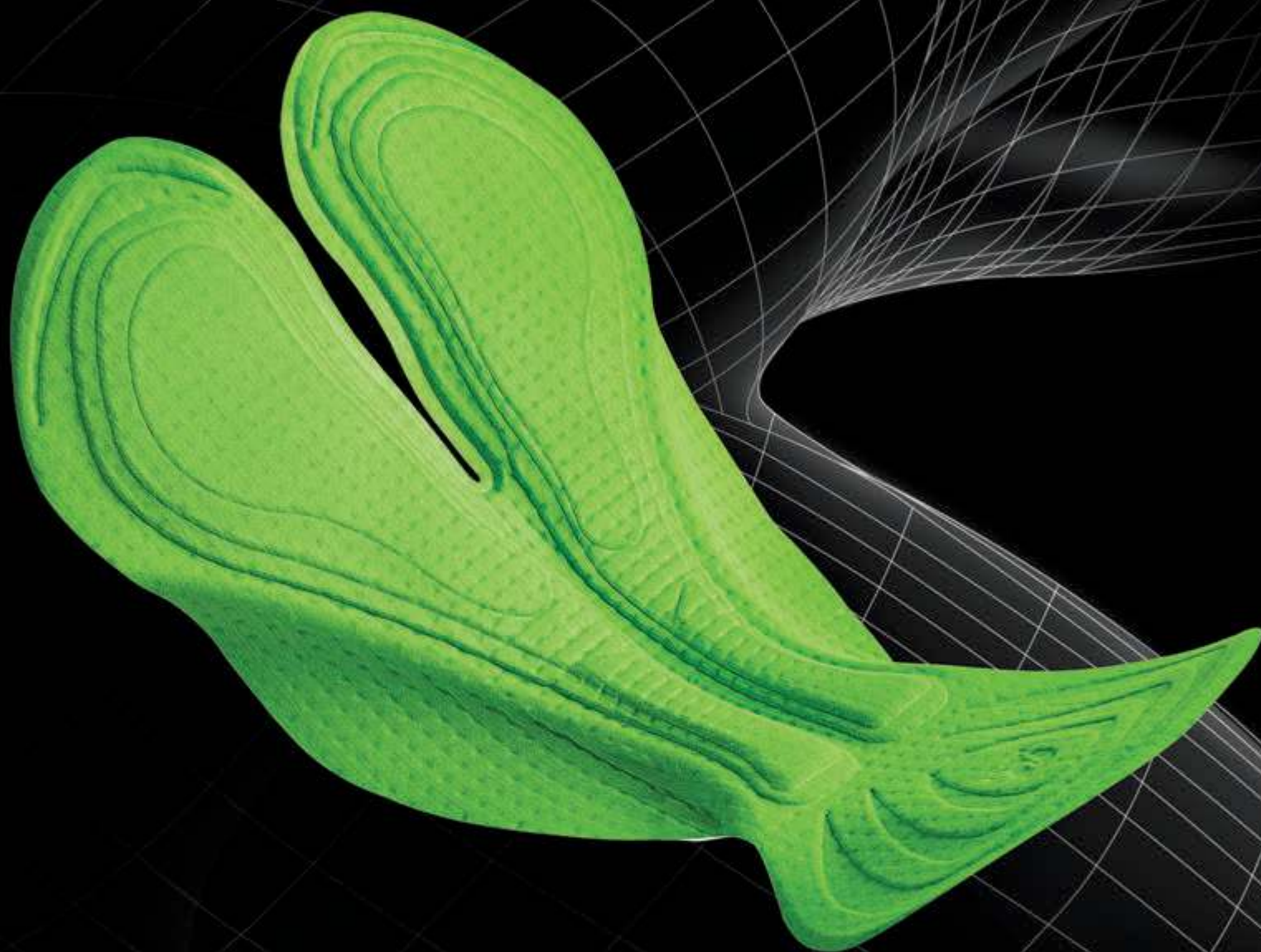


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# European e-bike sales are heading for a Dutch treat

**Electric bike sales don't seem to have an "off" switch in Europe. The historically strong growth rate for European e-bike sales continues unabated, as e-bikes make up a greater percentage of the overall bike market every year.**

According to the Confederation of the European Bicycle Industry, 2015 e-bike sales in Germany rose by 11.5 over 2014. In France, the increase was more than 30 percent.

Across the European Union, e-bike sales rose by 19 percent over 2014 to 1.36 million bikes. That's a notable counterpoint to total bicycle sales, which edged up by only 2 percent from 2014 to 2015. In fact, bicycle sales have been mostly stagnant in the past decade: Europeans bought about as many bikes in 2015 as they did in 2005, according to CONEBI.

While e-bikes accounted for 6.5 percent of all bikes sold in Europe in 2015, their market share was significantly higher in key markets. In the Netherlands, e-bikes accounted for nearly a third of all bicycle sales, and more than 12 percent in Germany.

low-entry city or touring e-bike is still a big segment, but the proportion of sport bikes and e-MTBs is growing."

**'Cabriolet people.'** Limbrunner said e-MTBs are becoming status symbols as well as performance machines.

"We think the target group for e-MTBs is partly sport riders, and partly people wanting the hottest stuff in town — the SUV/Q7/Cabriolet people," he said. "They want the high-end technology like SRAM EX1, the new upside-down Boltron fork and fancy frame technology such as the Gravity Casting that KTM offers."

Winograd said e-MTBs appeal to a much younger demographic than the traditional Baby Boomer customer who buys a step-through e-city bike.

"You can observe a shift in the target group from old to young. What at first

***"One new bicycle in three sold in Central Europe is likely to be an e-bike"***

**— Tamara Winograd, Bosch eBike Systems**

**One in three.** Bosch, the leading supplier of motors, believes the Dutch market is the template for e-bikes' market potential.

"We are optimistic that in the medium term, one new bicycle in three sold in Central Europe is likely to be an e-bike," said Tamara Winograd, director of marketing and communications for Bosch eBike Systems.

The Accell Group, Europe's leading bicycle supplier, said e-bikes now account for 43 percent of the company's total sales. Higher prices and profits helped Accell overcome weather-related weaknesses in the European bike market during the first half of the year, the company reported.

Several manufacturers say electric mountain bikes are driving the current growth spurt — and consumers have moved beyond entry level models and are now demanding electric versions of high-end conventional MTBs. Manufacturers are offering more trail-oriented bikes, including performance trail bikes.

"E-MTBs really are the next big thing," KTM's Steven Limbrunner said. He said 27.5-plus hardtails and full-suspension models are especially popular. "We see KTM as one of the driving forces, and we've seen an acceleration of at least 50 percent year on year in those categories," Limbrunner added.

Winograd said Bosch is seeing similar growth across the e-MTB market. She noted that the Bosch Performance Line CX system — developed primarily for e-MTBs — now accounts for a quarter of its total sales.

"Three years ago we had a delivery percentage of 60 percent rack batteries and 40 percent frame batteries," Winograd said. "This ratio has been reversed. The classic

seemed to be limited to the over-60s is now seen as being hip by people in their 30s, too," she said.

In fact, e-MTB sales seem to be driving younger consumers toward other styles of higher-end, performance-oriented e-bikes, even if they aren't mountain bikes.

**Pressure to up-spec.** Boutique brands are also responding to market demands that they up-spec their bikes.

Walleräng, for example, is a new Swedish manufacturer that makes the M.01 commuter e-bike — solid and stylish, but far removed from a full-suspension, trail-ripping e-MTB. But it has had to respond to market pressure for better components.

"We can clearly see a rising interest for e-bikes with a higher performance and component levels," the company's Love Laos said.

Laos added, "Compared to previous years, we can see that both distributors and retailers are looking for e-bikes that can offer that extra edge in the high-end segment — products that can serve as attractive additions in a very full market. That's very important when e-bikes have become one of the most profitable sectors in the market."

Love said Walleräng had to adapt if it wanted to be succeed in the huge but very competitive German market.

"We noticed pretty fast that we needed to add a suspension model to be able to offer products there," Love said, adding that positive magazine test results and a Eurobike award have helped.

"This summer we have hired more people to our production line to meet Europe's rising demand for our M.01 modular e-bike," Love added. ■ DA

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## A feel-good story from Polartec

**Polartec A7-306**, known worldwide for its fluffy, “feel-good” fleece, has for years been a mainstay in the outdoor industry. It is exhibiting at Eurobike for the first time to highlight its growing presence in cycling apparel.



Polartec CEO Gary Smith (Photo: JB)

“With our wide range of breathable, wind- and waterproof fabrics, we’ve always had great stuff for cyclists, but we didn’t communicate it,” Polartec CEO Gary Smith said in an interview at the recent OutDoor show.

“With our debut at Eurobike we want to let the cycling world know that we have the complete solution.”

Along with cycling, Polartec has been expanding into other segments of the fitness and athletic wear market in the past three years. Smith, a cyclist himself, said cycling is particularly attractive.

“Cycling is growing in all categories. For environmental reasons people are looking for mobility alternatives. The valuable road bike segment is steadily growing, too. And more and more people use their bicycles for fitness and for recreation,” he said.

Polartec doesn’t make apparel and doesn’t plan to. Instead, it sells its fabrics to apparel brands. Unlike the outdoor

market, Smith said cycling apparel is made up of countless, mostly smaller brands.

“It’s such a fragmented market. Nevertheless the U.S. cycling market, for example, is so sophisticated for high-end products. The cycling apparel brands have to be very innovative,” Smith said. “Therefore we like smaller customers. They are easier to work with.”

For cycling, Polartec offers next-to-skin, insulation, and weather protection fabrics. It also works with brands to develop custom fabrics.

Some 20 cycling apparel brands currently incorporate Polartec fabrics in their lines, including familiar names such as Castelli, Louis Garneau, RH+, Specialized and Sportful.

Rapha is another Polartec customer. “They came to us looking for something very breathable with insulation,” Smith said.

Polartec showed Rapha its Alpha fabric, which it originally developed as an advanced insulation for combat uniforms worn by U.S. special forces.

Rapha was the first cycling apparel brand to incorporate Alpha in its line, where it is used in such pieces as the Brevet Insulated Gilet vest that can be stowed in a cyclists’ rear jersey pocket.

“Alpha is a rare combination of lightweight warmth and true breathability in a puffy, high-loft garment. It is perfect for mid-layers and as a thin outer shell,” Smith said. ■ JB

## Kreidler says ‘no’ to yearly product cycles

**Kreidler is dropping out of the rat race.**

The performance brand of **Cycle Union B3-200** says it will stop trying to comply with yearly product cycles and instead will launch new models every other year.

“The current market situation and its product cycles are no good. This strains consumers,” said Rainer Gerdes, product and marketing manager for Cycle Union. “We won’t follow every trend, but will pick up only what we think make sense.”

That doesn’t mean everything stays exactly the same from one year to the next.

Gerdes pointed to a new graphic design package for Kreidler’s 2017 e-bike range. All of Kreidler’s top 2017 e-mountain bike models will be equipped with SRAM’s new EX1 drivetrain, which was designed specifically for e-mountain bikes.

“It makes sense in combination with the Bosch e-bike kit we are using,” Gerdes said.

By not having to revamp its model lines every year, Cycle Union has more time to devote to

product development. For the 2018 model year, the company promises significant changes. “2018 will be our largest-ever year for innovation,” Gerdes said.

Cycle Union’s other brands ignore annual product cycles. Its high-end commuter bike brand, VSF Fahrradmanufaktur, is successful even though it has never followed a yearly product cycle. A new sister brand, E-Bike Manufaktur, is also skipping yearly product introductions. Gerdes said a fourth brand, Rabeneick, which focuses on “everyday” bikes, is also going to a biennial product cycle. ■ JB



Rainer Gerdes with the Kreidler Vegas e-mountain bike, which has new graphics for 2017. (Photo: JB)

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## Overview: e-MTBs

# As sales soar, e-MTBs get serious about appealing to hardcore riders

Electric mountain bikes are a hot commodity, and brands are moving toward more fully-fledged, trail-ready e-MTBs. Bosch's Performance Line CX motor — still the leading system used on e-mountain bikes — now accounts for a quarter of the company's sales.



Giant Full E+ 0 SX

And the bikes are selling, too. KTM's Steven Limbrunner said e-MTB sales are up by 50 percent year-on-year for the brand. Mathias Aafink, Giant's global product marketer for e-bikes, is also bullish on e-MTBs.

"Sales figures are growing immensely. France is the biggest developing market: it's definitely opening up, with people getting a better understanding of the bikes and really seeing the benefit," Aafink said.

He added, "Germany is second for us, and Italy also has massive potential. The U.K. is growing too; not as fast, but people are becoming more familiar with the bikes."

From the models on display at Eurobike, it's clear that e-MTBs aren't just for recreational riders any more. Many brands are launching e-MTBs with more aggressive, trail-oriented geometries that share a riding position and suspension platform with their non-powered siblings.

Many brands are also equipping their 2017 e-MTBs with bigger, grippier plus-sized tires that make better use of the extra power provided by an onboard motor.

**Giant B3-300** has revamped its Full E+ full-suspension platform for 2017. The most significant difference is that Giant is transferring its Maestro suspension link, which keeps the rear suspension active while braking, from its conventional mountain bikes to its e-bike range. The three bikes in its e-MTB range all have 140mm of rear travel. The top-of-the-line Full-E+ 0 SX bike has a rocker made with

a new forged carbon process that Giant developed in-house.

Giant is sticking with the Yamaha PW system, which it brands as Giant SyncDrive, for 2017. Yamaha is launching a new mid-drive system called the PW-X, but it uses a different bolt configuration that requires a reconfigured frame design, so PW-X equipped bikes will come later.

Giant has updated its RideControl display and remote and has integrated the remote into the locking of the handlebar grip. Giant claims its new 500Wh battery, which is integrated into the frame, has the highest energy density of any e-MTB power pack on the market.

Giant has also revised its Dirt E+ hardtail 2017, although it's more of an evolutionary change. It offers a 120mm fork instead of 100mm, and incorporates the RideControl updates as well. The Dirt E+ and Full E+ are both compatible with a double chainring for a wide range of gears for serious off-roading.

Electric mountain bikes equipped with Bosch drives are typically limited to as many speeds as there are sprockets on the cassette, because a double chainring won't fit.

But there are other ways to climb that hill. **KTM AG-200** says its Macina Force 291 E30 is the world's first 30-speed e-MTB. Instead of a double chainring, KTM pairs a SRAM GX 10-speed derailleur setup with a SRAM DD3 3-speed rear hub. This gives the bike an overall range of a massive 610 percent. To work more efficiently with

this extended range, KTM has adjusted the power curve of the Bosch Performance Line CX motor.

KTM also debuts the Macina Kapoho LT 271, a 160mm full-suspension bike with 27.5-plus wheels. The P.O.P. (Pedelec Optimized Pivot) damping system is designed to reduce the drive influence of the Bosch CX motor. Motor and battery are integrated in the frame for a clean look.



The 30-speed KTM Macina Force 291 E30

Bike brands typically stick with one or two drive systems, but **Scott B1-200** is offering bikes with Shimano, Bosch and Brose systems for 2017. The company says each system offers unique advantages.

For its E-Spark range, Scott chose Shimano's new Steps E800 MTB system. The E-Spark is a 120mm full-suspension platform with Fox suspension and 27.5-plus tires. Scott offers three builds: the 700 Plus Tuned, 710 Plus and 720 Plus. All get Scott's clever TwinLoc system, which allows riders to adjust suspension settings on the fly. The company also offers a Contessa women's build.

Bosch drives power the 130mm E-Genius and the E-Scale hardtail. The E-Genius offers a choice of 27.5-plus and 29-inch wheels, while the E-Scale has 27.5-inch, 27.5-plus, and 29-inch versions. Most bikes are spec'd with a Shimano drivetrain, although the

SRAM EX1 features on the top-of-the-line E-Scale 700 Plus Ultimate and E-Genius 700 Plus Tuned. Both frames also are available in a women's Contessa build.

For the E-Aspect hardtail, Scott uses a Brose motor. The E-Aspect is available in two models with 100mm forks and Shimano running gear.

**Lapierre B2-401** has radically redesigned its Overvolt range for 2017. The Overvolt AM Carbon bikes stay with the Bosch Performance Line CX motor, but Lapierre has moved the battery as far down as possible on the frame to give the bike a lower center of gravity. By moving a carbon construction for the frame, Lapierre allowed the battery to sit almost horizontally, just above the motor unit. The redesign cuts the weight by 600 grams, although Lapierre said that wasn't a primary concern.

RockShox suspension systems feature



Moustache Samedi 27 Trail



150mm of front travel and 140mm of rear travel. Depending on the build — and there are three, the 700, 800 and 900 — buyers get either a SRAM or Shimano transmission.

The entry-level 700 comes with SRAM's 1x11 NX drivetrain, a RockShox Yari RC fork and Mavic wheels. The Overvolt AM Carbon 800 is spec'd with a Shimano XT groupset, a RockShox Pike RC fork, and Lapierre's e-MTB eAM wheels. The 900+ at the top of the range carries the SRAM EX1 eE-MTB groupset, RockShox Pike RC fork, and eAM wheels.

Until now, French manufacturer **Moustache FG-A10/2** is best known for

its distinctive city bikes and for its collaboration with the internationally famous designer Philippe Starck.

For 2017 — its sixth model year — Moustache debuts the Samedi 27 range of mountain bikes, with nine models over three platforms.

The Samedi 27 Off is a hardtail; the Samedi 27 Trail is a 140mm full-suspension model; and the Samedi 27 Race is a 160mm model.

All sport 27.5-plus wheels. Moustache developed a new rim specifically for this range, on which it mounts Maxxis Rekon 2.8-inch tires.

Most interesting is the work Moustache has done to integrate

the Bosch Performance Line CX drivetrain into the bikes. While before the battery was simply bolted on top of the down tube, battery and motor now are both seamlessly blended into the bike's structure.

Moustache has also introduced a carbon frame for the top-end full-suspension bikes.

From out of left field, Moustache is also launching an e-MTB tandem. Its Samedi 27x2 is one of the first on the



Scott E-Contessa Genius 720 Plus

market to use the new Bosch double battery setup, which pairs two 500Wh

Continued on page 26...



Lapierre's new Overvolt range places the battery as low as possible on the frame.

## 'Plus' is a plus for e-MTBs

Everywhere you look at Eurobike you'll find new electric mountain bikes with 27.5-plus wheels. "Plus" is quickly becoming the new standard for e-MTBs

A bigger air chamber means the tires can be run at a lower pressure. That's especially appealing given that many brands are spec'ing tubeless tires on their models, or at least making them ready for tubeless conversion, which removes the risk of pinch flats. And many riders appreciate the extra compliance.

A big, low-pressure tire also means a bigger contact patch for improved grip — a major bonus when there's an on-board motor offering extra power.

And most tire manufacturers have gotten on board, so there's a range of 27.5-plus tires to choose from.

The only downside is the extra weight, but that's less of an issue on a 20kg (44-lb.) e-MTB than on a 12kg trail bike.

The Boost axle, pioneered by Trek, is now accepted as an industry standard as well. The extra width of the 148mm rear and 110mm front axles means a stiffer wheelset with a minimal weight penalty. ■ DA

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Bergamont E-Roxter

### ... Continued from page 25

batteries for an extended range. The bike has a SRAM 11-speed drivetrain and a RockShox Yari fork up front, and Moustache have opted for 27.5-plus wheels with 2.8-inch Maxxis tires. The timing chain between the two sets of cranks is on the same side as the drive chain — it's normally on the opposite side — to work with the Bosch motor.

After a whirlwind of introductions last year, **Haibike B2-300** is catching its breath for 2017. The company has updated its model naming system, replacing the confusing Ultimate/Pro/RX/RC/SX nomenclature with a simpler number scale that requires consumers to simply count from one to 10: 1.0 is the entry level and 10.0 the ultimate-level spec.

Haibike has tweaked some geometries across the range, and harmonized colorways across its e-MTB and conventional MTB models. Like its fellow manufacturers, Haibike is moving toward plus-sized wheels, offering 27.5-plus and 29-plus models in the range.

Haibike also becomes one of the first brands to use Yamaha's lighter and more compact PW-X mid-drive motor. It will also use an integrated display developed with Yamaha (See related story on page 17).

The LCD display and the power and lighting buttons sit within the stem, and a bar-mounted remote controls assistance levels. Haibike is also using a new 500Wh battery.

On its Bosch-equipped bikes, Haibike uses the new, smaller Purion display.

At Eurobike, Haibike is rolling out a new smartphone app, eConnect, which works with Yamaha-equipped bikes to bring some of the features of the Bosch Nyon display to Yamaha users. The GPS-enabled app offers routing functions and anti-theft alerts, and automatically notifies emergency services after a crash.

**Bergamont B3-400** moves to the Boost axle standard and adopts 27.5-plus tires for its 2017 e-MTB line. It also adopts the Bosch Purion display.

The full-suspension E-Contrail Plus sports a redesigned 120mm frameset for control and agility. The Bosch Performance Line CX drive has a low center of gravity for agility, and internal cable routing adds to a clean look. It's spec'd with an 11-speed XT drivetrain, a Fox 34 fork up front and a Fox Float DPS Performance Series at the rear. Although the bike comes with Sun Ringle 27.5-plus wheels, the E-Contrail Plus is also compatible with 29-inch wheels.

The E-Roxter 6.0 Plus is a performance hardtail with a Shimano Deore transmission and a 100mm RockShox Recon Silver RL fork. The Bosch motor is paired with the new Bosch Purion display. Bergamont said its 27.5-plus tires have about the same rolling resistance as smaller tires, but a contact patch that's roughly 20 percent larger. **DA**

## Easy Motion sidesteps Bosch

Easy Motion, the e-bike brand of Spain's BH Bikes, is taking an unusual strategy in the market: It doesn't use Bosch drive systems.



Steffen Krill with the Easy Motion Revo Lynx (Photo: JB)

manager. "Compared with Bosch, there are not so many bike brands using Yamaha's e-bike kit, which means the competition isn't as great."

The Revo Lynx, a new full-suspension 27.5-inch bike for 2017, sports a Brose drive system.

Krill said e-bikes have been a strong point for BH. In Germany, 85 percent of BH sales are e-bikes under the Easy Motion brand, he said. In Austria, the percentage is even higher. **JB**

Instead, **Easy Motion A3-302** has used Brose for the last two seasons and for 2017 is introducing two models with Yamaha's new PW-X drive: the Rebel 27.5 and Rebel Lynx 27.5+.

"There is a cruel price war with Bosch-equipped e-bikes that we don't want to be a part of," said Steffen Krill, German market



BH Rebel Lynx 5.5 27.5+

# Holy BatStrap! Cannondale goes global with e-MTB

After a press introduction a few weeks ago, Cannondale **B2-100** is debuting its full-suspension electric mountain bike line, Moterra, at Eurobike.



Philipp Martin with the Cannondale Moterra e-MTB (Photo: JB)

battery. To remove the battery, riders simply detach the BatStrap.

“We wanted to create an e-MTB that delivers the same hardcore, high-performance ride that is expected of a Cannondale mountain bike,” said Scott Rittschof, senior vice president of global marketing and product development. “We started with our fundamental dual-suspension design principles and adapted the e-technology to fit. The result is a dual-suspension e-MTB that can rip harder than other e-bikes on the planet.”

All Moterra models feature Cannondale’s SmartForm C1 Alloy construction and a full carbon shock link.

Cannondale was the original launch partner for Bosch when the German automotive supplier first launched its mid-drive motors for e-bikes, but has taken a cautious approach to the e-bike market.

It’s now making up for lost time. Philipp Martin, Cannondale’s marketing manager for the German-speaking market, said Moterra will be introduced in Europe as well as in Cannondale’s home market of North America. ■ JB


Cannondale uses two suspension platforms in the range: Moterra, with 130mm of travel and 27.5-plus fat bike tires, and Moterra LT, a more aggressive all-mountain/enduro style with 160mm of travel and slimmer, 2.35-inch-wide 27.5-inch tires.

The Moterra design incorporates a “torsion box” that allows the battery pack to be as centered and as low to the ground as possible, on the underside of the downtube.

A sturdy skid plate protects the Bosch mid-drive motor, while Cannondale designed what it calls the BatStrap — a rubber protective strap — to protect the

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## Overview: Road disc brake

# The UCI dawdles over discs but bike brands speed on

Cycling's governing body, the UCI, seems hesitant if not reluctant to roll out disc brakes in professional road racing. But the bicycle industry has no such hesitation. Eurobike visitors will find plenty of performance road bikes sporting disc brakes.

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Giant TCR Disc

This should have been the year for disc brakes to prove themselves on the highest level. Two teams — the Italian-Taiwanese Team Lampre-Merida and French pro continental team Direct Energie — put their riders on disc brake-equipped bicycles at the Paris-Roubaix classic. The teams rode bikes supplied by Merida and BH Bikes, respectively, with Shimano disc brakes.

A crash on an early cobblestone section threw a wrench in the works. A Spanish rider claimed to have suffered lacerations to his left shin from colliding with a hot rotor. Although his claim has not been proven, it caused a scramble at the UCI. Within a mere three days, the UCI decided to suspend its trial of disc brakes in pro cycling.



Cannondale SuperSix Evo Disc

big task for a manufacturer without the uncertainty of disc brakes.

Still, many bike brands are pushing ahead with road disc brakes for the consumer market rather than wait for the UCI and other stakeholders to make up their minds. Eurobike visitors will find several new race-oriented road bikes with disc brakes on display.

While many brands had introduced disc brakes for more accepting, comfort-oriented endurance bikes, these new disc-equipped road bikes put the rider in a race-oriented position, handle with agility, and don't accept tires wider than 28mm.

At Eurobike Media Days, many race-oriented road bikes with disc brakes were on display and ready for test rides. Many came from brands who supply or co-sponsor of top-tier pro teams.

**Merida A3-200** was one of the early proponents of disc brakes, rolling out its race-oriented Scultura Disc model in April. This all-around performer combines subtle aero and comfort elements, such as a vertically compliant rear triangle and fork, with a competitive weight.

One year after launching the TCR as a complete race bike, **Giant B3-300** has adapted this performance-oriented platform for disc brakes with the TCR Disc model. Like others, Giant relies on 12mm thru-axles for a precise alignment of the rotor and the caliper, avoiding any unwanted drag. Thanks to the flat mount standard, the calipers can be neatly integrated into the rear triangle and the fork.



BMC Roadmachine

That decision laid bare some fault lines. The CPA, the association of professional riders, applauded the UCI's actions. But the World Federation of Sporting Goods Industry (WFSGI), along with most manufacturers, was skeptical.

After all, many companies have invested significant sums to convert race-oriented road bikes to disc brakes. They had hoped in vain that the UCI would reinstate the trial before the Tour de France. The status of disc brakes at the UCI remains unclear.

The UCI made a small attempt at compromise by allowing disc brakes in Gran Fondos. But the French and Spanish federations blocked this move to the disappointment of disc brake enthusiasts across Europe.

All of this has caused no small amount of frustration within the industry. Supplying a pro cycling team is already a

Another example of a purebred, race-oriented road bike that has been converted to disc brakes is the SuperSix Evo Disc from **Cannondale B2-100**. The carbon frame and fork of the disc brake-version only weigh 120 grams more than its rim brake counterpart. This allows for complete builds just a bit over the 6.8kg weight limit.

**BMC B3-302** is another manufacturer that decided not to wait for Eurobike to roll out the Roadmachine, a performance road bike line with disc brakes. While entry-level versions have an aluminum frame and include eyelets for fenders and a commuter-



Ridley Noah SL Disc

pleasing carrier, the top-tier models sport carbon frames and are race-ready.

BMC combines low weight with aero-shaped tubing and a couple of comfort elements. Its cleverly integrated Dual Stack head tube lets cyclists still slam the stem all the way down without spacers to achieve a position low enough on the bike.

**Scott B1-200** had planned to roll out its Addict Disc this year, but production delays held back all but the gravel and cyclocross versions. Scott promises the Addict Disc will be ready for 2017, however, as a race-oriented, lightweight road bike.



Zipp 808 Disc

Even purebred aero race bikes are getting disc brake religion.

The **Ridley B3-401** Noah SL Disc required quite some rethinking, according to CEO

Jochim Aerts.

“Optimizing a bike for discs required us to completely revise the fork and rear triangle. The loads of the disc brakes and thru axles require new lay-up schedules to handle the stresses and torques these brakes generate,” Aerts said. “It took us over 18 months and more than 15 iterations to get it right.”

Other disc-equipped aero road bikes at Eurobike are the G7 Disc from **BH Bike, A3-302** which has already been raced at Paris-Roubaix; the Aeroad Disc from **Canyon, B1-207** which some pro riders have leaked on their social media accounts; and the Xeon CW/X from **Rose, B3-104** which extends the X-Lite CW combination of an aero road bike with disc brakes to a lower price point.

As bikes go, so go component makers.

When Friedrichshafen’s hometown high-end manufacturer **Lightweight A2-318** rolls out a set of wheels, you can be sure it’s built to perform. Its new Wegweiser carbon rims, 36mm deep and 24mm wide, are built with an innovative automated production

process. But automation only goes so far — Lightweight then glues the 20 carbon spokes to the hub flanges by hand. The Wegweisers for clinchers and disc brakes weigh in at a very competitive 1,450 grams per set.

**Zipp A3-300** combines cutting-edge aero features with disc brake mounts on the 404



BH B7 Disc

Disc and 808 Disc wheels.

Part of its latest Dura Ace group, the **Shimano B5-300** C40 and C60 are disc-brake versions of complete wheels with full-carbon rims. Both use a 28mm wide rim profile for optimized aerodynamics and 12mm thru-axles. They’re in tubeless-ready clincher and tubular versions.



Lightweight Wegweiser wheels

**Reynolds, B1-415** has a set of competition aero wheels with 65mm deep full-carbon clincher rims that are tubeless-ready and weigh 1,640 grams per set.

Top-tier disc brake wheels with full carbon rims, along with other products, are in the pipeline at **DT Swiss A3-400** but weren’t ready for Eurobike. Stay tuned.

Last but not least, component manufacturers are busy improving their disc brake offerings for road bikes.

**Shimano B5-300** redesigned its Ice Tech Freeza rotors to boost heat deflection. The calipers are more compact and have been adapted for flat mounts, and the levers for hydraulic disc brakes now offer the same dimensions and ergonomics as their counterparts for rim brakes.

The **SRAM A3-300** Hydro HC is an eTap-specific version of its hydraulic disc brakes and levers. For 2017, riders will be able to combine hydraulic disc brakes with either mechanical or electronic shifting.

And **Campagnolo B2-200** unveiled prototypes of its road disc brakes in March, as it inches toward catching up with its two main competitors. The brakes, on display at Campagnolo’s booth, are undergoing tests by its sponsored riders. ■ **LvR**



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## Overview: Helmets

# Helmet makers keep their cool while pulling some slick moves to cut drag

Helmet designers have been so focused on improving ventilation in recent seasons that the average lid is now riddled with holes. While these helmets help keep riders cool, stick them in a wind tunnel and it instantly becomes clear how each vent snags the wind as it passes, creating significant drag.



Scott Cadence Plus

That's why several Eurobike exhibitors are giving their helmets the slick aero treatment for their latest lines.

When the first helmet made of expanded polystyrene was introduced in 1975 it set the template for every piece of cycling headgear that has come since. This simple design — a protective inner layer covered by a rigid exterior shell — continues to safeguard millions of cyclists every day.

But while time travelers from the 1970s would recognize the fundamental design of a modern helmet, they would be puzzled by some of the features wrought by 40-plus years of continuous improvements. Helmets today are lighter, better ventilated and more aerodynamic than ever before.

Pro teams are notorious for chasing after every possible marginal gain as tenaciously as if they were a rider chasing down a stage win. To this end, team ORICA-GreenEDGE and its equipment supplier **Scott B1-200** enlisted the help of the researchers at the University of Adelaide in South Australia to design the new Cadence Plus helmet.

After firing up the university's wind tunnel, they sought a shape that minimized drag but was cool enough for everyday use. Richard Kelso, the project leader, believes his team created the world's best performing aero lid.

"It's faster because of its shape. The materials are extremely smooth and molded to produce surface details that help control the airflow, and that's one of

the secrets that make it a very low drag helmet," Kelso said.

The Cadence Plus made its ProTour debut at the Tour de France on the heads of four-time Tour Down Under winner Simon Gerrans, along with Michael Matthews and Adam Yates.

The design isn't just about winning races. The Cadence Plus also features the MIPS (Multi Directional Impact Protection System) layer inside. MIPS is designed to reduce the acceleration of a rider's brain after an oblique impact, which could mean an extra level of safety.

The aero-optimized Manta helmet from **Met B4-304** probably wasn't the main reason for Mark Cavendish's incredible return to form at this summer's Tour — but it probably didn't hurt.

Met says the Manta saves 10 watts at 50 kph (31 mph) when compared to a similar road model. Developed in conjunction with the Manx Missile, the Italian helmet maker has developed the special edition CVNDSH version to celebrate.

Cavendish won four stages before quitting the Tour early to focus on the Rio Olympics. Although his Rio helmet was done up in regulation team livery instead of the stealthy matte black and metallic green combination that Met is promoting, it's the same lid, and it



Briko Gass

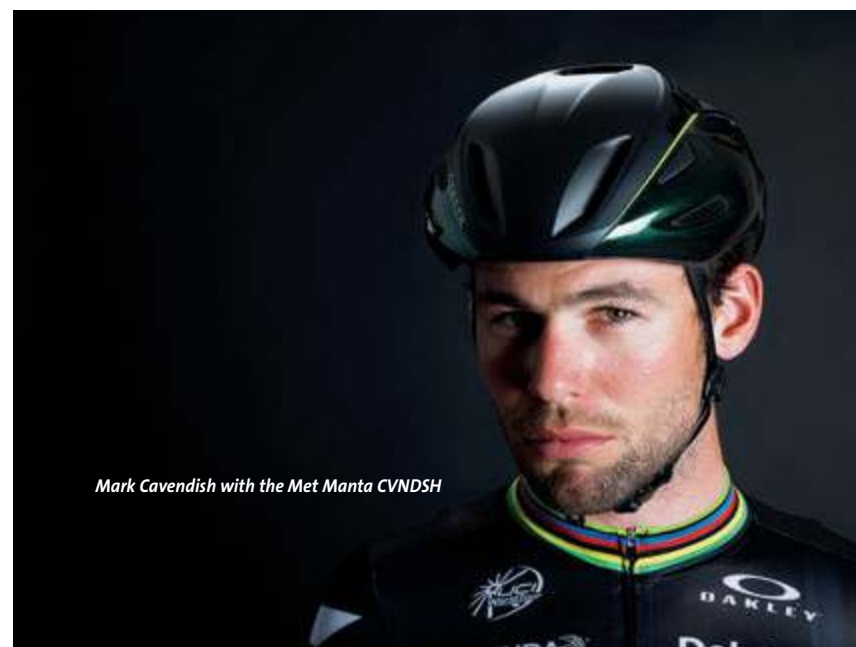
weighs a ridiculously light 200 grams (7 ounces).

Another brand giving its top-end model a slippery aero profile is **Briko A4-402**. Designed for riders who want to get in the break and put their heads down, the Gass helmet is designed for aerodynamic efficiency.

Despite its sleek looks, Briko still manage to sneak in a total of 11 air-guzzling vents, ensuring that the wearer won't risk overheating in a sprint for the line. Seen on the heads of the Bardiani-CSF team, the Gass has already racked up a solo win at this year's Giro atop team rider Giulio Ciccone.

Briko combines in-molding technology with a new generation of expanded polystyrene (ESP) for increased crash protection. Vertically adjustable fit and antibacterial padding make for a helmet that's also comfortable at speed.

Potentially less aero but superbly ventilated is a slick new helmet from



Mark Cavendish with the Met Manta CVNDSH

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follow through a potential rotation due to the impact, dissipating energy and limiting the effects of blunt traumas. The EFC technology matches top-notch protection with unrivaled comfort through ergonomic shapes and soft antibacterial paddings

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Alpina Campiglio

Campiglio is Alpina's new range-topper. Its Twin Shell construction adds reinforcement to improve impact resistance. The distinctive parallel bars that span the whole of its exterior are not just for aesthetics, but aid aerodynamics and ventilation. It's a true racing product — but for those just seeking to stand out in traffic, the Bevisible model pairs a luminous yellow coloring with reflective detailing and an integrated light.

Alpina, **A4-401** a company that was born in the mountains. Launched in 1980 with a small range of eyewear and ski goggles, the German brand quickly added helmets for winter sports and cycling. They've got your head covered in any season.

Named after the Madonna di Campiglio in northeast Italy, the



TSG Ivy

Just as the Italian tifosi rival the Dutch fans for their enthusiasm on the roadside, the helmet makers at **SH+ A4-203** are equally proud to shout about their Italian heritage. The brand's new top-end Shalimar model is designed and manufactured in Italy.

In a nod to Italian style and flair, flashes of bright color are embedded in the struts that reinforce the largest of its 24 vents. The struts also serve a functional purpose: They are part of a system that lets humid air exit the helmet while cooler fresh air is drawn in to take its place.

And if riders still break a sweat, the laser-cut padding is made of Polygiene brand fabric so the helmet stays odor-free. With a big following already in Italy, expect the Shalimar to pop up on heads across the continent.

Now almost as renowned for its clothing and accessories as for its wheels, **Mavic B3-207** is launching two high-end helmets for women and men, the

Sequence Pro and Cosmic Pro.

Inspired by the brand's Cosmic Ultimate model, both bring many of the Ultimate's stellar features down to a more earthbound price point. Weighing 230 grams for a medium size, they're designed for racing or a serious day out.

The ErgoHold

Continued on page 32 ...



SH+ Shalimar



Abus Yadd-I

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Mavic Sequence

gram-counting road riders in a tizzy. The Ivy boasts 14 vents, in-mold construction and weights starting at 250 grams.

TSG's new Status not only wants to protect riders in a crash, but it works to prevent crashes in the first place. Instead of the usual startling day-glow safety colors, TSG has covered the shell of the Status with an extremely reflective silver paint. Mild-mannered by day, the Status transforms into a glowing

mass at night when it is illuminated by a car's headlights. A removable LED light on the back of the adjustment dial provides additional visibility.

Another helmet very much designed with the city in mind is the new Yadd-I from **Abus. A5-500** Its angular look was intended to match the sharp edges of the metropolis while appealing to style-conscious city riders. Using what Abus call Forced Air Cooling, its minimalist shell hides three forward ventilation ports that pull air through the helmet to five exit

points towards the rear.

This system provides far more airflow than the helmet's seemingly uninterrupted exterior would suggest. Available in a host of colors, it's the first helmet with the company's new Soft Tune System. A flexible elastic band within the retention mechanism allows the helmet to be taken on and off quickly and comfortably, without the need for readjustment.

For workaday commuters and bike share cyclists, one of the biggest hassles of a helmet is hauling around something the size of a bowling ball when they aren't riding.

The Parisian company **Overade A4-510** went a long way towards fixing this problem with its original Plixi folding helmet. Hinges allow the Plixi to collapse to a third of its normal size, so it fits in a backpack.

Overade is now offering the Plixi-fit, an updated version of the Plixi. The Plixi-fit has an improved retention system for better vertical adjustment, and lockable dividers on the straps that keep everything neat and in place.

These improvements haven't added bulk to original Plixi's slim-line design, which incorporates 14 cooling vents yet weighs no more than the average helmet.

JD

... continued from page 31

SL fit system provides adjustability, comfort and security, while the interior is fitted with 37.5TM material padding to draw moisture away from the wearer. This works in conjunction with the vents to help regulate the temperature inside.

Subtle, integrated reflective details enhance safety.

Not all cyclists want to look like they belong on the Tour. Skate-style helmets are perennially popular with urban commuters who appreciate their minimalist styling and robust design.

The Ivy helmet from **TSG A4-504** looks deceptively simple. But beneath its shiny exterior is the sort of airy ventilation and low mass construction that can get even



Overade Plixi-fit

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| MATERIAL | FORGED ALLOY               |
| EXT      | 70                         |
| RISE     | ±7°                        |
| HEIGHT   | 40                         |
| FINISH   | HIGH POLISHED AN or SILVER |
| COLOR AN | ■ ■ ■ ■ ■ ■ ■ ■            |

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by ifc

**AERO UB**  
DR-AL-197FOV/ISO-R

|          |                              |
|----------|------------------------------|
| MATERIAL | AL 6061                      |
| BAR SIZE | ø31.8                        |
| WIDTH    | 390 410 430 450              |
| WEIGHT   | 342g(w/430)                  |
| FINISH   | SAND BLASTED AN BK or SILVER |
| COLOR AN | ■ ■ ■ ■ ■ ■ ■ ■              |

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# TranzX goes for speed with mid-drive system

TranzX, a Taiwan company that has made e-bike drive systems since 2007, is launching its first mid-drive motor for speed pedelecs at Eurobike.

And while integrated batteries are fairly common, **TranzX AG-406** is also showing an e-bike that has a battery pack and mid-drive motor integrated in the downtube, at the request of its OEM customers.

"We work closely with our bicycle customers and try to deliver smart innovations to them," said Nolan Cheng, product manager for TranzX's e-bike products. "The e-bike and integration has become a huge topic — we can't ignore it."

TranzX, a division of the JD Group, also makes bicycle components. It's showing a new dropper post that operates either by cable or wirelessly. A battery integrated in the wireless dropper post lasts for about 3,000 uses, the company's Lily Deng said.

"When used on an e-bike, the vario seatpost can draw power from the e-bike battery," Ding said.

The dropper post follows a shock-absorbing stem and shock-absorbing seatpost for road bikes that TranzX introduced last year.

From offices in Taichung, JD Components produces many bicycle components through subcontractors in the Taichung area. E-bike systems are made in China by Melton International, a subsidiary of the JD Group.

TranzX once made just front and rear hub motors. Today, reflecting market trends, it offers one front hub motor, three rear hub motors, and eight mid-drive motor systems. It divides its mid-drive motors into "entry," "middle" and "premium" product families. **JB**



Nolan Cheng of TranzX with e-bike featuring an integrated battery and motor (Photo: JB)



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# Powerway's road to the EU is through Mitaro

**Mitaro A5-207**, a new Czech company, is partnering with Taiwan wheel and hub manufacturer Powerway to assemble complete wheels for the European market.



Powerway founder Jacky Tsai (Photos: JB)

It also has 12 stations for hand building wheels, along with advanced equipment for dynamic testing and automatic balancing.

Powerway will ship all wheel parts, including hubs, rims, and spokes, to the Czech Republic from Taiwan. Mitaro will assemble wheels on demand for its European customers.

Doris Tseng, sales manager for Powerway, said the Mitaro factory would enable Powerway to

“We want to produce close to the market and offer much shorter delivery times. In addition, we can react quickly to any of our OEM customer’s requests,” said Gary Miao, general manager of Mitaro. Mitaro is sharing Powerway’s Eurobike booth.

Founded last year, the Czech company is in Decin, about 100 kilometers (62 miles) north of Prague and close to the German border.

Mitaro can produce 8,000 pairs of wheels a month using a Holland Mechanics “Scratch Free” wheelbuilding system.

offer lower prices and faster delivery to its European customers. “We also hope to reach new European customers, too,” Tseng said.

Powerway is a longtime supplier to the Taiwan bicycle industry. Before founder Jacky Tsai gave his company an English name, it built industrial machinery for the industry.

In 2001, Tsai refocused the company from machinery to bicycle shaft drives, giving rise to the Powerway name. He said it wasn’t a big transformation.

“We had the machinery and R&D team. We started as a sub-supplier,” Tsai

said. “When we were no longer happy with the shaft drive business, we started with OEM hub production.”

Tsai said many of his bicycle industry partners helped him build the hub business in what he describes as a kind of “barter deal.”

“For years I gave all my machinery know-how to them. When we started with hubs, we got the know-how from these bicycle product producers. It was a give-and-take transaction,” he said.

Powerway now produces spokes and hubs. Carbon parts, including rims, are sourced from other Taiwan suppliers.

Tsai said Powerway builds wheel

prototypes in-house, but outsources production to subcontractors. “Our wheel assembly is done by business partners who concentrate solely on wheels.”

Some 90 percent of Powerway’s Taiwan production is for OEM customers, and the other 10 percent is under the Powerway brand. Tsai said Powerway doesn’t promote its house brand because its OEM customers come first.

About 80 percent of Powerway’s OEM customers are from Europe — which is why it is highlighting Mitaro at Eurobike. ■ JB

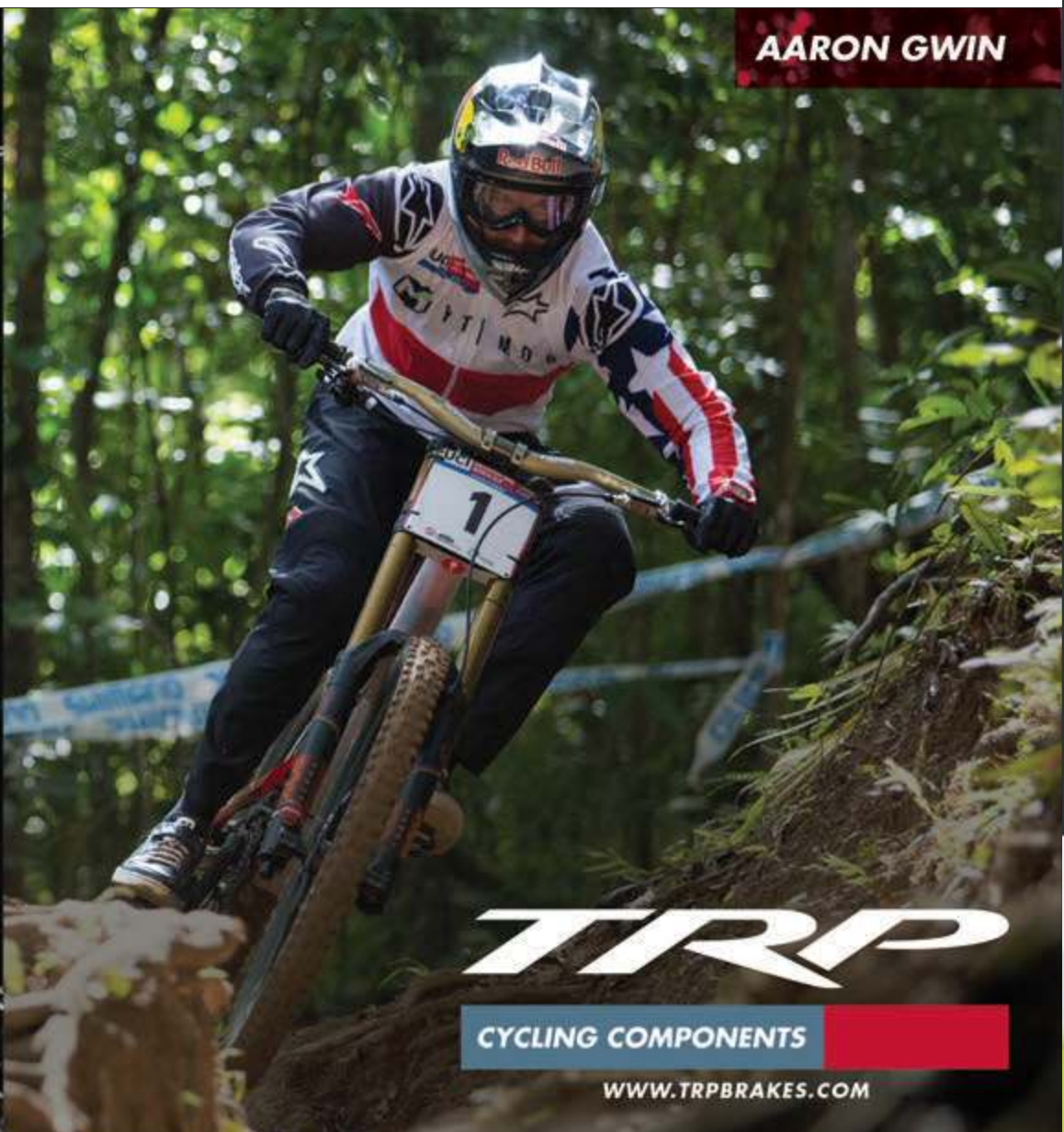


Powerway's Doris Tseng with aluminum hub shells before and after the first CNC production steps



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# 2016



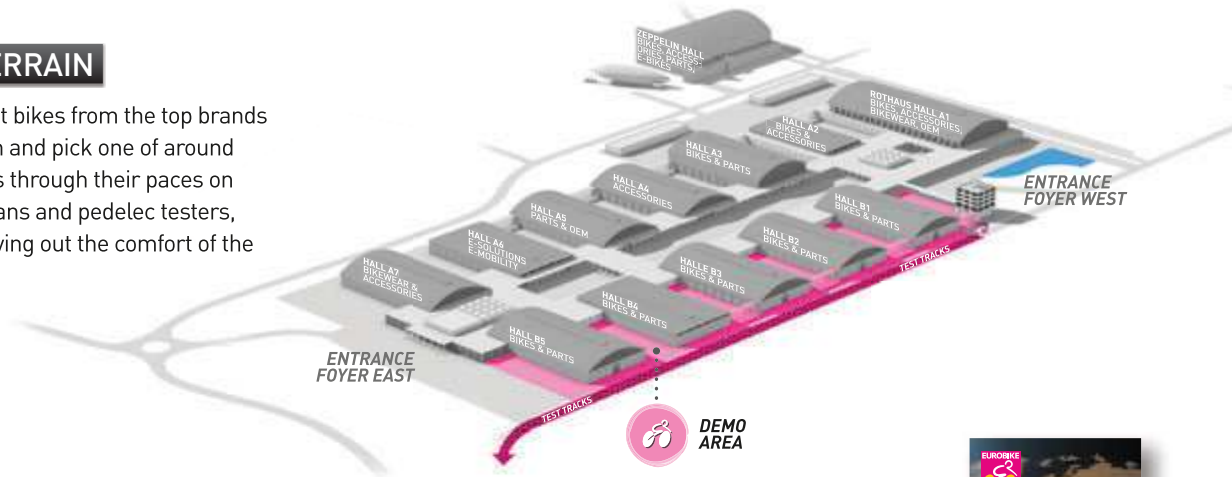
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| ■ Route 2       | — road | - - - off-road |           | 7.0 km |
| ■ Route 3       | — road | - - - off-road |           | 3.0 km |
| ■ MTB Test Area |        |                |           |        |

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# EXHIBITORS



## EXHIBITORS COURT 6

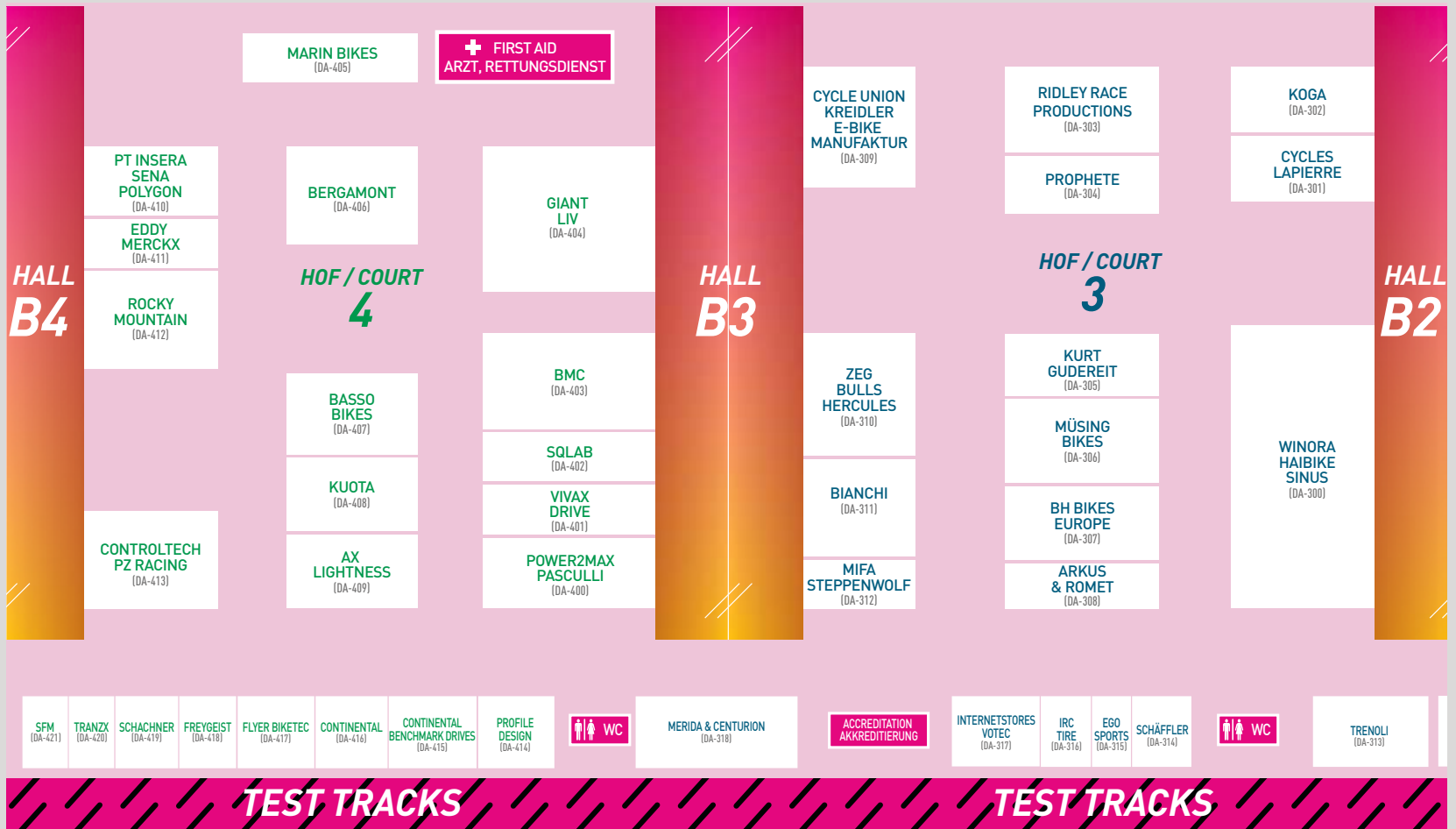
ALPINESTARS S.P.A. (DA-621)  
 BIONX GMBH (DA-615)  
 DE ROSA UGO & FIGLI S.R.L. (DA-620)  
 EFLOW EUROPE GMBH (DA-608)  
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 HEINZMANN GMBH & CO. KG (DA-616)  
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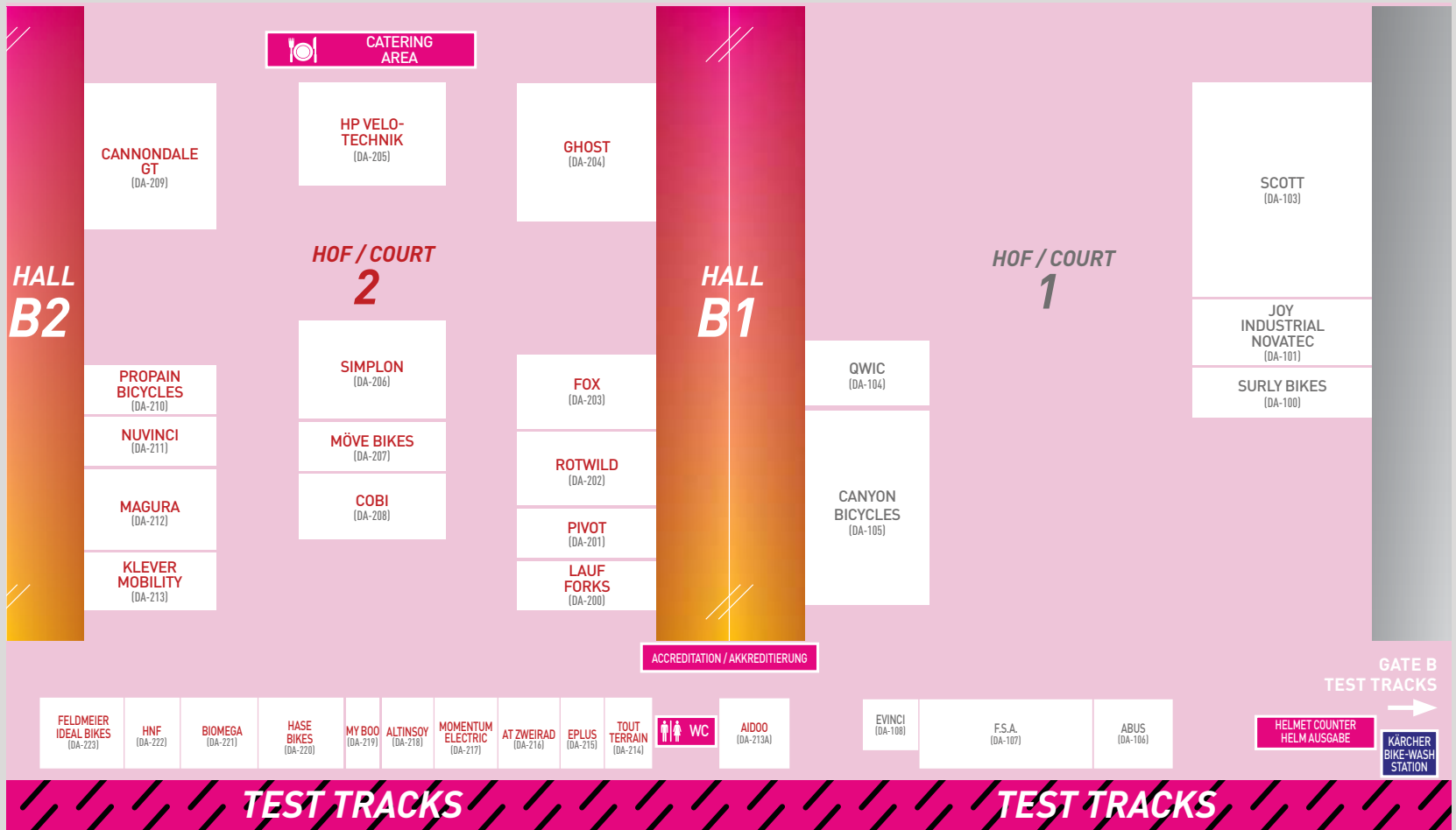
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- AX LIGHTNESS COMPOSITES GMBH&CO.KG (DA-409)
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- CYCLE UNION GMBH, KREIDLER, E-BIKE MANUFAKTUR (DA-309)
- EGO SPORTS GMBH (DA-315)
- KOGA (DA-302)
- KURT GUDEREIT GMBH & CO. KG (DA-305)
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- MIFA BIKE-GESELLSCHAFT MBH, STEPPENWOLF (DA-312)
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- TRENOLI (DA-313)
- PROPHETE GMBH & CO. KG (DA-304)
- RIDLEY RACE PRODUCTIONS (DA-303)
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 SCOTT SPORTS S.A. (DA-103)  
 SURLY BIKES (DA-100)

## SHOWERS

**P** OST 2

## Overview: Urban and commuting apparel

# E-bike boom brings out consumers who want cycling wear that doesn't look like it

A few years ago, when global apparel companies such as Levi's and H&M introduced apparel lines for urban cyclists and bike commuters, more than a few bikewear brands felt a chill.



Craft debuts its first urban line, which includes rain pants and jackets.

Were these giants about to muscle their way into the cycling apparel market? Or would their presence help boost the market for everyone?

The answers are mixed. Many traditional bikewear brands see big opportunities for urban and commuting wear, driven by the boom in e-bikes. The segment got a big thumbs up from Shimano, which is launching an urban and an adventure travel line.

Yet a few brands that tried urban lines have pulled back, saying the clothing is too expensive for many cyclists.

Another challenge is finding the right sales channel. Many IBDs struggle with apparel sales, and even more so with a category like this. Some brands have found that outdoor retailers are more

receptive to this category than IBDs.

Whether it's considered streetwear that's suitable for a bike, or bikewear suitable for the office, this category of apparel is made to disguise its cycling roots.

Denim plays a role in a lot of lines, but it's usually modified to add discrete stretch and water resistance. Pieces are oversized or comfortably elastic. Weather protection, like zippered pockets, and reflective elements are present but downplayed.

Several smaller apparel makers have gotten into the market, including the U.S. brands Betabrand, Cadence, Club Ride, Ligne 8, Osloh Bicycle Jeans, Proof and Upright Cyclist. From the U.K., in addition to BLB, are Rapha and Swrve, while Pedaled and Rin Project have come out of Japan.

Many sell mainly online or through a small number of fashion and bicycle retailers. Most don't exhibit at Eurobike, with the exceptions of **Brick Lane Bikes A3-402**, **Rapha (outside West Entrance)** and **Pedaled A5-301**.

While Levi's has gone its own way with its Commuter collection, H&M partnered with Brick Lane Bikes, a supplier with roots in London's fixed-gear scene, for advice on its 11-piece collection that is sold under the H&M brand name.

Brick Lane Bikes also licenses its BLB brand to Heritage, Ltd., which sells the BLB bikewear collection of shirts, sweaters and hoodies — but no pants.



BLB Cut and Sew T-shirt

"The Brick Lane Bike apparel ranges are an extension of the brand's core functionality and style that are just as suitable to wear on an early morning commute as they are once 'parked up' for the day," said Tim Geadiner, Heritage manager.

By contrast, pants are an integral part of Rapha's commuting line. The company's Hannah Pickering said pants are important because they protect one of the three interfaces between the rider and the bike, the other two interfaces being the hands and feet.

"We test a lot of fabrics to find suitable options in terms of comfort, stretch and durability. For a few years we offered high-stretch riding trousers and chinos with sewn-in reinforcement panels in the seat area," Pickering said. "We've moved away from this to offer something that looks less 'performance' and keeps the functionality hidden inside."

Pedaled, a subsidiary of the Selle Royal Group, which also owns Brooks, has its roots in Japanese denim. Founder and head designer Hideto Suzuki is a fan of what some consider to be the best denim in the world.

But Pedaled is more than denim. Its Cycling Chinos are made of 98 percent cotton and 2 percent elastane.

"These soft-feel pants with four-way tapered stretch are great for a stylish,



Rapha cycling pants include a logo and reflective piping that become visible when the cyclist rolls up a pant leg.

comfortable urban life on and off the bike," said Luca Bertoncetto, brand director.

Koncha is a warm, everyday wool jacket that is also bike-friendly. Lycra incorporated into the shoulders protects against shoulder straps, while two large pockets in the back of the jacket keep valuables safe while the rider is in the saddle.

Bertoncetto said the Koncha is an adaptation of the company's popular Attakai jacket.

Some brands have pulled out of urban bikewear.

**Giro A4-200h**, a U.S. company, was one

sponsored by

VAUDE

### City Bike Bag: Comyou Shopper

For Summer 2017, VAUDE is manufacturing climate neutrally its latest bag collection, the Comyou series, directly at its headquarters in Southern Germany. The bags have a textile look about them that lends them their very stylish, urban flair. Full performance included. The outer material is extremely rugged, dirt resistant and sonic welded without any seams, making an additional rain cover passé. In addition, the material is completely PVC-free and does without harmful plasticizers. Handles from fast-growing bamboo give these models their natural touch, and in combination with a clean design ensure the bags' timeless elegance. Uniquely practical are bright red expansion bellows, which can be quickly opened or tightened to adapt to the size of the load. A roll closure incorporating the bamboo handle allows for a watertight seal. The Comyou Shopper model is attached to the gear rack. This sturdy bag is firmly

attached via Snap-it-Adapter to all Racktime gear racks.

A7-300

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







Pedaled Koncha jacket

the technical features that make them bike-friendly.

Curiously, Zaugg added, Scott is successfully selling similar jeans to the motorcycle market. "It seems that during leisure times these guys are happy to have an alternative to their leather pants."

It's a different story at **Maloja FG-B6/4**, a smaller bikewear brand that has offered cycling jeans and chinos since 2006.

Peter Räuber, Maloja's general manager, said the line has evolved over the past 10 years.

"At first, they were extremely baggy," Räuber said.

But with new denim technologies, he added, Maloja can add stretch to its cycling jeans so they are comfortable but more form-fitting.

Cycling jeans by necessity cost more than regular jeans because Maloja incorporates such features as pre-shaped knees, venting zippers, stretchable rear panels, triple-stitched seams in the seat and adjustable openings at the ankles.

They may be more expensive, "but they also last longer when riding," Räuber said.

**Endura FG-B4/1** launched its Urban Jeans a couple of years ago, and product developer Sara Hill said the Scottish brand recently added the Urban FlipJack Reversible Jacket.

"It's multi-functional and reversible

so that you can choose between high-visibility or a more understated look for different situations," Hill said.

The jeans incorporate discreet cycling touches.

"The slim fit means there is minimal flapping, and the waistband sits high at the back to keep you warm and covered up in a cycling position," she said.

Endura uses a blend of cotton and cordura for stretch without the use of lycra.

"They have been cleverly cut without a crotch seam, so the end result looks like any other casual jean but is perfectly comfortable for pedaling around town," Hill added.

**Triple2 AT-407** started as a mountain bike apparel brand but is focusing more on what founder Matthias Dreuw calls "crossover pieces."

"We are not just selling to pure cyclists. We sell to people going outdoors. They have more sports in mind than cycling," Dreuw said. That also means Triple2 is finding more success with outdoor

Continued on page 42 ...



Maloja has offered cycling jeans and chinos since 2006.

of the first traditional bikewear brands to launch an urban line of apparel and shoes under the New Road name. But Giro is discontinuing the line for 2017, said Sören Bocherding, brand manager at Grofa House of Brands, which distributes Giro in Germany and Austria.

Giro had "just been too early," Bocherding said.

**Scott Sports B1-200** is also skeptical of the urban bikewear category. "There is no market," CEO Beat Zaugg said. "We tried five years ago and gave it up."

Zaugg said jeans become too expensive once apparel makers build in

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Endura Urban Jeans

time. But Vaude's main sales channel for bikewear is outdoor retailers, not IBDs.

"We offer jeans with bicycle features. But due to their multi-use background, we sell them more into the outdoor than the IBD channel," said Anna Holzner, product manager for bike sports apparel. "For IBDs, fashion in general is a tough topic."

For Vaude, "urban" bikewear is more designed for touring. Holzner said the company's large urban cycling collection, which includes apparel, shoes and accessories, are designed to be multi-functional but retain an urban appearance.

Its Krusa Pants, for example, are made of a

stretchy, light and durable material made to withstand long bicycle tours and are sold through both outdoor retailers and IBDs.

**Löffler A7-302** and **Gonso A7-305**, two traditional bikewear suppliers, have offered urban collections but haven't focused as much on fashion.

But that is changing. "Since last year we have gone more urban," said Lisa Kinz of Löffler, who pointed to fine merino tricots that appear in some of its urban pieces.

For 2017, the Austrian brand is introducing its first denim product — a bike short.

"This is our first product made out of fabrics for



Löffler's new cycling short is the company's first denim product.

... Continued from page 41

retailers than IBDs.

The company's new Buex Jeans include reflectors, a lock holder, zippered pockets and reinforced seams. The Buex line combines denim with a new elastic fabric made from organic cotton and eco PET, a type of polyester produced to Bluesign sustainability standards.

**Vaude A7-300** an outdoor brand, has had a foot in the bicycle world for some



Most large smartphones fit in the pocket of this Shimano shirt.

jeans," Kinz said. The shorts include removable inner pants of light Transtex, belt loops, two side pockets, a zippered back pocket, reflectors and a padded seat.

Theo Sandu, general manager of Gonso, says IBDs will eventually realize the importance of selling urban cycling apparel.

"The e-bike boom is bringing customers who are spending €3,000 for their e-bikes," Sandu said. "Sooner or later they will also spend an additional amount for multi-use apparel at IBDs that offer a variety of commuting wear."

**Gore Bikewear A7-206** offers urban pieces in its Element line. Clemens Deilmann, Gore's head of design, also believes e-bikes will give a push to



(Patent pending)

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→ **Friendly & Economic**

Innova has developed a Integrated Tubeless Technology (ITT). ITT tire is suitable for any rim; the fitting and inflation process is same as the tire with tube but lighter in weight. Adding sealant is necessary. ITT can protect the tire free from pinch flat when hit the hole on road; also a guarantee that tire will not run off the rim when the pressures dramatically drop by cut. ITT tire is safer, more economic and easy assembly.





Triple2 men's Buex cycling jeans

functional cycling apparel.

"Personally, I think that the e-bike is doing to the bike industry what the shaped ski wave once did to the ski industry," he said.

The Element line, for cyclists and runners, also looks good in the city, Gore spokesman Jürgen Kurapkat said, citing the Element Urban Windstopper softshell pant and jacket.

"Both are a one-of-a-kind combo of style, function and comfort that goes from the saddle to the city," Kurapkat said. "They combine the best technical features with a stylish everyday look. Strategically positioned reflective touches ensure visibility."

**Craft A7-308** a traditional Swedish brand, is launching its first urban collection for 2017,

called Ride Commute.

"We wanted to come out with a range that isn't just a trekking bike line with bicycle features. We want to go real urban," said André Bachmann, deputy general manager of Craft Germany.

Craft wanted to make sure the Ride Commute pieces don't look like bikewear. "Who wants to sit in his tight bike pants and road shirt in the office?" he said.



Shimano's urban shoes don't scream 'cyclist.'

Bachmann said Craft worked to keep the Ride Commute price points reasonable, and said initial response from IBDs has been "overwhelming."

Perhaps the biggest vote of confidence in urban bikewear is from **Shimano, B5-300** which debuts two expansive lines for city cycling and mountain touring

The Transit City and Mountain Touring collections include apparel, shoes and packs. In both lines, Shimano incorporates some fashion-forward pieces. Some of its urban cycling shoes look like classic leather footwear — one has to look twice before noticing that they are SPD-compatible.

Other pieces include fine check and polo shirts, jerseys, shorts and pants.

"Shimano is now able to offer urban cyclists a head-to-toe, matching package — and they won't out themselves as cyclists right away," said Florian Nebel, sales manager for Shimano distributor Paul Lange. ■ JB



Löffler is emphasizing its urban collection for 2017.



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# Look and Time Investments from Rossignol, Activa reinvigorate venerable French brands

Set on the banks of the Loire River in Burgundy, the French town of Nevers is known for restaurants that serve gargantuan meals.

Yet as home to factories for Time Sport International and Look Cycle, Nevers — the French capital of clipless pedals — is also an unlikely hub of high-tech bicycle production.

It soon may be even more important to the industry. Earlier this year, Time and Look each were acquired by new corporate owners with deep pockets. The famous French brands now come to Eurobike fortified by fresh capital and higher ambitions.

In February, **Time B3-103** was acquired by the parent company of Rossignol, the big winter sports manufacturer. Rossignol had also been linked with Look Cycle because it had bought a division of Look that made ski bindings in 1994.

But in June, a French investment firm, Activa Capital, announced that it had acquired a majority stake in **Look A4-302** in partnership with three senior managers, who had been Look's primary shareholders.

Now, Time and Look — separate companies with intertwining histories — each believe they are poised for significant growth.

"Given our assets in terms of technology and production, and the potential in the market for pedals, we could treble sales in the next three to five years," said Sylvain Noailly, who in March became CEO of Time. He previously headed marketing and business development at Rossignol.

At Eurobike, Time is celebrating its 30th anniversary this year with the release of the limited edition Scylon Ulteam 30 bike. Time is also launching a range of triathlon gear at Eurobike.

Rossignol bought Time from descendants of its co-founder, Roland Cattin. After Cattin died suddenly in 2014, one of his two daughters, Julia Cattin, managed the company.

Roland Cattin and his father-in-law, Jean Beyl, founded Time in 1986 and brought its first products to market in 1987.

Beyl is one of the common denominators that link the two companies: He was also the founder

of Look in the early 1950s but left when a controversial French businessman bought the company in 1983.

Today, Time has annual sales of about €12 million (\$13.3 million), mostly from clipless pedals and carbon-braided frames. About two-thirds of its sales are outside of France.

Rossignol bought Time to make its business less seasonal, and to make better year-round use of its infrastructure and distribution network. The two companies target many of the same customers, who hit the slopes in the winter and the roads in the summer.

Time's strength in bike frames is its carbon-braiding technology.

"Unlike the pre-impregnated carbon sheets that are more commonly used, carbon braiding allows us to adjust the braiding for each part of the frame," Noailly said. "That's truly unique know-how that was developed by Time with large investments in machinery."

Although the Cattin family had invested consistently in technology, the company had also amassed a sizable debt.

Noailly believes Time has room to expand in clipless pedals as well. Although Look is a much bigger player, Noailly noted that Time has a complementary business in mountain bike pedals.

Since the acquisition, Rossignol has moved quickly to consolidate Time's operations. It is considering moving some of Time's operations from its headquarters in Vaulx-Milieu, near Lyon, to Voreppe, which is a few miles from Rossignol's spectacular headquarters in Saint-Jean de Moirans.

Time continues to produce frames in Vaulx-Milieu and at a factory it owns in Bratislava, Slovakia.

Rossignol also shifted production of Time's clipless pedals from a factory outside of Nevers to a nearby plant that it owns. Rossignol bought that factory from



Time is releasing the limited edition Scylon Ulteam 30 in honor of its 30th anniversary.

Look in 1994 when it purchased Look's ski binding business.

The Rossignol group, which posted sales of about €250 million last year, has the financial wherewithal to not only help Time expand, but to buy related companies.

"There's plenty of opportunity with Time, but we have made it clear that this development could also go through acquisitions of complementary activities," Noailly said. Apart from his title as Time's chief executive, Noailly oversees a new division covering the bike business, along with digital and business development across the group.

The group is in talks to take a majority stake in Raidlight Vertical, a French firm that specializes in trail running and other outdoor products.

Rossignol now manages Time's U.S. distribution through its subsidiary in Park City, Utah. The two brands share a warehouse in Ogden, Utah.

Rossignol also plans changes in Time's distribution in other countries.

Looking ahead, it would be no surprise to see Rossignol invest more in Time-branded apparel beyond a small technical range that Time now makes.

Rossignol has boosted its investment in apparel and oversees a fashion unit

in Milan. It once made cycling apparel through a licensing agreement — with none other than Look Cycle.

Look, meanwhile, believes it can more than double sales by the year 2021 to some €100 million, from about €45 million last year, in part by boosting its presence in the mountain bike market.

The company's growth prospects led its shareholders to seek outside investment.

The three — president Dominique Bergin, CEO Thierry Fournier, and industrial manager Jean-Claude Chrétien — remain in place.

"The consolidation of the industry made it compelling for us to team up with an investment company, which will help us to invest and accelerate our growth," Bergin said.

Activa Capital said it was attracted by the potential of the Look brand and by its focus on innovation. Look devotes about 10 percent of its sales to research and development.

Like Rossignol, Activa is also on the lookout for complementary acquisitions, said Charles Diehl, a partner at Activa Capital. Earlier this year, Look purchased Corima, a French company that specializes in high-end carbon wheels.

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## Brexit and Bikes

# Raleigh raises wholesale prices as U.K. bike industry fears a Brexit aftermath

**Raleigh increased its U.K. wholesale prices at the beginning of August, blaming “recent volatility in currency exchange rates against the British pound.”**

For “volatility,” read “Brexit.” With pre-Brexit bike sales in the U.K. down by at least 10 percent year-on-year, British bike shops will be loathe to increase prices. But price hikes appear inevitable, and some U.K. cycle companies believe that Brexit could be a disaster for an already challenged industry.

A disaster, at least, for importers. It’s notable that Raleigh hasn’t — yet — raised prices on Lusso clothing and GT85 lube, which are made in Britain.

And Brompton, which plans to double the number of bikes it manufactures (its new London factory currently produces 40,000 a year), is already benefiting from the weaker post-Brexit pound because it exports 80 percent of its folding bikes.

Export sales provide a cushion for some British cycle manufacturers, including Hope Technology of Lancashire.

“We import only raw materials, and add a great deal of value through manufacturing here so we’re not planning any price rises,” Hope’s co-owner Alan Weatherill said.

However, domestic sales for Brompton, Hope, and others could be impacted because off-the-chart levels of uncertainty may cause British consumers to pull back and spend less on everything from breakfast cereal to bicycle parts.

Jay Tolan, general manager of Orange Bikes, also in Lancashire, is hoping for a “Brexit bounce,” with more consumers willing to “buy British.”

“It will be interesting to see if people put their money where their mouths are and spend their pounds on U.K. manufacturing,” Tolan said. “I would hope so because this will be needed to keep Britain moving through some difficult times ahead.”

U.K. voters set their nation on a course to exit the European Union at a June referendum, with 52 percent voting in favor of Brexit. The election kicked off

a complicated divorce that is expected to take years.

If Brexit actually happens — and with U.K. “Leave” politicians waking up to the complexities of a “hard Brexit,” this isn’t a given — it is likely that moving British goods and people through Europe will become more difficult. That also applies to U.K. exhibitors attending a European trade show. There would be borders to cross, delays to factor in, and duties to pay.

Of course, difficulty attending a bicycle trade show is just a tiny issue amidst the many posed by the vote. Some fear Brexit could lead to a parliamentary logjam and government paralysis.

U.K. legislators will be tied up with Brexit-related legislation for a decade or more as it rewrites its trade agreements.

However, trade negotiations can last for decades. It took three years for Greenland, which has fewer people than a small English city, to negotiate an exit from the forerunner to the EU — and this icy nation had only one item on the negotiating table: fish.

Blogging for the *Financial Times* of London, lawyer David Allen Green wrote: “In its rewriting of domestic law and policy and its reconfiguration of foreign and trade policy, Brexit will be the single biggest exercise by any U.K. government in peace time.”

And with a government embroiled in such a time-consuming exercise there will be less legislative time spent on cycling.

“The U.K. is consistently stuck in the bottom few EU countries for cycling as transport. A lot of city knowledge-sharing work has been funded by EU networks like CIVITAS, I will be very concerned if the U.K. cities lose access to such resources,” said Kevin Mayne, development director of the Brussels-based European Cyclists’ Federation said. “I know some funding consortia are already thinking twice about U.K.



Kevin Mayne (standing), development director of the European Cyclists’ Federation, said Brexit could impede development of cycling as transportation in the U.K.

partners because they don’t want to have the hassle of members with an unknown status.”

The Bicycle Association of Great Britain (BAGB) said it will “work hard to promote the benefits of investing in cycling” to agencies such as the U.K.’s Department for Transport (DfT).

But the DfT is facing major challenges of its own, mainly because of staff shortages. It is one of the government agencies that have been starved of cash because of austerity-led budget cuts. It is therefore open to offers of help, as the Bicycle Association discovered when it contacted the DfT and received an “enthusiastic” welcome, said Steve Garidis, the association’s operations director.

He’s no fan of Brexit, but believes it offers the Bicycle Association a relevancy

boost.

“Having an effective trade association for our industry [is now] significantly more important,” Garidis told members in an email.

Of course, Brexit doesn’t just matter to British bicycle businesses. It will impact the industry internationally.

In its latest earnings report, for example, Shimano warned that bike-related sales had dropped by nearly 20 percent in the first six months of 2016. Perhaps bizarrely, Shimano put Brexit first on a long list of reasons for the decline.

Brexit will have a “considerable impact” on the European cycle industry, said Frank Aldorf, chief brand officer for the German bike brand Canyon. Few in the industry would dispute that. ■ CR



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## Brexit and Bikes

# Who's afraid of Brexit? Not these U.K. e-bike retailers, who shrug off concerns

**Brexit? Yawn. That's the reaction from some U.K. electric bike retailers, who believe the market is young and healthy enough to withstand any economic uncertainties or price increases that Brexit may impose.**



Evans, a major U.K. bike retailer, recently launched a commuter e-bike under its house brand, Pinnacle.

Halfords and Evans, two major U.K. bike retailers, have boosted their presence in the e-bike market. Both recently launched house brand models aimed squarely at the commuting market.

While preparation for the models predated the Brexit referendum, a spokesman for Evans said the company expects e-bike demand to remain strong.

"Whilst the market hasn't quite the same overall scale potential as continental Europe — simply due to infrastructure differences ... there's certainly room for considerable growth," said James Booth, PR manager for Evans. "The demand has been there for some years now, particularly in hilly areas with quieter routes for cyclists. As products improve and the bikes become more widely available I think we'll start to see the real potential in areas where the factors are there to create e-bike hotspots."

Booth said the company was not particularly concerned about the potential that imported e-bikes would

cost more if the British pound remains weak against the euro. He said British customers are becoming used to the idea of paying more for quality e-bikes.

"Certainly we're seeing initial sales of our e-bike at a price level where a traditional trekking-style or urban hybrids wouldn't sell as well for us, so it's a question of what paying that extra £1,000 [€1,200; \$1,300] or so gives the customer," he said.

E-bikes introduce consumers to the idea of using an urban bike for transportation, "where a higher price brings greater benefits," Booth said. "I do expect e-bikes to increase in sales at the higher end of the market."

Scott and Tim Snaith, owners of e-bike retailer 50 Cycles, also shrug off post-Brexit currency concerns. Their store imports bikes from Scott, Giant, Winora and Kalkhoff.

"We have seen little direct effect on our business apart from a slight fluctuation in currency," Scott Snaith said. "We feel e-bikes sales fare well in

times of recession as they are ultimately a transport cost-saving machine."

He noted that the exchange rate between the pound and the euro has fluctuated significantly in recent years, even before the Brexit referendum.

In fact, the Snaiths believe the U.K. could become the next hotspot for the European e-bike market. They cited improved infrastructure, such as London's new "cycling superhighways," that are encouraging Britons to adopt Dutch and German-style cycling for transportation.

The pre-Brexit environment for electric bike sales has certainly been rosy.

A 2015 survey by *Bikebiz*, a U.K. bicycle trade publication, found that e-bike sales had grown by about a quarter even as retailers reported falling sales in all other categories.

The small survey included just 100 retailers, but the e-bike results were notable — especially as more than 40 percent of the retailers surveyed said their total annual profits had fallen by between 10 and 30 percent.

CONEBI reported that 2015 e-bike sales in the U.K. were 30,000 to 40,000 units (see related story, page 22). Although the numbers are "extremely small," that makes the U.K. the 8th

largest e-bike market in Europe.

But if Halfords and Evans are any indication, retailers are confident that e-bike sales will grow.

Halfords launched its house brand e-bike, the Carrera Crossfire-E, in 2015, equipped with a Suntour HESC system. It currently offers some 70 e-bike models online which range in price from €690 to €2,695.

Halfords also own the fast-growing Cycle Republic chain of stylish retail stores that stock a core range of high-end e-bike brands including GoCycle, Haibike and Raleigh.

Starting with one London store in 2014, the brand recently opened its 12th outlet, with more in the pipeline.

Evans responded this summer with its own house branded e-bike, the €2,200 Pinnacle Lithium Ion, featuring a Shimano Steps system. The Pinnacle brand is known in the U.K. for hybrid bikes that are stylish, light and competitively priced.

The chain's e-bike range includes other well-known brands such as Raleigh, Scott and Specialized, at prices from just over €1,000 to nearly €7,500. Consumers can find anything from a step-through city e-bike to a high-end e-MTB. ■ RP



A Dutch-style rail-bike storage facility and retail store in Leeds, U.K.

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## Overview: Performance road apparel

# Comfy performance bikewear will make cyclists want to skip to the bib shorts

**Ambitious road cyclists have never had so much sophisticated, comfortable apparel to choose from.**

Leaving aside the latest whiz-bang fabrics that keep riders cozy in cruddy weather (see Thursday's *Eurobike Show Daily* for a look at rain gear and other apparel that protects against the elements), apparel designers have been spending long days in textile labs and at wind tunnels.

From eliminating scratchy seams to improving the chamois that makes long hours on a hard saddle more bearable, bikewear brands have worked to make

their road gear more aerodynamic — and less irritating.

**Castelli A7-319** has always designed its bib shorts with these concerns in mind. This year the Italian company is debuting a new version that incorporates plenty of comfort-aiding features. "The main point is to enable the users to ride longer, in any sorts of conditions, if they're in a race or training," said Edoardo Civiero, Castelli's marketing manager for Italy.

For its Premio bib short, for example, Castelli has replaced horizontal silicone stripes at the leg openings with vertical stripes. What's the difference? Vertical stripes hold their stretch better. A back band provides lumbar support, and Castelli uses a seamless piece for the entire strap system to avoid abrasion on the shoulders.

Civiero described the bib shorts as a "concept product," which means it isn't part of a specific range. Employees from across the company collaborated on the design, which was tweaked using Castelli's advanced research and testing capabilities.

**Maloja FG-B6/4** boasts that its designers spent three years developing the Pushbikers road range. Designed for Christian Grasmann, founder and leader of the Maloja Pushbikers race team, the



Santini Sleek Plus jersey



Maloja Pushbikers apparel

range consists of eight pieces that focus on comfort while racing. Details include an ergonomic design and shoulder panels that are strategically shaped forward. A structure like the surface of a golf ball reduce air turbulence on the shoulders. The garments use no less than

nine technical materials to enhance breathability and comfort.

**Santini B5-201** believes riders should hardly feel its garments at all, which is why it describes its Sleek Plus jersey and bib shorts as fitting like a second skin.

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### SLEEK PLUS Kit

The men's Sleek Plus kit is exceptionally breathable, light, aerodynamic and UV resistant and was born from the valuable feedback of the Team Lotto NL-Jumbo athletes. The Sleek Plus jersey melds two different kinds of high performance fabrics - Kontatto and Plus — to create a second-skin effect. Kontatto is incredibly light and breathable and used for the front, while the sleeves and back are made of Plus fabric with ventilation channels to guarantee breathability and improve aerodynamics. Anti-slip bands at the waistband and sleeve cuffs for an excellent fit and position. The Sleek Plus bibshorts have a superbly aerodynamic cut and are made of Thunderbike Power, a technical fabric that helps reducing muscle stress, thanks to its high thread density and elastic composition. The mesh Y-shaped braces are very comfortable and shaped elastic bands with inner anti-slip grip

ensure perfect thigh muscle grip. The innovative C3 chamois guarantees an unprecedented standard of anti-shock and breathability.

**B5-201**

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### WAVE Kit

A high performance total look kit designed specifically for women by Santini. The Wave jersey is made of a combination of two innovative fabrics: Onda and Artico. Onda, which means "wave" in Italian, is made from tiny fabric waves of different densities for maximum breathability. It is soft and incredibly light and UV-resistant. Artico fabric, as the name suggests, is superbly fresh and soft on the skin and it's used for the sides and cuffs. Wave jersey gently hugs female contours without being too compressive. Reflective piping on the back makes an excellent visibility on dark roads. The Wave bibshorts are made of Thunderbike Power, a technical fabric that uses gentle compression to reduce muscle stress, while elastic bands with inner anti-slip grip ensure perfect muscle grip. The breathable mesh braces with the special T-shape on the back guarantee a better distribution on the spine and the

innovative C3 Woman chamois with gel core ensures superb shock protection.

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**B5-201**







Endura Pro SL Bibshort II

The Italian company melds two high-performance fabrics — light and breathable Kontatto fabric on the front, and Plus fabric for the sleeves and back — and adds ventilation channels to make the garment more breathable and aerodynamic.

Other details enhance fit, such as non-slip bands at the waist and sleeve cuffs. Thunderbike Power fabric comes into play for the bib shorts, with mesh for the Y-shaped straps. The C3 chamois with Carving Technology (see related story on this page) is a new concept in itself.

Padding is one of the most fiercely competitive corners of the cycling apparel market even though chamois are largely invisible to riders. Yet it's also crucial, especially as performance bikes get lighter and stiffer.

The upgraded Pro SL Bibshort II from **Endura FG-B4/1** uses a 700 series pad with three widths for different saddle shapes. Ian Young, brand manager at Endura, said the pads enhance the connection between rider and saddle for comfort. "This bib short is designed for the serious road rider, doing regular high mileage rides," he said.

Endura has given its new bib shorts an understated appearance, combined with an improved panel design and fabrics to make them more comfortable and breathable.

"We've changed to a new bonded, raw edge leg gripper which provides a more powerful grip, holding the lower leg in place without compromising comfort no matter how hard you ride," Young said.

In another bid to protect the crotch, **Mavic B3-207** uses multi-layered Ergo 3D Pro padding designed with OrthoLite, an insole specialist. OrthoLite also supplies Mavic's sister brands Salomon and Arc'teryx.

"We starting working with them on padding last year, and this year we managed to halve the thickness, which makes the profile and the performance even more interesting," said Sébastien Jarrot of Mavic.

The shock-absorption performance is so

Continued on page 50 ...

# One stitch at a time, these brands support the women's movement

With more women wearing the cycling pants in the family, apparel makers are taking notice.



Gore Bike Wear Power Lady line

Many brands have overhauled their women's collections from the ground up, instead of half-heartedly adjusting their men's ranges by making a few concessions to a woman's anatomy.

At **Bioracer A7-301** women's products are the fastest-growing segments in several markets. "The pressure to develop products for female riders has come from the market," said Quinton van Loggerenberg, business development manager of the Belgian brand. "They are increasingly switching to cycling as a low-impact, fun and efficient form of exercise."

Bioracer's most popular contribution this year may be its Epic bib short, which has a simple zipper at the back to make comfort breaks less

fiddly.

"There are no catches, no clips, and it doesn't rely on any overlapping fabrics that have to be rearranged," Van Loggerenberg said. "We're going for a simple zip in the right place, giving just enough of an opening to pull the shorts down."

The bib shorts incorporate a new Vapor Curve pad, made exclusively for Bioracer in Evapore 3D webbing. Van Loggerenberg said the pad is made with a rubber-based foam that is more elastic and lighter without adding thickness. The foam can be cut without leaving hard, uncomfortable edges or

diminishing its elasticity. Bioracer supplied several Vapor Curve bib shorts to cyclists competing at the Rio Olympics.

If a company wants to stay on top of the women's market, is undoubtedly helps if women are on top of the company.

That's true at **Santini B5-201** where women are top managers and shareholders.

"We have been building up our women's range in the last five years, working with the same fabrics and technology as for men," said Paola Santini, marketing manager at the Italian apparel maker. Her sister, Monica Santini, is

chief executive officer. They are the daughters of company founder Pietro Santini.

At Eurobike, Santini is spotlighting its Wave performance kit, consisting of a jersey and bib shorts.

"The kit is named after the fabric, which undulates a little to make the garment more breathable," Paola Santini said. The jersey combines two fabrics: Onda (which means "wave" in Italian) and Artico, which is used for the sides and cuffs.

The Wave pieces are designed to hug a woman's shape without squeezing. The bib shorts are made of Thunderbike Power, a technical fabric that uses gentle compression, with non-slip elastic bands.



Santini Wave jersey

The pad is a crucial element of the Wave bib shorts. Santini uses a C3 Woman chamois with gel core for extra shock absorption. Santini said the chamois is constructed using a new process called Carving Technology, in which two overlapping foam cores are sculpted together to create multiple densities without stitching.

Even with garments that aren't built for the same level of technical performance, apparel designers have put extra focus this year on fit and details for women.

Many of the new pieces are more than just a pink afterthought. They have been designed specifically for women and offer the sort of well-cut, athletic appearance that active female consumers seek.

One striking example is the Power Lady range from **Gore Bike Wear A7-206**. The company says the range is intended for "highly driven female cyclists." Among its intelligently designed pieces is the two-layer Gore One GTX lady, which is light and water repellent yet fashionable. ■ **BS**



Bioracer Epic bib short



Scott RC Premium bib shorts

... Continued from page 49

popular that Mavic is using OrthoLite in about 80 percent of its new bib short line. The Cosmic Ultimate is its flagship product. Ultrasonic welding eliminates seams that cause friction. Other details include straps equipped with soft silicone dots in a V pattern, so the garment hugs the cyclist's body even when he is putting the hammer down. Mavic has high ambitions; It wants to be among the top three European brands of performance

cycling apparel and gear by 2020.

**Scott B1-200** launches the RC Premium bib short specifically for road riders. (It previously covered the segment with the RC Pro, a hybrid product for mountain and road.) The RC Premium features such pavement-worthy features as a shorter front, longer back and sleeves, and road-specific padding.

"We've taken out fabric on the front side of the shoulders and added some in the back to avoid pleats and wrinkles in the riding position," said Fabian Heigemeir, product manager for bikewear at Scott Sports. Scott incorporates an Elastic Interface chamois that provides more support for a rider's perineal area.

**Look A4-302** says its Excellence bib short range is the highlight of its 2017 apparel range.

The Excellence pieces are constructed with what Look calls an "extremely minimalist" approach, with reduced stitches, laser-cut straps and high-density 3D padding. Echoing a popular theme among apparel makers, Look says the Excellence bib shorts fit like a "second skin."

Despite their focus on bib shorts, apparel makers haven't forgotten about the ever-important jersey.

**Pearl Izumi B5-302** is bringing to market its P.R.O. Pursuit Speed men's jersey, originally designed for the BMC Pro Team. The jersey is all about aerodynamics; its upper half was taken from the team's aero skinsuit.

P.R.O. Aero fabric is strategically

placed to reduce aerodynamic drag. Sleeves are longer to the elbow to reduce drag around the upper arms. Bonded seams allow for a smoother finish.

**X-Bionic A7-402** adapted its much-lauded Bike Race apparel line for the new Bike Race Evo range, which the company says offers better performance

for less weight. The Bike Race Evo range continues the brand's longstanding use of its 3D Bionic Sphere design, which uses sweat as a natural cooling system. The Bionic Sphere system has been enlarged by 30 percent on the chest area of the Evo jersey.

X-Bionic uses a thinner yarn and a weight-optimized structure to make

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**SLEEK 2.0 Trisuit** B5-201

The Sleek 2.0 short sleeve trisuit is developed in collaboration with Kona pro triathlete Kyle Buckingham and it is strategically cut with short sleeves for a more aerodynamic performance. Constructed with Lycra Monica fabric and Acquazero treated for fast drying, it features elasticated mesh sleeves and side inserts for enhanced ventilation and anti-abrasion stitching. The anti-sliding elasticated arm and leg cuffs cover the muscles like a second skin improving aerodynamic performance. The Sleek 2.0 trisuit features the GTR chamois designed specifically for the demands of triathletes. This chamois is made of a thin layer of silicone gel with strong anti-shocks properties, it weights less than 42 grams and it doesn't absorb water. The antibacterial and anti-irritation microfibre layer in contact with the skin ensures maximum comfort.

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the Evo Jersey lighter than the previous version. However it has added material in areas that are sensitive to cold, such as the kidneys and the pelvis.

**Briko A1-402** is showing its Nero System range of four cycling shorts and bib shorts made of technical fabrics and chamois and designed for different distances and types of riding. For long rides, Briko offers a new Pomice bib short, the Pomice Bib



Pearl Izumi P.R.O. Pursuit Speed jersey

Pro NP500, with a new Poron pad that cuts vibration. A lower density Poron pad appears on a second bib short that is intended for middle distance rides.

For short distances and sprints, Briko uses Gel chamois on a third bib short and on a pair of women's cycling shorts.

From **Löffler A7-302** is the Pro Plus range of light, high-end racewear. Bib pants are constructed of tightly woven Quattro Stretch fabric and incorporate comfortable padding and gentle compression, with an aerodynamic fit and fewer panels.

Löffler's Hotbond process uses ultrasound to spot-weld elastic materials together. Löffler, which makes its apparel in Austria, uses the technology in several of its bike shorts and jerseys including its Pro Plus range. ■ BS



Löffler Pro Plus bib short

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# New Products 2017

## CycleOps The Hammer



The Hammer is a direct-drive trainer with unparalleled bike compatibility and device connectivity. A 20-pound flywheel is at The Hammer's heart, while its soul is the innovative, fast responding electromagnetic resistance. The trainer offers rapid response resistance, maximum power and the sensation of rolling on smooth asphalt. **A3-109**

## Innova Integrated Tubeless Technology (ITT tire)

Innova's patented Integrated Tubeless Technology (ITT) combines tube and tire and is suitable for any rim. Used with sealant, it's far lighter than a conventional set-up, while protecting against pinch flats. Innova says the tire won't run off the rim if the pressure drops. **A3-809**



## BionX Genuine Accessories

Known for its electric-assist systems, BionX's new range of accessories has it covered when it comes to upgrading your ride. Highlight include a 2000 lumen front light with matching rear, an intuitive RC3 Controller that puts all options within thumbs' reach, and the DS3 color display that's compatible with any RC3 setup. **A6-407**



## Bkool Go Trainer

This affordable smart trainer combines an advanced simulator with the latest technology. Syncing seamlessly with the Bkool Simulator to control the trainer's resistance, it can simulate the feeling of climbing a grade of up to 8 percent and provide a realistic sensation of inertia. [www.bkool.com](http://www.bkool.com)



## Airace iSpeed HV

Equipped with Bluetooth 4.0, the iSpeed HV is the latest iGauge series pump. It syncs to a smartphone app so the user can accurately gauge the PSI to within 1 percent. With an oversize barrel and folding design, it's ideal for situations when a floor pump is too cumbersome. **A5-107**



## Bickerton Argent

With equal parts heritage and innovation and inspired by Harry Bickerton's original design, the Argent pays homage to the rectangular frame and hinge abutments of the 1971 Bickerton, but adds modern design, materials and technology for a strong and stiff frame. The Argent combines ergonomically curved handlebars with a new Vantage geometry for a solid ride and easy folding. **B4-406**



## Shimano RC9

Shimano's new S-Phyre footwear was designed to maximize power transmission. The RC9 road shoe uses a one-piece outer made from supple, stretch-resistant and breathable Teijin Avail microfiber synthetic leather, with perforated dimple vents for a glove-like fit. Two independent Boa IP1 dials with wire lacing offer quick and precise micro-adjustments for closures. **B5-300**



## Dr Pad Doc 124 Pista

Ideal on the track or against the clock, the Doc 124 Pista with Gel Injection Plus inserts provides support where needed, while ensuring the freedom of movement that won't impede rpms. Cutting Technology allows its medium-density foam to be smoothly cut, gradually changing thickness and support type to match the needs of each zone. **A7-410**



## Taya E-bike chains

Rugged and safe, Taya e-bike chains incorporate GST anti-rust coatings and Taya's exclusive Diamond Hard Technology. The chains exceed by over 100 percent the relevant ISO strength safety standard. They are suitable companions for mid-drive motor systems, whether for e-mountain, trekking, or commuting bikes. **A5-412**



## Schwalbe Tread Cutter

In honor of the DH World Cup, Schwalbe presents its new Tread Cutter for MTB tires. The Tread Cutter can cleanly chop off lugs for a smooth edge. Cutting height is adjustable for precision. **A5-300**



# New Products 2017

## Velo 3M Reflective Bar Tape

Using a proprietary technology, Velo bonds 3M reflective materials to bar tape without affecting hand feel or durability. The black tape is discreet in daylight but reflects the instant a light source hits it. Velo reflective tape is a useful safety feature for evening rides and long commutes. **A4-103**



## Berenis Essential HD MTB

The new Essential HD MTB represents the entry level in Berenis' off-road collection. It features a high-lift capacity foam which is protective, light and elastic, with a higher thickness in the backside. A modern upper design is comfortable during all off-road pedaling situations, while permitting free movement. **A7-212**



## Ningbo Nanyang Clamber

Powered by a 250-watt 8Fun motor and sporting an aluminum alloy frame and Shimano 7-speed gearing, the Clamber e-bike is for urban adventurers. Front and rear LED lights embedded in the frame add style, while the waterproof saddle lets riders arrive looking as good as the bike. **ZH-200**



## Roxim Raptor X3



The 350-lumen Raptor X3 delivers full-time corner lighting for riders. It achieves a panoramic 180-degree near-field lighting while projecting an impressive 80-degree wide light spread. A USB Burst mode boosts brightness by 20 percent and extends run time when attached to an external USB power source. **A5-212**

## Standwell Rex Rack



Quick-release systems for cargo and e-bike batteries are a key for integrating accessories on an e-bike. The Rex Rack, with an integrated rear light, was developed with the European commuting, trekking and e-bike markets in mind. It can be customized to meet a customer's design requirements. The Rex Rack is available in dynamo and e-battery configurations, along with a variety of LED options. **A5-207**

## Kind Shock LEV Circuit Electric Dropper

The latest dropper seatpost from KS marries LEV technology with wireless actuation. Housed in a compact, durable and weatherproof unit, the LEV Circuit installs more easily than any dropper on the market. Simply insert it into the frame, clamp on the Bluetooth 4.0 wireless remote and install the saddle — no cables or frame routing needed. **B1-206**



## Beto JetAir Tubeless Tire Air Accumulator

While tubeless tires are incredibly user friendly, fitting them isn't. Beto's accumulator gives the home mechanic the power of a compressor at a fraction of the cost and space, making tubeless set up simple. It works with most floor pumps. When the stored pressure is released it provides the blast needed to easily seat recalcitrant tires. **A5-507**



## Novatech Factor 735

These wheels combine the balance of stiffness and compliance that's found in a race-ready enduro wheel, but in a plus-sized package. The 35mm internal rim is wide enough for the largest volume tires but doesn't sacrifice stiffness or weight. Low-friction hubs, built to Novatech's boost spec, enhance performance. **B1-201**



## Haibike Sduro AllMtn 8.0

Driven by the lighter, more powerful Sduro Yamaha PW-X system, the AllMtn 8.0 is one of the first "networked" e-MTBs. An on-board unit with GPS, GSM and Bluetooth connectivity makes cloud-based communication possible. This allows for services such as GPS-based anti-theft tracking, route export, and automatic emergency calls in case of accidents. **B2-300**



## YJ Ideal Solid Tire 35c

Every commuter dreads the hiss of yet another puncture. Imagine instead rolling on a tire that can never be punctured, never needs to be inflated, and is comfortable and stylish to boot. The Solid Tire is compatible with existing rims. In durability tests, it's been ridden for 5,000 km (3,100 miles) with only 0.2 mm of wear. **FG-B5/2A**



# New Products 2017

## TranzX Integra



The Integra is TranzX's first fully integrated frame and drive unit for e-bikes. A powerful drive unit and specially shaped battery are integrated directly into the frame, providing central weight distribution for safe and smooth handling. It is available in a comfort-oriented version and a sportier version for hardtail mountain bikes. **AG-406**

## Crops Lum240

Weighing only 120 grams (4 ounces), Crop's new Lum240 uses a built-in 1800 mAh lithium ion battery to generate 240 lumens, with run times of up to five hours. The aluminum lamp head dissipates heat while the lens provides wide-angle visibility and side-on protection. **A5-204**



## ControlTech Lynx

The Lynx is designed for hardcore trail and enduro riding. Engineered as a complete system to improve performance at every rider contact point, the Lynx 35 flat top handlebar is available in sizes from 710mm to 800mm. The matching stem comes in either 40mm to 50mm. **B4-205**



## Dosun RC10/RC10k

An evolution of the award-winning RC100, the RC10 features a clever new lens design, making it one of the smallest StVZO compliant (German bicycle regulation) rear lights available. It's available for every market, with or without flashing mode. **A5-207**



## Vaude Moab Pro Protector Backpacks

The Moab Pro is a bike backpack with integrated multi-impact protectors. The pack hugs close to guard the spine, while an adjustable hip belt permits fine tuning of the fit. Layers of breathable, visco-elastic foam offer multi-impact protection and return to their original shape after impacts. **A7-300**



## Dapu Mid Drive Motor

Known for high torque and reliability, Dapu motors are used by leading e-bike brands across the globe. The new Mid Drive motor continues this trend with an integrated torque sensor and controller. It produces 80 Nm of torque and is capable of speeds of up to 32 kph (20 mph), at a peak efficiency of more than 80 percent. **FO-06100**



## Moon X-Power 1300

Two "pistons" each house a high-performance Cree LED. Because each swivels independently, riders can customize the illumination pattern of the X-Power 1300, lighting up near and far. It generates 1300 lumens or 85 Lux at a distance of 10 meters. According to the company's poetic description, trails are as visible at night "as a mountain lake on a summer morning." **A5-100**



## KTM Scarp 29 Sonic

Sporting carbon wheels and wish-list components from SRAM and Fox, the new Scarp Sonic is the next step of KTM's Straight-Line-Link technology. It's sensitive to small bumps but absorbs big hits while maintaining pedaling efficiency. Because there is no bearing point at the dropout, KTM maximizes stiffness and control. **AG-200**



## Echowell Mirror 100

By mirroring data from a smartphone's GPS to the Echo WellFit smartphone app — or connecting directly to compatible ANT+ sensors (speed/cadence/heart rate) — the Mirror 100 cycle computer channels all data into a single unit. Riders can use their smartphone as a speed sensor and sync the data to the unit. **A4-115**



## Magura MT5e

By combining its experience with motorcycles and e-bikes, Magura's new four-piston MT5e brakes everything, including the motor. The braking force of the pistons and high stability makes speed pedelecs safer. The brake also activates the brake light and controls the motor cutoff. **A2-205**



# New Products 2017

## Santini Beta 2.0 jersey and arm-warmers

The Beta 2 offers the comfort of a jersey and a wind jacket in a single garment. Made of Windstopper fabric, it is versatile across a wide range of temperatures. The short-sleeve jersey and arm-warmers can be bought separately. **B5-201**



## Xpedo Milo

The Milo's Dual-Access design is equally suited to quick trips to the local store in sneakers or weekend adventure rides in cycling shoes. An oversized front engagement claw makes it easy to clip in. The sleek, concave fold-in cage is comfortable and won't damage the sole of the shoe while securely keeping your foot in place. **A4-100**



## Hutchinson Override

Whether it's on a classic road, degraded pavement, a path or a track, the Override tire is made for gravel. The 700x35 version adopts an adapted semi-slick profile for performance and comfort, while the 700x38 version increases adhesion and ride performance. **B3-409**



## Seatylock



Seatylock is a bicycle saddle that detaches and transforms into a 1-meter (3-foot) lock. It is available for OEMs or as an aftermarket product for city bikes and e-bikes. Because it keeps the lock in the bike's center of gravity, the Seatylock offers a hassle-free ride without the burden of carrying a separate lock. **A1-316**

## Sigma ROX GPS

The Rox GPS 7.0 is loaded with GPS track navigation and barometric altitude measurement. Its sibling, the Rox GPS 11.0, is a dependable training partner with Strava live segments, GPS track navigation, sport profiles and other features. The units connect to the Sigma Link app via Bluetooth Smart. **A5-200**



## Uebler X21 S DC

Based on the foldable X21 S, the Uebler X21 S DC adds an integrated distance control system that is activated automatically when the rack is mounted and the vehicle is put into reverse. It has a sweeping detection range for obstacles and is safe and reliable, even for wider cars, SUVs and vans. **B2-107**



## La Fonte Tornado 3X SAT Man

The result of collaboration with top professional riders, the anatomical shape of the Tornado 3X SAT Man features an innovative doughnut-shaped support area around the ischiatic bones to prevent the constant pressure generated by excessive padding. Gradual transitions between layers without hard edges, and an open-cell structure, bi-density foam increase comfort. **A7-413**



## Stromer ST1 X



Entry-level moves up a class. The ST1 X includes the connectivity, proprietary Omni app and integrated theft protection previously associated with Stromer's top-end ST2 range. Its motor delivers 35 Nm, and available battery capacities are 618 Wh to 814 Wh. **A6-302**

## Powerway Racing PWH-R306

Seven years in the making, Powerway's racing wheelset uses patented aluminum aero spokes for rigidity. Its 38mm deep, 25mm wide carbon rims boost aerodynamic efficiency. At a weight of 1420 grams per set for the tubular option, these wheels can climb, too. Anodized spokes are available in a range of colors. **A5-207**



## FPD Mag-X

The newest addition to FPD's Elite series, the Mag-X platform pedal features a lightweight body of melt-forged magnesium, hardened chromoly axle and replaceable alloy pins. Weights start at 160 grams per pedal — less than an iPhone 6S Plus. The Mag-X has Iguus DU bushings and a double bearing system for strength. **A3-811**



# New Products 2017

## Miranda E-Chainguard Nut and Sprocket



By pairing Miranda's E-Chainguard nut and sprocket with Bosch-equipped e-MTBs, riders won't drop the chain even in extreme conditions. An improved design boosts mud clearance, while a special compound on the sprocket increases durability. **B5-306**

## Alex ALX 845C/845D

Alex enters the complete build market with road and road disc wheels. Using a new profile with a 45mm deep full carbon rim and a rounded cross section, the ALX 845C clincher and ALX 845D road disc strike a balance between straight-line aero performance and nimble handling. **A5-205**



## Elastic Interface Road Performance Space 2 Men

Designed for marathon and ultra-distance rides, the Road Performance Space 2 Men's chamois uses a multi-directional curvature for an anatomical fit and greater stability. The pad has a reinforced pelvic tract with three different foam densities and a wider central channel to improve blood flow and reduce numbness on longer rides. **A7-212**



## Giant Road-E+

The Road-E+ blends Giant's expertise in performance drop-bar road bikes with its long background in electric bikes. Its purpose-built geometry balances weight distribution, while the electric assist staves off fatigue on commutes and other adventures on the road. **B3-300**



## M-nova No Transfer Water Transformer

An innovation in the way decals are applied, M-nova's No Transfer Water Transformer cuts down on the number of processes required from three to one. Simply dampen the transfer, remove the base paper and apply. By reducing heating requirements, it saves manufacturers time and energy. **B1-504**



## Kryptonite Keeper 695 Fold/ Keeper 810 Fold

A unique link system gives these new Kryptonite locks three-dimensional flexibility. The link rotates by 360 degrees for stress-free lock-ups. The hardened steel links system folds in on itself for safe, no-hassle transportation with the included bike carrier. **A4-200c**



## Polartec/RH+ Shark Jacket

Because they offer stretch and weather protection in a light, easy-care package, Polartec softshell fabrics enhance many bikewear pieces. The Shark Jacket by RH+ uses Polartec Power Shield Pro for a jacket that's warm and breathable but repels water. **A7-306**



## Infini Lava 500

This compact headlight packs a 10-watt LED system putting out 500 lumens of clean, white illumination in an aluminum alloy housing. It strikes a balance between durability, weather sealing and heat management. Run time is up to 400 hours when using the enhanced low beam setting. **A5-304**



## Sunstar Virtus

The Virtus is a universal mid-drive motor that can be retrofitted to a conventional bike. The motor unit fits almost any standard frame bicycle, making it ideal for smaller companies or manufacturers that want to offer an e-bike drive system as an option. The Virtus recently received the German Design Award. **A6-303**



## Adidas Zonyk Pro

The Zonyk Pro looks good and takes full advantage of the performance benefits of Adidas Sport eyewear lenses. Users can choose among polarized, mirror, LST and VARiO lenses to match any weather or lighting conditions. **A7-100**





# New Products 2017

## CamelBak Ratchet

The Ratchet backpack closes the gap between the Camelbak Rogue and Lobo models. Available with a capacity of six liters, with three liters for cargo, the Ratchet features the new Crux reservoir. With CamelBak's magnetic tube trap, the drinking tube stows in one click. **B4-307**



## Neco 1 Intelligent Wire Hidden Headset

The innovative design of the Neco 1 Intelligent Wire Hidden Headset allows the brake and shifter cables to be routed through the topcap, helping tidy up cables and prevent them from rubbing on the frame. It makes the whole bike look neater.

**A5-108**



## Kenda Valkyrie

Made with its R3C compound, the Valkyrie is Kenda's fastest road tire, providing world-class rolling resistance and pro-level grip even when it's wet. With Iron Cloak or K-Armor flat protection technology, the Valkyrie staves off punctures. Available in tubular 300 TPI and folding 120 TPI versions. **A5-501**



## Fox Transfer Seatpost

The new Transfer seatpost is infinitely adjustable and accommodates internal or external cable routing. Three drop options are available: 100mm, 125mm and 150mm, in diameters of 30.9 mm or 31.6 mm. Users can also choose between two lever designs.

**B1-500**



## Cat Eye Rapid X2 Kinetic



Thanks to a built-in accelerometer, the Rapid X2 automatically switches to a constant burst mode when it senses a sudden change in speed. It's bright enough to be seen in daytime and has 180-degree visibility, a battery auto save feature and a run time of up to 30 hours. **B5-403**

## TranzX Integra

- New, fully integrated frame and drive unit concept for e-bikes
- Fully integrated and powerful drive unit with a flexible shaped battery for an easy insertion and removal
- Stable aluminum frame with sportive or comfort-oriented geometry
- Innovative design concept based on 30 years experience

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# New Products 2017

## Chosen Boost 150T Hub

Compatible with the newest plus-sized rims, Chosen's latest hubs feature a 150-teeth, high-ratio driving system for superb power transfer. Near-instant pickup helps riders maintain momentum, and ensures the bike responds the moment they put the power down. **A5-414**



## Ming Strida C1

Strida is all about ease of use with a clean belt drive, a simple fold and an upright, easy-going riding position. With only three tubes and three joints, the frame is as stiff as it is distinctive. The new carbon Strida C1 shaves weight for more enjoyable and reliable urban transportation. **A5-504**



## Alpinestars Evolution Vest

The Evolution Vest incorporates Level 2 CE-certified back protection. An energy absorbing, viscoelastic memory foam with articulated vertebrae protection follows the natural curvature of the back. A hardshell section helps protect the spine from pierce-through dangers. **A7-204**



## Arisun Gravel Plus 40

Closely spaced lugs on the Gravel Plus 40 provide traction at speed, while an open tread design on the shoulders allows mud and debris to exit the tire. The Gravel Plus 40 is tubeless ready. With reinforced Sidewall Defense Plus protection, it can handle mud, dirt, gravel or asphalt. **A3-713**



## Andy Muff ISA

Swiss designer Andy Muff has enhanced his patented system for e-bike battery integration with a storage compartment in the cavity of the battery cover that can be removable or fixed in place. It provides a waterproof space for tools, rainwear and valuables. **A1-306**



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# New Products 2017

## Flyer U-Serie

For riders seeking maximum urban mobility, the Flyer has a rear light with an integrated brake signal and a headlamp with full-beam function. With a Panasonic two-gear electric motor, the rider can reach top speed even when pedaling slowly. **FG-A8/1**



## Hexlox

Hexlox is a small magnetic lock that is inserted into existing hex bolts so they can't be removed without a unique key. Available in sizes 4mm to 6mm. One key fits a set of Hexlox but won't open other riders' Hexlox. It is machined from stainless steel and protected by a non-magnetic shell. **M-611**



## Hinterher Surf'n Bike

Surf'n Bike is a modular trailer system that can transport anything from boats and kayaks to surfboards and heavy luggage. It transforms between a bike trailer, handcart, trolley or rickshaw. **FG-AK/8**



## Pacific Cycles Handy

For cyclists with special needs, the Handy folds down to half its size for storage and portability. Its cockpit reach, handlebar height, and seat position are all customizable, while electric power assist increases range and eases uphill climbing. **B1-107**



## Evoc Hip Pack Race

Because backpacks can be overkill for races or short tours, this hip pack lets riders travel light. Its proximity to the body provides stability for its three-liter capacity. Compartments offer space for tools, snacks and water, along with a magnetic clip for a drinking tube. **B4-201**



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CN PAT. 201310007301.2  
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Dirk Zedler

# Germany's pedelec replacement parts guidelines — overkill or a necessity?

Bicycle retailers are used to swapping out bike parts to satisfy the wishes of a customer. If the customer wants a softer ride or a more upright seating position, for example, it's always been a simple matter to put on wider tires or replace the handlebars.



With pedelecs, however, things are not so simple. The EU laws and regulations governing pedelecs mean that replacing a set of handlebars or another component on a pedelec, if not done properly, could open a retailer up to a civil lawsuit — or even criminal prosecution.

The regulations that govern typical European pedelecs — electric bikes with 250-watt motors that provide electric assistance up to a speed of 25 kmh (15 mph) — come from Brussels and apply equally in all EU countries. They are contained in the machinery directive of EN 15194, the European standard for pedelecs.

Although pedelecs are considered to be bicycles under traffic laws, they are treated much differently than conventional bicycles under product safety laws and regulations. Unlike a conventional bicycle, a pedelec is subject to mandatory CE marking because of its electric motor. The CE mark is the manufacturer's certification that its product meets relevant European health and safety standards.

**Higher standards.** Pedelecs are covered by a product safety law that went into effect in 1997 and was revised in 2011. The law regulates minimum safety requirements for products sold throughout the European Union.

Before a bike manufacturer can sell a pedelec on the market, the manufacturer has to test it thoroughly — and not just the completed bike, but each component.

Manufacturers have to define the intended use for each pedelec model, list its components, and then perform a risk analysis of the pedelec and of each component.

For example, the EU standards imply

that a standard pedelec, which usually refers to city or trekking bikes, should be able to support a total weight of 100 kg, or 220 lbs.

But many pedelecs are designed for more rigorous uses, such as hauling heavier loads or trailers, or traveling at higher speeds, longer distances, or over rough terrain.

Manufacturers therefore have to put their bikes through tests designed to account for the higher risks of these uses. The Zedler Institute, for example, offers Advanced and Advanced Plus testing standards for such situations.

Only after the bike and its components have been tested, manufactured and documented can the manufacturer certify that it conforms to all standards and apply the CE mark.

As a side note, the law clearly says it is forbidden to sell pedelecs in the EU without a CE mark. Manufacturers are also prohibited from applying a CE mark on a product whose safety has not been substantiated.

Previously, it was only after an accident occurred that a conventional bicycle was tested to see if it complies with standards and safety regulations.

The new reality in the bicycle industry is that authorities can check whether a pedelec complies with standards and guidelines before it goes on the market.

For retailers, these regulations mean that even simple repairs to a pedelec may not be so simple after all. Modifying an electrical cable, for example, or replacing an original headlight with a different model

may violate EU regulations.

That is because pedelecs are tested to ensure that their electrical signals won't interfere with police and ambulance radios. Changing a cable or a light can change the bike's electromagnetic compatibility, which retailers aren't equipped to test.

**Help for retailers.** That puts many retailers in a bind. The bicycle industry moves quickly, and original replacement parts aren't always available. So what are retailers supposed to do? Refuse to work on pedelecs?

A group of German organizations have developed a more pragmatic solution: They have developed guidelines for replacement parts that spell out when retailers must use original parts, and when they can use similar parts.

The guidelines, published in 2015 and updated this year, are the result of a collaboration between Verbund Service Fahrrad e.V. (VSF), a German service and bicycle association; Zweiradindustrieverband (ZIV), the German two-wheeler industry association; and Bundesinnungsverband (BIV), the umbrella organization for German industry guilds.

(Use the QR code on this page to download the guidelines from the Zedler Institute's website.)

The replacement parts guidelines classify pedelec components in four categories, from most to least critical.

Category 1, for example, includes components that should never be modified and should be replaced only by original replacement parts. All electric components of the motor fall into Category 1.

Retailers have a little more flexibility for components that are classified as Category 3. These are parts that can be



Use this link to download the English language version of the German replacement parts guidelines for pedelecs.

replaced by similar components from the same manufacturer, as long as the dimensions are the same.

For example, a Shimano Deore 10-speed chain and sprocket can be replaced by XT-series components and vice versa, as long as the chain width and sprocket range are identical.

The newest version of the replacement parts guidelines explains the restrictions on replacing certain components.

Retailers still need access to a variety of original parts, which means bike manufacturers need to keep these parts in stock. Bike manufacturers, in turn, have to work with their suppliers, such as stem and handlebar makers, to ensure that their retailers have access to CE-compliant replacement parts even after a particular pedelec model is discontinued.

We recommend that retailers consider the availability of such replacement components when deciding which brands to carry in their stores. ■ DIRK ZEDLER

## Zedler-Institut

Since early 1993, graduate engineer Dirk Zedler has worked as an expert analyst who investigates bicycle accidents and material failures on behalf of courts, companies, insurance companies and private individuals. Since 1994, he has been recognized as an officially appointed and sworn expert for bicycles, and, since 2014, for electric bicycles. His team currently prepares about 800 expert's reports per year.

Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH benefits from this wealth of knowledge to manufacture testing systems that enhance research and development efforts, leading to safer and better bicycles. It also supplies equipment for leading European special-interest magazines. These test systems are available for purchase by manufacturers, and are available to customers at the Zedler-Institut's test lab.

The Zedler-Institut also draws upon its background to write user manuals that



Dirk Zedler

help bicycle buyers understand how to use their bicycles and pedelecs appropriately, while releasing manufacturers from liability. Manuals are published in more than 30 languages.

In short, Zedler GmbH has set the standards for the bicycle industry. For more information, visit [www.zedler.de](http://www.zedler.de). ■

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## Bosch: a new display and additional battery options

It may not be launching any new drive systems for 2017, but Bosch is bringing out several add-ons and other goodies.



Bosch demonstrated its new dual-battery system on an e-cargo bike. (Photo: JB)

Bosch **A6-202** is keeping its three drive systems unchanged: The Active Line for all-around cyclists; the Performance Line for higher-performance bikes, which includes a version for speed pedelecs; and the Performance CX line for e-mountain bikes.

New for 2017 is the Purion display, a 2-in-1 mini computer that Bosch designed for mountain bikers. Purion combines a display and a controller in a single unit. The display shows only the essentials: speed, distance and cumulative distance, and remaining range.

The stripped-down Purion is for off-road riders who don't want a large display mounted in the center of the handlebars. The Purion mounts on the left side of the bar and can be operated by thumb. It joins the existing Intuvia and Nyon displays.

Bosch gives Nyon a software upgrade that shows remaining battery range on a map. It takes the route topography, remaining battery charge and selected assistance level into account when calculating the remaining range. Bosch has also updated the Nyon software so that users can export GPX files, enabling them to retrace and share their routes with others.

Bosch also ensures that its eShift automatic gear shifting system works with Nyon displays for 2017 bikes. The eShift will be available for speed pedelecs, as well as for bikes using a NuVinci continuously variable rear hub.

Bosch systems also will accommodate more powerful lights of up to 18 volts, compared with current support for lights of up to 12 volts.

Bosch is adding a third charger, the Compact Charger, to its existing Standard and Travel Chargers. While the Travel Charger is for campers and RVers, the Compact

Charger is intended for mountain bikers and long-distance touring cyclists. At 600 grams (21 ounces), the pocket-sized Compact Charger is a bit larger than the Travel Charger but still fits in a backpack or a pannier. Compactness does have a cost, however; the Compact Charger takes twice as long to charge a battery than the Standard Charger.

Speaking of batteries, Bosch is offering a new Dual Battery option that allows users to run two batteries at the same time, an option that should be of particular interest to long-distance touring cyclists and e-cargo bike riders.

Depending on the type of batteries used, the Dual Battery option delivers up to 1,000 watt-hours of power for, Bosch says, "long distances, steep slopes and heavy payloads."

Finally, Bosch is promoting the new SRAM EX1 drivetrain that is designed for e-mountain bikes. Stefan Schlie, a Bosch e-mountain bike ambassador, said the EX1 works well with Bosch's Performance CX drive system. Because the EX1 uses an 11-48, eight-gear rear cassette, it sidesteps the lack of a front derailleur on Bosch and other brands of mid-drive motors. ■ JB



Claus Fleischer, the head of Bosch eBike Systems, with the Bosch Purion display (Photo: JB)





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LT 271

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SRAM EX1

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- Intuvia LCD Display, Remote w/Walkassist
- RockShox Plus RC3
- MAGURA Boltron, T-20x110
- 23,3 kg



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## Taiwan's Zephyr boasts an international heritage

The design says "Europe" and the manufacturing says "Taiwan," but Zephyr electric bikes have a truly global flavor.



Thibaud Alran (left) and Christian Olivo with a Zephyr Mizque.

Zephyr is the brand of **Zektor Power Tech A6-206**, a Taichung company founded six years ago. Working with General Manager George Lo are Thibaud "Yibo" Alran of France, Zephyr's marketing manager, and Cristian Olivo of Bolivia, the company's branding manager.

In addition to its own Zephyr brand, the company serves several OEM customers.

"As a small international company with nearly 10 employees, we concentrate on R&D for OEM and ODM customers, as well as on our own Zephyr brand," Lo said.

One hallmark of Zephyr e-bikes is their light weight. All Zephyr e-bikes come in under the magic 20-kilogram (44-pound) mark — including battery pack, Olivo said.

At Eurobike, Zephyr is showing a new e-folding bike with 20-inch wheels, Tromso, that weighs only 15 kg.

Zektor offers mid-drive motor systems from Bafang, Continental, Shimano and Tongsheng, along with a variety of front and rear hub motors.

Most of Zektor's customers are European, although it also works with companies in Australia, South America and Southeast Asia. And, in a nod to the U.S. market, Zektor offers e-bikes equipped with throttles along with the pedal-assist systems favored in most of Europe.

Zephyr got a foot in the U.S. market

with a hybrid e-bike, Zulla, the company's first bike to incorporate a Conti e-bike system and a Gates CDS belt drive. The Zulla uses a Shimano Nexus eight-speed internal gear hub.

Zephyr entered the e-mountain bike market last year with the full-suspension Evo Fjellklatterer, equipped with the BionX D-Series rear hub motor. With a hydroformed aluminum frame, the Evo Fjellklatterer weighs less than 19 kg.

The company is experimenting with the French brand **Twinburst A3-803** on an unusual e-mountain bike design that has front and rear hub motors, made by Aikema.

These "2WD" bikes feature electronics and battery packs from France and include patented regenerative front and rear braking systems.

For the Asian market, Zephyr produces the compact Mizque bike, with a rear hub motor and a small battery pack stored in a small saddle bag. The Mizque accommodates a front carrier that hauls up to 30 kilograms, turning it into a mini-cargo bike.

And, Lo added, Zephyr makes an iPhone app that turns the phone into a display.

With a phone mounted on the handlebars, riders can check distance, speed, battery power and assistance level. The app connects to the controller via Bluetooth. with all bikes equipped with 250W and 350W motors. ■ JB

## Gates S150 goes for volume

Gates is launching a new crankset that will enable manufacturers to equip price-point urban bikes with belt drives.

The S150 crankset assembly includes an alloy crank that integrates with Gates' light CDN composite sprocket.

"The S150 is a plug-in solution for bikemakers that shows our move toward providing complete Carbon Drive systems that simplify drivetrain installation and maximize factory efficiency," said Frank Scurlock, global business development manager for **Gates Carbon Drive A2-204**.

Made of forged alloy, the S150 comes in black or silver. It ships with a 46-, 50- or 55-tooth CDN sprocket. It is assembled in Asia and available from warehouses in Taiwan, Germany and the United States.

The S150 works with the Zumba bottom bracket from Thun A1-407, which lets

manufacturers create optimized belt lines for all leading brands of internal gear hubs from Shimano, Sturmey Archer, NuVinci, Rohloff and SRAM. ■



Gates S150 crankset

# BESV goes caravanning with Germany's Knaus Tabbert

It's always tough for a new brand to break into the highly competitive German market. As Europe's biggest economy, Germany is where every brand wants to be if it is going to do business on the continent.

**BESV AG-311** an e-bike brand from Taiwan, is taking a creative approach to getting a foot into Germany's booming e-bike market. It has teamed up with one of Germany's largest manufacturers of mobile homes and caravans (what Americans call "RVs," for "recreational vehicles.")

BESV is selling two special edition e-bikes through more than 100 Knaus Tabbert retailers. The bikes, the CF1 Weinsberg and PS1 Knaus, are based on the company's CF1 and PS1 models.

"Due to some special features, such as a height-adjustable Speedlifter stem with a twist function, and foldable travel pedals, the special edition models are a bit more expensive," said Adrian Lipovaca, head of BESV sales for Germany.

Lipovaca, a former manager at Storck Bicycle, said the relationship is a way for BESV to introduce its bikes to a national market, but added that the brand wants to work with traditional IBDs.

"We believe in the IBD distribution channel. Otherwise we wouldn't be here at Eurobike," he said. "But we also have to look for alternative distribution channels."

The relationship goes beyond e-bikes. BESV is a brand of Darfon, a big Taiwan electronics company that is known for making keyboards and other components for laptop computers. Darfon is owned in turn by the BenQ Group, which makes

monitors, projectors, and other consumer electronics.

Some of these BenQ products are a good fit with caravans. At Knaus Tabbert's recent dealer show, BenQ introduced a compact home theater projector, powered by LED lights, that provides a home cinema experience on a portable folding screen. The system takes up much less space and weight than a big-screen TV.

BESV is an acronym for "Beautiful, Eco-friendly, Smarter, Vision." ■ JB



Adrian Lipovaca poses with a PS1 Knaus in front of a Travelino caravan from Knaus Tabbert. (Photo: JB)



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## Eurobites

# It's easy to find a Friedrichshafen restaurant that speaks your language

Ordering food in a foreign country, from a menu you can't understand, can lead to bewildering results — as many a Eurobike visitor has discovered.



Freshly prepared fish at the Hotel-Restaurant Knoblauch in Friedrichshafen

But it doesn't have to be that way, even if you don't know your Schweinefilet (pork tenderloin) from your Spargel (asparagus), or your Lachsforellenfilet (salmon) from your Forellenfilet (trout).

We asked the helpful staff at the Friedrichshafen Tourist Information office (<http://en.friedrichshafen.info>) to find restaurants, hotels and beer gardens near Eurobike that offer menus in languages other than German.

They came up with an impressive list of some 30 establishments that offer at least English menus, and many that have menus in several other languages as well.

The list is below, arranged by the name of the city. All of these restaurants offer English-language menus; other languages are available where noted.

As always, we recommend you call and make a reservation in advance during the busy Eurobike show days. Phone numbers as listed are for international callers.

## Deggenhausertal

### Landhotel Adler

Roggenbeurerstr. 2  
88693 Deggenhausertal - Wittenhofen  
+49 7555 202 or +49 7555 927700  
[www.landhotel-adler.de](http://www.landhotel-adler.de)  
En, Fr, It

## Friedrichshafen

### Ringhotel Krone Schnetzenhausen

Untere Mübachstr. 1  
88045 Friedrichshafen



A meal at the Ringhotel Krone Schnetzenhausen in Friedrichshafen

+49 7541 4080  
[www.ringhotel-krone.de](http://www.ringhotel-krone.de)  
En, Fr, It, Ch, Ru, Ja, Tu, Sp, Hun

### Föhr Gastronomie GmbH

Olgastr. 20  
88045 Friedrichshafen  
+49 7541 32033  
[www.foehr-gastronomie.de](http://www.foehr-gastronomie.de)

### Buchhorner Hof

Friedrichstr. 33  
88045 Friedrichshafen  
+49 7541 2050  
[www.buchhorn.de](http://www.buchhorn.de)

### Lukullum Lounge

Friedrichstr. 21  
88045 Friedrichshafen  
+49 7541 6818  
[www.lukullum.de](http://www.lukullum.de)

### Lammgarten

Uferstr. 27  
88045 Friedrichshafen  
+49 7541 9558027  
[www.lammgarten.de](http://www.lammgarten.de)

### Hotel Maier

Poststr. 1-3  
88048 Friedrichshafen  
+49 7541 4040  
[www.hotel-maier.de](http://www.hotel-maier.de)

### Hotel-Restaurant Knoblauch

Jettenhauser Str. 32  
88045 Friedrichshafen  
+49 7541 6070  
[www.hotel-knoblauch.de](http://www.hotel-knoblauch.de)

### Seehotel

Bahnhofplatz 2  
88045 Friedrichshafen  
+49 7541 3030  
[www.seehotel.de](http://www.seehotel.de)  
En, Fr, It

### El Bocado

Paulinenstr. 8  
88045 Friedrichshafen  
+49 7541 35423  
[www.elbocado.de](http://www.elbocado.de)

### Hotel Waldhorn

Dornierstr. 2/1  
88048 Friedrichshafen  
+49 7541 9570  
[www.waldhorn-hotel.de](http://www.waldhorn-hotel.de)

### Gasthof-Restaurant Krone

Fichtenburgstr. 10  
88048 Friedrichshafen-Raderach  
+49 7544 3992  
[www.krone-friedrichshafen.de](http://www.krone-friedrichshafen.de)  
En, It

### Hotel-Restaurant Traube

Sonnenbergstr. 12  
88045 Friedrichshafen-Waggershausen  
+49 7541 6060  
[www.hoteltraube-fn.de](http://www.hoteltraube-fn.de)

### Hotel Wirtshaus Krone

Ettenkircher Str. 28

88048 Friedrichshafen  
+49 7546 92320  
[www.wirtshaus-krone-ettenkirch.de](http://www.wirtshaus-krone-ettenkirch.de)

### Flair Hotel Gerbe

Hirschlatterstr. 14  
88048 Friedrichshafen  
+49 7541 5090  
[www.hotel-gerbe.de](http://www.hotel-gerbe.de)

### Zeppelin Hangar Friedrichshafen

Allmannsweiler Str. 134 | Neue Messe FN  
D - 88046 Friedrichshafen  
[www.zeppelin-hangar-fn.de](http://www.zeppelin-hangar-fn.de)

## Hagnau

### Gasthaus Seeblick

Seestr. 11  
88709 Hagnau  
+49 7532 6282  
[www.seeblick-hagnau.de](http://www.seeblick-hagnau.de)  
En, Fr (one waitress speaks Italian)

## Langenargen

### Akzent Hotel Löwen

Obere Seestr. 4  
88085 Langenargen  
+49 7543 3010  
[www.loewen-langenargen.de](http://www.loewen-langenargen.de)

### Hotel Engel

Marktplatz 3  
88085 Langenargen  
+49 7543 93440  
[www.bodensee-engel.de](http://www.bodensee-engel.de)  
En, Fr, It, Sp

## Markdorf

### Mindness Hotel Bischofschloss

Schlossweg 2  
88677 Markdorf  
+49 7544 50910  
[www.mindnesshotel.de](http://www.mindnesshotel.de)

## Meersburg

### Restaurant Gutsschänke

Seminarstr. 4  
88709 Meersburg  
+49 7532 807630  
[www.gutsschaenke-meersburg.de](http://www.gutsschaenke-meersburg.de)  
En (one waitress speaks French)

### Hotel Gasthof zum Bären

Maktplatz 11  
88709 Meersburg  
+49 7532 43220  
[www.baeren-meersburg.de](http://www.baeren-meersburg.de)

### Romantik Hotel Residenz am See

Uferpromenade 11  
88709 Meersburg  
+49 7532 80040  
[www.hotel-residenz-meersburg.com](http://www.hotel-residenz-meersburg.com)

### Hotel Weinstube Löwen

Marktplatz 2  
88709 Meersburg  
+49 7532 43040  
[www.hotel-loewen-meersburg.de](http://www.hotel-loewen-meersburg.de)

## Oberteuringen

### Hotel Am Obstgarten

Gehrenbergstr. 16/1  
88094 Oberteuringen-Bitzenhofen  
+49 7546 9220  
[www.am-obstgarten.de](http://www.am-obstgarten.de)

## Salem

### Landgasthof Apfelblüte

Markdorferstr. 45  
88682 Salem  
+49 7553 92130  
[www.landgasthof-apfelblueth.de](http://www.landgasthof-apfelblueth.de)



No translation needed — beer at the Lammgarten

## Tettngang

### Brauerei und Gasthof Krone

Bärenplatz 7  
88069 Tettngang  
+49 7542 7452  
[www.krone-tettngang.de](http://www.krone-tettngang.de)

### Hotel Rad GmbH

Lindauer Str. 2  
88069 Tettngang  
+49 7542 5400  
[www.hotel-rad-tettngang.de](http://www.hotel-rad-tettngang.de)

## Uhldingen-Mühlhofen

### Hotel-Restaurant Pilgerhof

Birnau-Maurach 2  
88690 Uhldingen-Mühlhofen  
+49 7556 9390  
[www.hotel-pilgerhof.de](http://www.hotel-pilgerhof.de)

## Überlingen

### Romantik Hotel Johanniter Kreuz

Johanniterweg 11  
88662 Überlingen  
+49 7551 937060  
[www.johanniter-kreuz.de](http://www.johanniter-kreuz.de)

## Abbreviations

En = English

Fr = French

It = Italian

Ch = Chinese

Sp = Spanish

Ru = Russian

Ja = Japanese

Tu = Turkish

Hun = Hungarian

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# Transport Guide

## Eurobike Commuter Services

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

## Hotel Shuttle

### No stress and no cost

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



### 1 Hotel Shuttle Überlingen - Uhldingen - Immenstaad - Fischbach

| Bus Stop/Haltestelle                         | Tour 1 | Tour 2 |
|--|--------|--------|
| Überlingen/Andetshofen Hotel Johanner-Kreuz* | 6:54   | 8:39   |
| Überlingen 20B*                              | 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 Fahr/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 31.8.-2.9.                     | 18:00  | 19:50  |
| Sat/Sa 3.9.                                  | 21:30  | 23:20  |
| Sun/So 4.9.                                  | 17:00  |        |

### 2 Hotel Shuttle Meersburg - Hagnau

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Meersburg ferry station/Fahrerlager*        | 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 31.8.-2.9.                    | 18:00  | 19:35  |
| Sat/Sa 3.9.                                 | 21:30  | 23:05  |
| Sun/So 4.9.                                 | 17:00  |        |

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

| Bus Stop/Haltestelle                         | Tour 1 | Tour 2 |
|--|--------|--------|
| Salem Hotel Schwann*                         | 7:11   | 8:41   |
| Salem Hotel Recks*                           | 7:16   | 8:46   |
| Salem Hotel Apfelblüte*                      | 7:18   | 8:48   |
| Bermatingen Markdorferstraße*                | 7:23   | 8:53   |
| Markdorf Bahnhofstraße (Reisebüro Lippmann)* | 7:28   | 8:58   |
| Markdorf Hotel Wirthshof*                    | 7:33   | 9:03   |
| Markdorf Hotel Letze*                        | 7:35   | 9:05   |
| Oberteuringen Hotel Adler*                   | 7:41   | 9:11   |
| Ailingen Hauptstraße*                        | 7:49   | 9:19   |
| Ailingen Rathaus*                            | 7:51   | 9:21   |
| Arrival Entrance East/Ankunft Eingang Ost    | 8:00   | 9:30   |
| Departure Entrance East/Abfahrt Eingang Ost  | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 31.8.-2.9.                     | 18:00  | 19:35  |
| Sat/Sa 3.9.                                  | 21:30  | 23:05  |
| Sun/So 4.9.                                  | 17:00  |        |

### 4 Hotel Shuttle Weingarten - Ravensburg - Meckenbeuren

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Weingarten post office/Post*                | 7:17   | 8:47   |
| Weingarten Charlottenplatz*                 | 7:20   | 8:50   |
| Weingarten Linse*                           | 7:21   | 8:51   |
| Ravensburg Marienplatz*                     | 7:30   | 9:00   |
| Meckenbeuren sports ground/Sportplatz*      | 7:41   | 9:11   |
| 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 31.8.-2.9.                    | 18:00  | 19:30  |
| Sat/Sa 3.9.                                 | 21:30  | 23:00  |
| Sun/So 4.9.                                 | 17:00  |        |

### 5 Hotel Shuttle Wangen - Neukirch - Tannau - Tettnang

| Bus Stop/Haltestelle                              | Tour 1 | Tour 2 |
|---|--------|--------|
| Wangen Hotel JUFA (formerly/ehemals Waltersbühl)* | 7:00   | 8:45   |
| Wangen Bahnhof*                                   | 7:05   | 8:50   |
| Neukirch Rathaus*                                 | 7:23   | 9:08   |
| Tannau*   | 7:30   | 9:15   |
| Tettnang Bärenplatz*                              | 7:35   | 9:20   |
| Tettnang 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 31.8.-2.9.                          | 18:00  | 19:50  |
| Sat/Sa 3.9.                                       | 21:30  | 23:20  |
| Sun/So 4.9.                                       | 17:00  |        |

### 6 Hotel Shuttle Nonnenhorn - Kressbronn

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Nonnenhorn Hotel Zum Torkel*                | 7:25   | 8:55   |
| Nonnenhorn Hotel Haus am See*               | 7:30   | 9:00   |
| Kressbronn Seehotel Nonnenhorner Straße*    | 7:32   | 9:02   |
| Kressbronn Hauptstraße*                     | 7:35   | 9:05   |
| Göhren Langenagenerstraße*                  | 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 31.8.-2.9.                    | 18:00  | 19:30  |
| Sat/Sa 3.9.                                 | 21:30  | 23:00  |
| Sun/So 4.9.                                 | 17:00  |        |

### 7 Hotel Shuttle Lindau Island/Insel

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Lindau Bahnhof (Insel/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 31.8.-2.9.                    | 18:00  | 19:35  |
| Sat/Sa 3.9.                                 | 21:30  | 23:05  |
| Sun/So 4.9.                                 | 17:00  |        |

### 8 Hotel Shuttle Neuravensburg - Weiffensberg - Lindau - Wasserburg

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Neuravensburg Schwarzenbach*                | 6:59   | 8:34   |
| Neuravensburg Gasthof Hirschen*             | 7:02   | 8:37   |
| Weiffensberg/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 31.8.-2.9.                    | 18:00  | 19:50  |
| Sat/Sa 3.9.                                 | 21:30  | 23:20  |
| Sun/So 4.9.                                 | 17:00  |        |

### 9 Hotel Shuttle Lindau - Oberdorf - Langenargen - Eriskirch

| Bus Stop/Haltestelle                        | Tour 1 | Tour 2 |
|---|--------|--------|
| Lindau Casino/Spielbank*                    | 7:15   | 8:50   |
| Langenargen Oberdorf*                       | 7:30   | 9:05   |
| Langenargen Marktplatz*                     | 7:40   | 9:15   |
| Eriskirch-Moos Hotel St. Theresia*          | 7:50   | 9:25   |
| Arrival Entrance East/Ankunft Eingang Ost   | 8:00   | 9:35   |
| Departure Entrance East/Abfahrt Eingang Ost | Tour 1 | Tour 2 |
| Wed-Fri/Mi-Fr 31.8.-2.9.                    | 18:00  | 19:40  |
| Sat/Sa 3.9.                                 | 21:30  | 23:10  |
| Sun/So 4.9.                                 | 17:00  |        |

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

| Bus Stop/Haltestelle                               | Tour 1 | Tour 2 |
|--|--------|--------|
| Dornbirn Rathaus (Marktplatzseite)*                | 6:30   | 8:50   |
| Dornbirn Messekreuzung, 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 31.8.-2.9.                           | 18:00  | 20:15  |
| Sat/Sa 3.9.  | 22:00  | 24:00  |
| Sun/So 4.9.  | 17:00  |        |

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

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

## Airport Shuttle

Zurich, Friedrichshafen, Memmingen



| ZÜRICH Airport/Flughafen - EUROBIKE                            |       |       |       |       |        |        |
|--|-------|-------|-------|-------|--------|--------|
| Departure Zurich/Abfahrt Zürich                                |       |       |       |       |        |        |
| 30.8.  | 7:30  | 8:00* | 9:00  | 10:00 | 11:00  | 12:00  |
| 31.8.  | 7:30  | 8:00* | 8:30  | 9:00  | 10:00  | 11:00  |
| 1.9.-2.9.  | 7:30  | 8:00* | 8:30  | 9:30  | 11:00  |        |
| 3.9.   | 7:30  | 8:00* |       | 9:30  | 11:00  |        |
| 4.9.   | 7:30  | 8:00* | 9:00  |       |        |        |
| Departure EUROBIKE Entrance West/Abfahrt EUROBIKE Eingang West |       |       |       |       |        |        |
| 31.8.  |       |       | 16:00 | 17:00 | 18:00  | 19:00* |
| 1.9.-2.9.  | 14:00 | 15:00 | 16:00 | 17:00 | 18:00  | 19:00* |
| 3.9.   | 14:00 | 15:00 | 16:00 | 17:00 | 18:30  |        |
| 4.9.   | 14:00 | 15:00 | 16:00 | 17:00 | 17:30* |        |

| FRIEDRICHSHAFEN Airport/Flughafen - EUROBIKE           |       |      |                   |                |  |  |
|--|-------|------|-------------------|----------------|--|--|
| August 31-September 4/31. August bis 4. September 2016 |       |      |                   |                |  |  |
| Bus Stop/Haltestelle                                   |       |      |                   |                |  |  |
| From/Von   | 8:00* | 8:30 | every/alle 30 min | 18:30 (19:00*) |  |  |
| EUROBIKE Entrance East/Eingang Ost                     |       |      |                   |                |  |  |
| From/Von   | 8:10* | 8:40 | every/alle 30 min | 18:40 (19:10*) |  |  |
| EUROBIKE Entrance East/Eingang Ost                     |       |      |                   |                |  |  |
| From/Von   | 8:15* | 8:45 | every/alle 30 min | 18:45 (19:15*) |  |  |
| Airport/Flughafen                                      |       |      |                   |                |  |  |
| From/Von   | 8:25* | 8:55 | every/alle 30 min | 18:55 (19:25*) |  |  |

| MEMMINGEN Airport/Flughafen - EUROBIKE                        |       |       |       |       |       |  |
|---|-------|-------|-------|-------|-------|--|
| Departure Memmingen/Abfahrt Memmingen                         |       |       |       |       |       |  |
| 30.8.   | 10:30 | 15:30 |       |       |       |  |
| 31.8.-4.9.  | 9:30  | 10:30 | 11:30 | 14:00 | 17:00 |  |
| Departure EUROBIKE Entrance East/Abfahrt EUROBIKE Eingang Ost |       |       |       |       |       |  |
| 31.8.-4.9.  | 7:00  | 10:00 | 13:30 | 15:30 | 17:30 |  |

## Free Rental Bikes

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

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

## Rental Process

Call the Rental Hotline (24-hours daily from August 31 to September 4): +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

## Thursday:

### After-Party Shuttle

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

Relax. On Thursday, Sept. 1, Eurobike organizes a free After Party Shuttle Service. There will be four bus routes: Überlingen, Oberteuringen, Weingarten and Bregenz, Austria. Shuttles start at 23:30 from Entry West.

## Airport & Train/Ferry Shuttle

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

## Ferry Services

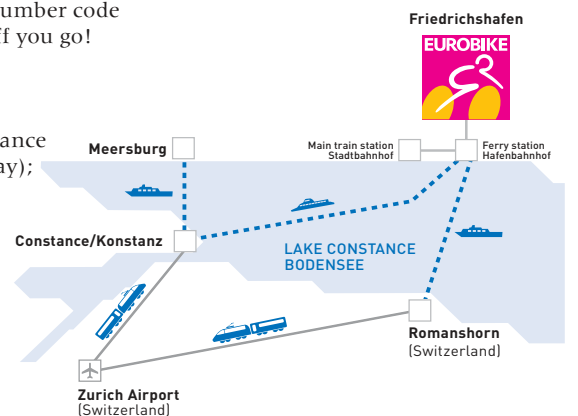
You can also reach Eurobike by ferry across beautiful Lake Constance.

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

| FERRY   BODENSEEFÄHRE Constance Stadt/Konstanz Stadt - Meersburg  |       |                   |       |
|---|-------|-------------------|-------|
| Duration of the journey approx. 15 min. Subject to a charge.   Fahrzeit ca. 15 min. Kostenpflichtig. www.bsb-online.com |       |                   |       |
| Departure Constance/Abfahrt Konstanz  |       |                   |       |
| Mon-Fri/Mo-Fr   | 00:05 | every/alle 40 min | 05:05 |
|   | 05:35 | every/alle 15 min | 20:50 |
|   | 21:05 | every/alle 30 min | 23:05 |
| Sat-Sun/Sa-So   | 00:05 | every/alle 40 min | 06:05 |
|   | 06:35 | every/alle 30 min | 07:05 |
|   | 07:35 | every/alle 15 min | 20:50 |
|   | 21:05 | every/alle 30 min | 23:05 |

| CATAMARAN   KATAMARAN Constance/Konstanz - Friedrichshafen  |       |                   |       |
|---|-------|-------------------|-------|
| Duration of the journey approx. 52 min. Subject to a charge.   Fahrzeit ca. 52 min. Kostenpflichtig. www.der-katamaran.de |       |                   |       |
| Departure/Abfahrt Friedrichshafen Ferry Station/Hafen   |       |                   |       |
| Mon-Fri/Mo-Fr   | 06:02 | every/alle 60 min | 19:02 |
| Sat-Sun/Sa-So   | 08:02 | 60 min            | 19:02 |

| FERRY   BODENSEEFÄHRE Romanshorn - Friedrichshafen  |       |                   |       |
|---|-------|-------------------|-------|
| Duration of the journey approx. 41 min. Subject to a charge.   Fahrzeit ca. 41 min. Kostenpflichtig. www.bsb-online.com |       |                   |       |
| Departure/Abfahrt Romanshorn  |       |                   |       |
| Mon-Fri/Mo-Fr   | 05:36 | every/alle 60 min | 20:36 |
| Sat-Sun/Sa-So   | 07:36 | 60 min            | 20:36 |
| Departure/Abfahrt Friedrichshafen Ferry Station/Hafen   |       |                   |       |
| Mon-Fri/Mo-Fr   | 05:41 | every/alle 60 min | 20:41 |
| Sat-Sun/Sa-So   | 07:41 | 60 min            | 20:41 |





- 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](http://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](http://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](http://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](http://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](http://www.gzh.de)
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos **Info:** Boot und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, [www.bootsundspass.de](http://www.bootsundspass.de). **Info:** Bootsvermietung "Fluck", Tel. +49 (0) 7541 21746, +49 (0) 171 6509249, [www.bootsvermietung-friedrichshafen.vpweb.de](http://www.bootsvermietung-friedrichshafen.vpweb.de)
- 13 **Panoramatafel** – Panoramic display board – The alpine panorama at a glance. On a four meter long viewing board on the promenade you see the panoramic view from the Rätikon mountains to the Bernese Alps.
- 14 **Nikolauskirche** – Nicolas church – The Nicolas church was first mentioned as a chapel in 1325. The church was destroyed in 1944, and reconstructed from 1946 to 1949. The present interior design is from 1987.
- 15 **Rathaus** – Town hall – Right in the centre of town. Newly built in 1954-56 by the architects Tiedje and Kresse.
- 16 **Buchhorn Brunnen** – Buchhorn fountain – Designed by the artist couple Rumpf in 2001. The stylized tree, a beech tree together with a horn lying in the fountain basin, symbolizes the word "Buchhorn", the original name of Friedrichshafen.
- 17 **Rundfahrten** – Round trips (half hour) – on the 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](http://www.seeschwalbe-fn.de)
- 18 **Moleturn** – Enjoy the unique panoramic view over Lake Constance and the alps from the 22 m high viewpoint tower at the boat harbour. A panorama display board gives you a detailed overview.

- 19 **Medien- und Geschäftshaus k42** – Town library with focus on new media, cabaret stage.
- 20 **Hafen** – Harbour for ferry, boat, catamaran – Round trips and regular routes during the season. Ferry to Romanshorn and catamaran to Constance all year round. **Info:** Bodensee-Schiffsbetriebe GmbH, Tel. +49 (0) 7541 92380, [www.bsb.de](http://www.bsb.de). Katamaran – Reederei Bodensee GmbH & Co. KG, Tel. +49 (0) 7541 9710900, [www.der-katamaran.de](http://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](http://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](http://www.cineplex.de)
- 25 **Bodensee Center** – Meistershofener Straße 14, [www.bodensee-center.de](http://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](http://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](http://www.fly-away.de)

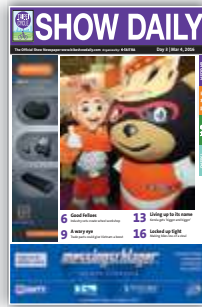
**Messe Friedrichshafen GmbH – Trade fair centre** – Neue Messe 1, Tel. +49 (0) 7541 708-0, [www.messe-friedrichshafen.de](http://www.messe-friedrichshafen.de)

**Zeppelinflüge – Zeppelin flights** – Deutsche Zeppelin-Reederei GmbH, Messestraße 132, Tel. +49 (0) 7541 5900-0, [www.zeppelinflug.de](http://www.zeppelinflug.de)

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