



# SHOW DAILY

## FRIDAY



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**5** **Plus Ça Change**  
Eurobike celebrates its 25th birthday

**16** **Pack animals**  
Escape with new bikepacking gear

**9** **Festival Frenzy**  
Here come 35,000 consumers

**59** **Madame Mayor**  
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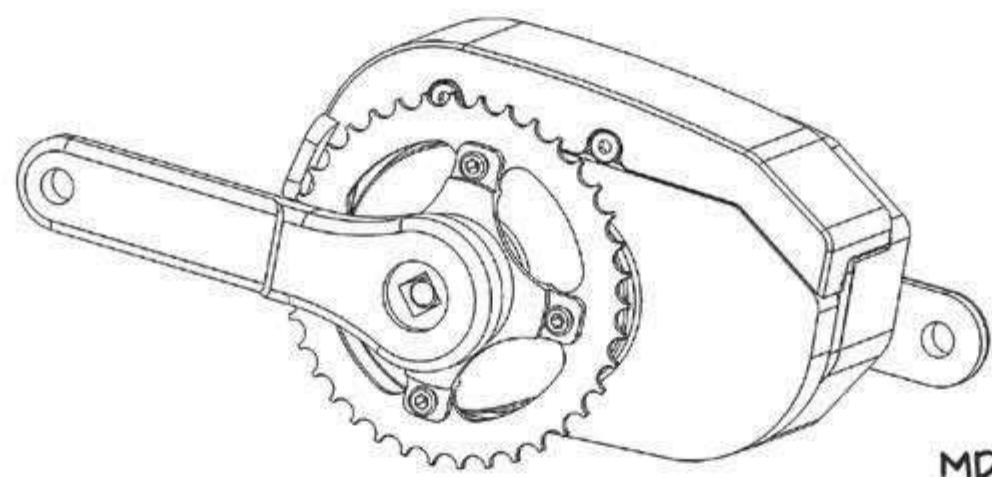
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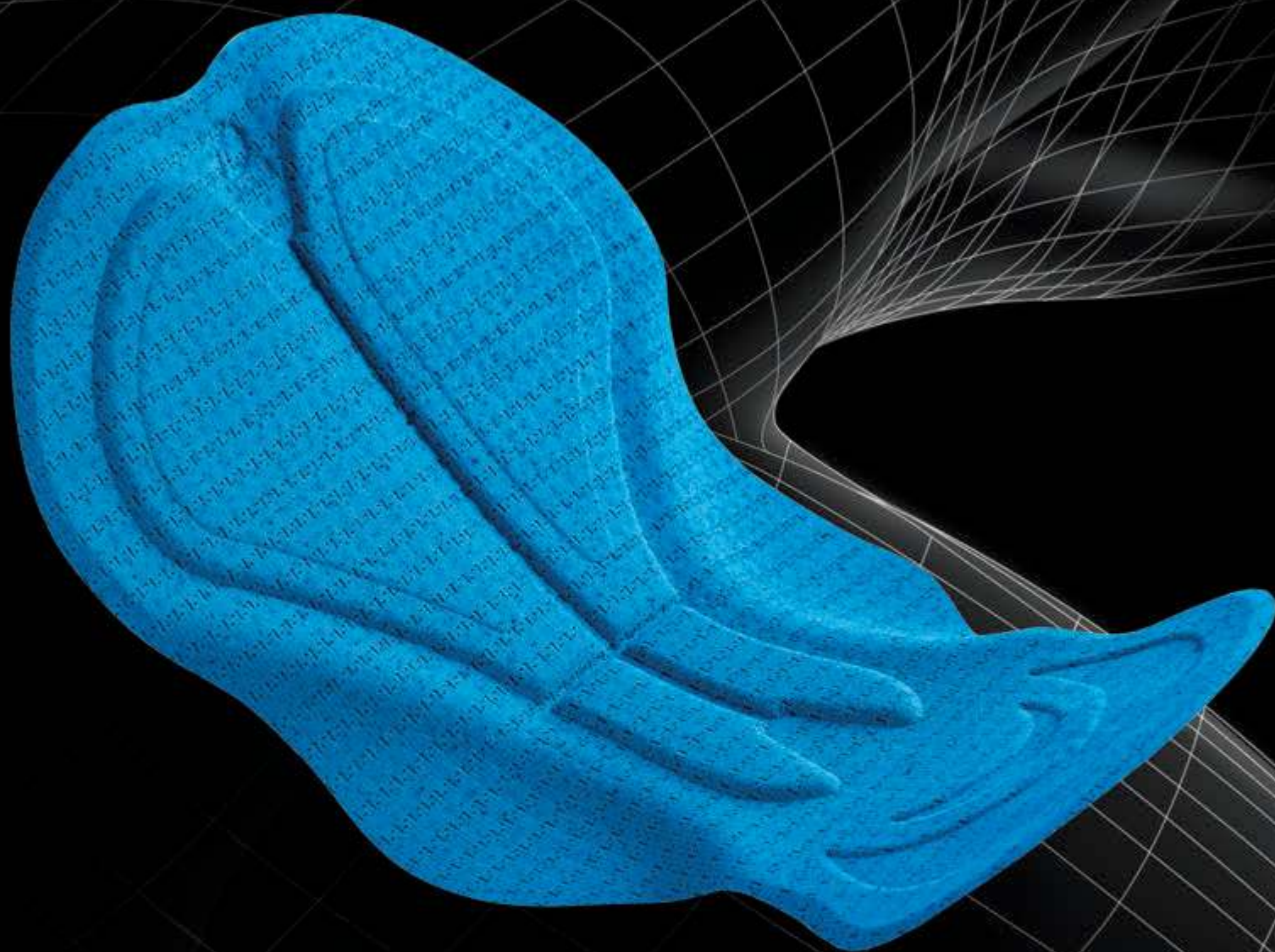
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TOMORROW

26°C (78°F)

Mostly sunny



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Our thanks to the staff of the press room cafe, who made sure we were well-fed and well-caffeinated.



# 25 Years On: Plus Ça Change...

When the first Eurobike took place in 1991, the show wasn't too different from what it is today.



From left, host Bernd-Uwe Gutknecht, Samuel Hu of Astro, Ludwig Meier, Friedrichshafen local and Eurobike employee since 1991, Tom Ritchey, founder Ritchey Design, Beat Zaugg, owner Scott Sports, Dirk Janz, Bike Action/Rocky Mountain distributor, Masaki Miyake, GM of Shimano, and Stefan Reisinger, head of Eurobike reminisce on the show's past 25 years.

There's a presence from international brands; a loud and funky fashion show with dancers wearing brightly colored Lycra; a trials star wowing crowds with spectacular stunts (the pony-tailed Hans Rey then; the mellow Scottish superstar Danny MacAskill now); products showcasing the latest technology; and the occasional quirky contraption that leaves passersby scratching their heads.

Six show veterans reminisced about

the early days of Eurobike Thursday night on the Fashion Show stage as images of the first Eurobike flashed on the big screen.

The discussion was the official kickoff of the show's 25th birthday celebration. Festivities continued well into the evening at the Eurobike Party, which featured live music and free-flowing beer.

The celebration started with top

managers pedaling stationary bikes to provide the power for a funk-, soul- and blues-inspired band, Cliff Barnes and the Fear of Winning. MacAskill then fired up the audience by hopping his bike up the stage's stairs and front flipping off of a large plastic ball.

Host Bernd-Uwe Gutknecht introduced the panel of luminaries, who were instrumental in the show's early days, for a discussion of the show's formative years. Eurobike launched on the cusp of the mountain-bike boom, with the goal of being completely different from the long-standing IFMA bike show in Cologne. It was held at the old fairground, now a shopping center, and the halls were decorated with shocking pink carpet.

Its unconventional look was a good match for the emerging mountain bike category, which was heavily represented at that first show.

"In the beginning, the idea was all about fun," said Tom Ritchey, speaking about the late 70s and early 80s when he and the other members of the Northern California Klunkers crew started riding and building fat-tire bikes. "Road cycling was getting too serious. We were looking for fun, and mountain biking was that pursuit."

Beat Zaugg, owner of Scott Sports, which has exhibited at every Eurobike, showed the first Scott mountain bike ever displayed at Eurobike. The Ritchey-inspired hardtail had a stem

nearly as long as the handlebars are wide and was outfitted with components from Shimano, which had just released its first XTR group.

No one took mountain biking very seriously in those early days, figuring the fad would pass, and that carefree attitude matched that of the party atmosphere of the show.

"If you went to bed before 5 a.m. you were not part of it, so we worked on it every night," said Dirk Janz, Rocky Mountain's longtime distributor.

Of course, as the industry has grown up, so has the show, passing important milestones over the years.

There was the move to Messe Friedrichshafen to accommodate 1,300 exhibitors — from 268 participating brands in 1991.

Ten years ago, Eurobike added an outdoor demo. It rained so hard the first year the resulting flood created a muddy catastrophe.

German Chancellor Angela Merkel visited in 2013. Now, Eurobike is transitioning to a digital world by offering live streams and photos and videos that are broadcast over social networks.

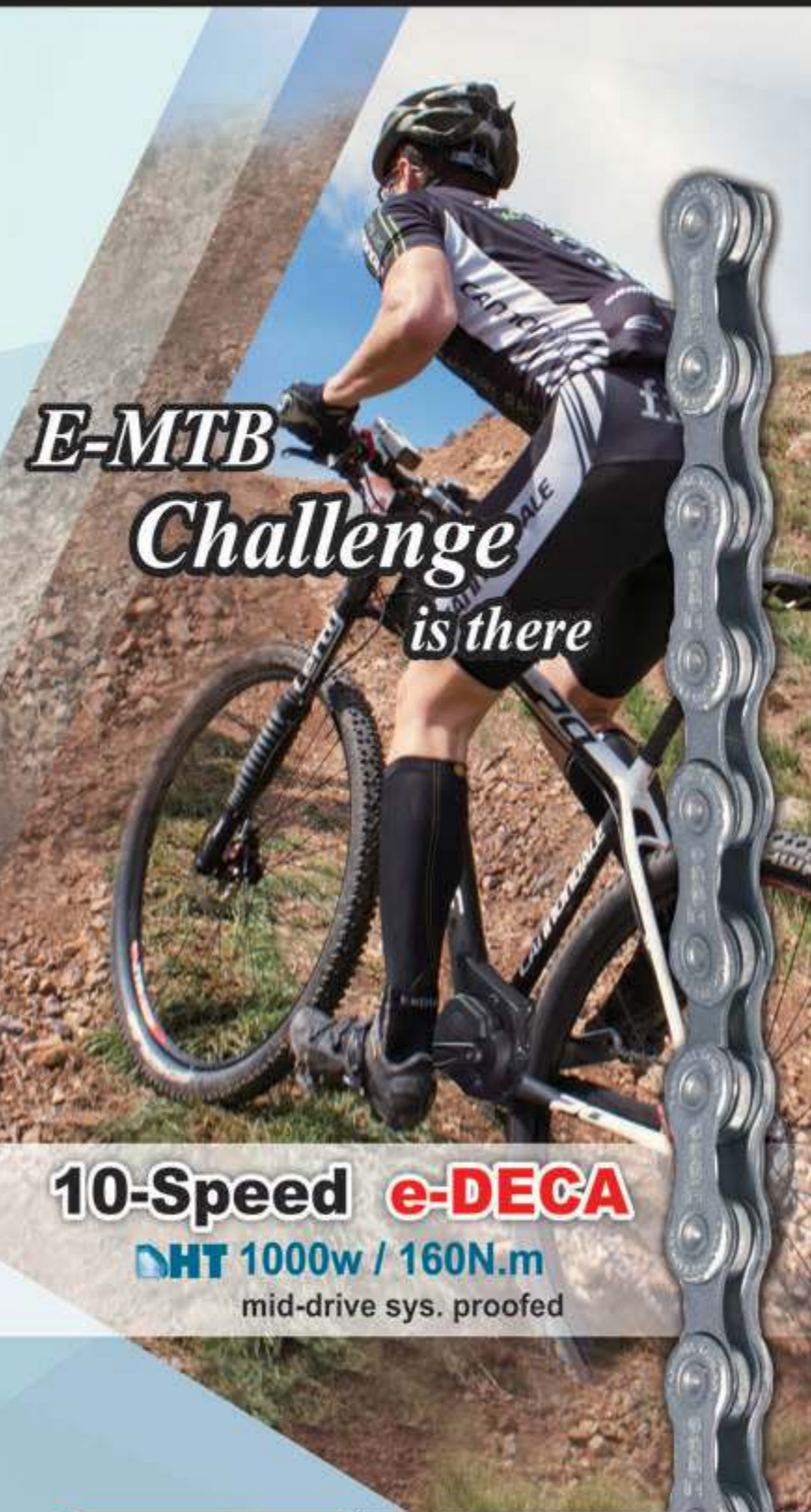
Gutknecht closed the pre-party by asking each panelist to grant a wish for the show's future. Then it was back to the band and a spirited night ahead — just like the old days. But probably not until 5 a.m. ■ **NF**

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## Vox Pop

### What is your company doing for Festival Days?



**Sarah Zwisler**  
 Freygeist  
 Berlin, Germany

We have the demo stand running all week, because last year the consumers didn't have a chance to ride our bikes, and you really need to ride them to get the feel of how the motor kicks in, so we decided to do this specially for the public days. The three test bikes are in great demand and are out all the time. We also redesigned our booth here to make it more attractive. Now, it's more eye-catching from all sides. We have our most important product info on the wall so the public can see that we make e-bikes because it looks like a regular bike.



**Severine Farce**  
 Mavic  
 Annecy, France

We are running a competition for the Festival Days with a great prize — a trip in a Mavic service car during a pro race. We brought an original Mavic service car used at the Tour de France in the 1970s with us, which will definitely attract attention. I know our marketing and PR guys have several other events planned for the weekend, but I'm not sure of the details. So it's a surprise!



**Dani Foffa**  
 Foffa Bikes  
 Stanwell, England

We were here for the consumer day last year, so it's really only another day added on for us, which actually works out quite well. As we now go back on Monday and our van is full of samples, we are going to stop off at a number of our dealers on the way back, something we couldn't do last year because we went back on Sunday.



**Sara Laurell**  
 POC  
 Stockholm, Sweden

We have Danny MacAskill, Fabio Wibmer and Martin Söderstrom joining us. We usually have all three here to do signings each year, and it's so popular, it brings so many people to our stand that we have a really long queue. The star riders will be here on Saturday at 15:00.



**Adam Proctor**  
 Orange Mountain Bikes  
 Halifax, England

We have our agents from France and Germany here with us this year, so we have increased our staff to deal with the expected increase in the number of consumers across the two days. We increased the number of merchandizing items so we have something to engage the general public.



**Dirk Ostertag**  
 Camelbak  
 Germany

We are giving consumers a preview and a chance to win one of our latest products. We are running a sweepstake with a draw every hour, and then we post the names of the winners on our stand. We are giving away 300 Crux reservoirs, a new product that will replace the existing one, which has been on the market for five years now. So it's a chance for the general public to win something that is not yet on the market. We have also produced 400 special edition bottles with a Eurobike logo. ■ 50

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Booth A6-104  
DemoArea: DA-415

## What's on today: Friday, Sept. 2

### 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

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

Foyer West  
**Aero Show**  
See the possibility of aerodynamic velo-mobiles 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  
**Info Counter**  
Material on various women's specials (events, camps, training courses and more)

iXS (B2-202)  
**WC Race Kit contest**  
Win a race kit including helmet, knee guards and gloves

**Scheduled Events**  
9.30 – 10.00  
Fashion Show Stage  
**Safety First: New Battery Safety Introduction**

10.00 - 11.00  
Rocky Mountain (B4-200)  
**Geoff Gulevich autograph session**

10.00 - 10.30  
Full Speed Ahead (A3-301)  
**Thomas Voeckler and Bryan Coquard autograph session**

10.00 – 10.30  
CeramicSpeed (B1-204)  
**Jakob Fuglsang meet and greet**

10.00  
Conference Center East, Room London  
Eurobike Academy  
**E-Cargo Bikes and the CE Declaration. In German**

10.30 – 18.00  
Conference Center East, Foyer East, 1st Floor  
**Travel Talk (see related story on p. 42)**

11.00  
Conference Center East, Room London  
Eurobike Academy  
**Car Go Bike Boom.**  
In English

11.00 – 11.30  
Foyer East  
**Eurobike Fashion Show**  
The ultimate catwalk for bikewear

11.00 – 12.00  
Live Montage Pendix Antrieb (A6-403)  
**Live Assembly of Pendix Drive System**

11.00 – 11.30  
Open Air Grounds West  
**MTB Trial Show with Thomas Ohler**

11.00 – 11.20  
CeramicSpeed (B1-204)  
**Oversized Pulley Wheel System introduction**

11.00  
Demo Area (DA-416)  
**Reifenhebe Challenge**  
Show how strong you are to win a pair of KXing tires or Adidas Terrex shoes

11.30 – 12.30  
iXS (B2-202)  
**iXS Playground Selfie Session**  
Take your selfie with Richie Schley, Brett Tippie, Geoff Gulevich, Hans Rey, Thomas Genon, and Cedric Gracia

11.30 - 12.00  
Tacx (A1-408)  
**Thomas Voeckler and Bryan Coquard interview and autographs**

12.00 – 12.30  
Danny MacAskill (B1-303)  
**Autograph session**

13.00  
Demo Area (DA 416)  
**Reifenhebe Challenge**  
See above

13.00  
Conference Center East, Room London  
Eurobike Academy  
**Seamless Customer Journey with Kathrin Sudyka.**  
In English

13.30 - 14.00  
Open Air Grounds West  
**MTB Trial Show with Thomas Ohler**

14.00 – 14.30  
Danny MacAskill (A1-303)  
**Autograph session**

14.00 – 15.00  
Moritz Milatz (B3-200)  
**Autograph session**

14.00 – 16.00  
Alpinestars (A7-204)  
**Max Fredriksson selfie session**

14.00 - 14.20  
CeramicSpeed (B1-204)  
**Bottom Bracket focused session**  
Maintaining bottom brackets with CeramicSpeed products.

14.00 - 14.30  
Foyer East  
**Eurobike Fashion Show**

14.00  
Conference Center East, Room Paris  
**Travel Talk: New Potential Between Industry And Cycle Tourism.**  
English and German translation

14.00  
Conference Center East, Room London  
Eurobike Academy  
**Simulation Tool ProtoWorld.**  
In German

15.00 – 18.00  
Open Air Grounds West – **Dirt Area Training**  
Stars of the FMB World Tour

15.00  
Conference Center East, Room London  
Eurobike Academy  
**Light Electric Vehicles Global Standardization.**  
In English

15.00 – 16.00  
Live Montage Pendix Antrieb (A6-403)  
**Live Assembly of Pendix Drive System**

15.00  
Demo Area (DA-416)  
**Reifenhebe Challenge**  
See above

15.30  
Conference Center East, Room Paris  
**Travel Talk - Women As A Target Group In Cycle Tourism**  
English and German translation

16.00 – 16.45  
Evoc (B4-201)  
**Danny MacAskill**

16.00 - 16.30  
Foyer East  
**Eurobike Fashion Show**  
See above

16.00 – 18.00  
Pure Electric (A4-407)  
**Italian Aperitivo**

16.00 - 16.30  
Open Air Grounds West  
**MTB Trial Show with Thomas Ohler**

16.00  
Conference Center East, Room London  
Eurobike Academy  
**Panel Discussion Battery Safety First EN 50604**  
In English

17.00 - 18.30  
Sportful (A7-311)  
**100% Brumotti Demonstration**

17.00 – 18.00  
Evoc (B4-201)  
**Beer and Casual Talk**



# Brands brace themselves for a Festival Days frenzy

As Eurobike gears up to host one of the largest bike festivals on the continent this weekend, exhibitors are stocking up on stickers and zip ties.



Hip hop artists Madcon perform Sunday afternoon.

“Everyone loves stickers,” said Dominic Loh, who handles business development for **Funn, FH-88/1** which makes mountain bike components. “I always believe in the idea of a consumer day. Not to say interactions with retailers or distributors are bad, but sometimes there’s a communication breakdown. If people get to see products, they get excited.”

While others plan to secure every piece of product in their booths with the ubiquitous plastic fasteners, Loh is letting it ride — hoping the handlebars, pedals and seatposts sitting loosely atop tables in his outdoor booth are still there after the hordes of show-goers finish passing through on Sunday.

“It’s an interactive piece of product,” Loh said. “If you don’t let them touch it, it won’t work. They need to see it, see how heavy it is, the quality, how it feels. It’s all important.”

Eurobike organizers have doubled down on the consumer days. Instead of the usual one day, Eurobike has programmed a full weekend consumer festival, which it calls Eurobike Festival Days. They hope to attract some 35,000 visitors over the weekend.

Festivities include live sets from bands and DJs, guided rides, mechanical workshops, product seminars, pro athlete appearances and autograph signings, performances by trials star Danny MacAskill and other pro riders, kids’ events, women’s workshops and much, much more.

And, of course, there’s the trade show. All but two halls will be open to the public. The bike demos around the B halls will also be open to consumers.

Eurobike invested big in the festival, believing that to stay relevant it needed to evolve beyond the traditional business-to-business trade show model and expand its focus to connecting brands with end consumers.

It marketed the festival heavily in locations up to 500km (300 miles) away, advertising as far away Austria and Italy.

Some exhibitors say that kind of exposure is very valuable.

“It will be very stressful for us, but definitely worth it,” said Ralf Vogt, marketing director for **Ortlieb, A4-301**, who brought on two additional staffers to work the booth, which he expects to be shoulder-to-shoulder with visitors.

Vogt has also been pressing Messe Friedrichshafen to integrate a consumer event at OutDoor, the outdoor industry trade show that it hosts every July.

“We have many online contacts and really good consumer service line, but here you talk one-on-one,” he said.

Several brands are hosting special events to reel in passing consumers. At **Adidas, A7-100** visitors can race on rollers against the 8Bar team to win a fixed-gear 8Bar bike.

Consumers can expect giveaways galore.

**Abus, A5-500** for example, plans to hand out 5,000 Nutrixion energy bars (which co-sponsors its UCI women’s team) by Saturday, and set up an auxiliary tent outside just to hold its huge cardboard boxes full of bars.

For more details on the festival, go to [eurobike-festivaldays.com](http://eurobike-festivaldays.com). ■ **NF**



‘Test, experience, celebrate’ is the motto for Eurobike’s Festival Days

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## Shimano is focused like a Lazer on distribution

Now that Shimano has closed its acquisition of Lazer Sports, the Japanese components giant is shaking up long-term distribution agreements with other helmet companies.



From left: Sean van Waes, Marc van Rooij and Peter Steenwegen

Shimano's clout with distributors could turn up the volume at **Lazer**, **BS-301** a Belgian brand with annual sales of about €10 million (\$11 million).

"We're already very strong in innovation. This partnership gives us all the resources in technology and distribution to reach the same goals as the others in terms of quantity," Lazer CEO Sean van Waes said.

The acquisition affects Bell Sports and its Giro brand as well as Uvex. Shimano has distributed Bell and Giro in the Benelux countries, Scandinavia and Poland, and has a joint venture in Russia.

**Shimano BS-300** distributes Uvex in France.

Shimano shares distributors with Lazer in Germany and the U.K., but is now looking at using Shimano's distribution network in other countries.

"In the countries where we have our own sales offices, in the mid- to long-term we have the intention to take over [distribution] in all markets," Marc van Rooij, president of Shimano Europe, said Thursday. "But we are taking the time to make sure that all parties involved find a good way out."

Lazer's managers are upbeat about having access to Shimano's technology. Lazer invests more than most companies on research and development, which involves about half of its employees and will be reinforced with some Shimano staff.

"There's plenty more potential to take advantage of Shimano's technology, for example to get heart-rate monitoring in our helmets connected with Shimano devices," said Peter Steenwegen, Lazer's commercial director.

Shimano has also agreed to let Lazer remain in its Antwerp headquarters for at least five years, even though Shimano's European headquarters is moving to nearby Eindhoven, just over the Dutch border.

"They're a very informal and young team that is highly committed to innovation and growing the Lazer brand," van Rooij said. "We want to keep them in their own atmosphere, and



Lazer Anverz

challenge them to move ahead on what they are doing right now."

Officials from both companies settled the acquisition in June after late-night talks over an order of fries with satay sauce at the Sheraton hotel in Eindhoven.

Van Waes owned 75 percent of Lazer and Steenwegen 25 percent, after they acquired the company in a management buyout in 2009.

At Eurobike, Lazer is showing the Bullet, a helmet with adjustable ventilation that enables to wearer to switch between sprinting, climbing and general cycling; the Anverz, the group's first e-bike helmet; and other new products. ■ BS



Lazer Bullet

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# Thinking out of the box to get the ultimate drop

The two newest entrants in the booming field of dropper posts reflect very different approaches — one traditional and the other more radical.



The Eightpins dropper post is built into the frame.

They join several other new and improved droppers on display at the show (see our overview on page 36).

The traditionalist is **Shimano**, **B5-300** which just announced a dropper under its Pro brand. The Koryak Adjustable seat post is available for seat tubes with 30.9mm or 31.6mm diameters. It's positioned to fit in with the XT group

and costs just under €200 (\$225).

Offering 120mm of travel, the cable-actuated dropper post with internal routing weighs approximately 540g (19 ounces). Shimano designed a clamp-style remote lever and a version that mounts under the handlebar. For a cleaner handlebar, the latter is available in an i-Spec version. As with other Pro

seat posts, a one-bolt clamp keeps the saddle rails in place.

Like Shimano, Austrian startup Eightpins is aiming at the OE market. But **Eightpins** (exhibiting at **Liteville**, **FG B9/1**) is taking a more radical approach.

The company was founded by an avid mountain biker who was not happy with what was available on the market.

"From the stroke to the diameter of the tubes and the bushings, I didn't like the existing products. And with dropper posts that come with a pre-defined stroke, retailers also run into problems regarding the fit and sizing when selling a bicycle," the company's Lukas Eberlberger said.

The 28-year-old self-employed engineer said he has been thinking about a dropper post design for nearly eight years — "one that can be considered an integral part of the bicycle rather than an add-on."

For the last four years, he has worked closely with Syntace to bring the dropper to market.

The Eightpins dropper takes out-of-the-box thinking to a new level. Rather than relying on a stanchion tube plus a lower tube like existing designs, Eightpins uses the frame's seat tube as the lower and beefs up the stanchion tube to a confidence-inspiring 33mm in diameter.

This means that the frame needs to have a straight and continuous seat tube. Another requirement is that the so-called postpin is placed at the bottom of the seat tube. This serves as the mounting point for the thru-axle holding the post's central rod and damper in place, which renders a clamp for the seat post obsolete.

But the real innovation of the Eightpins dropper post, which sets it apart from others on the market, is that it adjusts from 90mm to 220mm. Riders can also set the exact minimum and maximum heights they prefer.

The dropper mechanism itself is purely mechanical, giving positive feedback for each of its 6mm steps when lowering or lifting the saddle. Although it offers more solid bearings and precise guidance, the Eightpins post saves about 25 percent in weight when compared to some of the most popular dropper posts on the market.

Because it has to be built into the bicycle frame, the success of the Eightpins post will rely on adoption from bike and frame manufacturers. For the 2017 model year, the Eightpins will be available exclusively on the Liteville 301 and 601 platforms. ■ **LvR**



Shimano Pro Koryak dropper post

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# The rise of the machines is a boon for GW



Charles Lee with one of his CNC machines (Photo: JB)

## Charles Lee attributes his company's success to machines.

Lee, general manager of GW Manufacturing, said that he had to reduce staff and buy more automated production equipment if he was going to remain competitive as a Taiwan producer.

"Human beings are wonderful," Lee said, "but difficult to manage."

GW, which stands for **Glory Wheel M-720** is one of Taiwan's leading headset makers. It has created a "machine park" of CNC machines.

The new automated equipment has allowed GW to start making hubs and, now, wheels.

At Eurobike, it's showing its debut line of GW wheels. Earlier this year, GW established a European service center in Belgium, headed by David Alvarez.

Lee believes his company has an edge in the competitive wheel market. "We compete with producers that rely on factory equipment that

is about 10 years old and are highly dependent on labor," Lee said. "On the other hand, we have a brand-new and fully automated production system."

Lee said swapping machines for humans isn't a simple path to cutting costs.

"When you talk about machines and automating production, all I can say it: You won't get it cheaply," Lee said. "In this case we are not saving any money. We buy mainly high-quality machinery from Germany and Japan."

The investment is worth it, said Mike Flaherty, the founder of Atomlab who now heads the GW U.S. service center in Santa Clarita, Calif.

"GW is CNC-driven," Flaherty said. "What you see at GW in Taiwan is the most modern and customizable CNC 'park' for producing OEM and ODM components."

Lee said GW sells only to OEM and ODM customers.

"This is our business — and not any house brand," he said.

About 45 percent of GW's sales are headsets, 15 percent each in cranks and in hubs, 10 percent in stems and seatposts and the rest in other products such as rim strips, Lee said.

GW sources the rims for its aluminum and carbon wheels from nearby suppliers.

"We concentrate on hubs and final wheel assembly," Lee said. He expects hubs will ultimately become the company's biggest product segment.

■ JB

# Clipless shoes for downhill riders

Five Ten, known for its climbing and outdoor shoes, is launching its first SPD-compatible clipless cycling shoes for the gravity market.



Ulf Michels with new Five Ten shoes. From left: Hellcat Pro, Hellcat, Freerider Pro, Danny MacAskill and Freerider EPS. (Photo: JB)

"We realized that there are some downhillers out there who are riding clipless instead of on flat pedals," said Ulf Michels, a senior marketing manager for Five Ten. "Now downhillers can choose."

The clipless Hellcat and Hellcat Pro are two of five new cycling shoes **Five Ten FG-A6/3** launched at OutDoor this summer. The brand is also showing them at Eurobike.

Two of them, the Freerider EPS and Danny MacAskill, will be available for winter 2016. Michels said the Freerider EPS, available in a low- and mid-cut versions, uses Primaloft insulation on the instep and tongue.

The Danny MacAskill is Five Ten's signature casual dirt shoe.

Also new is the Freerider Pro, an all-mountain flat shoe. ■ JB

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## Overview: Bikepacking

# 'All about contemplation:' Bikepacking sparks a return to the roots of riding



*Apidura backpacking bags*

Traveling by bicycle is the epitome of freedom and self-reliance. Mix in a healthy dollop of adventure, and you have the latest trend — bikepacking. Ride anywhere you like, for as far as you like, set up camp for the night and do it again the next day.

Bikepacking is a backlash to the relentless technification of cycling. Yes, modern bikes are marvels of design and engineering, with their carbon fiber frames, electronic shifting, fancy suspension systems and even smartphone apps that can turn on the headlights.

But sometimes it's just too much. Some riders prefer simplicity and want to return to cycling's roots.

As an emerging trend, bikepacking has gotten a boost from the media coverage surrounding organized races like the 2,745-mile (4,418-km) Tour Divide in North America and the Transcontinental Race in Europe, which doesn't use a set route but requires riders to pass mandatory checkpoints.

But bikepacking is more likely to grow by appealing to riders' sense of adventure, not by races.

"As a mountain biker and a former boy scout, bikepacking combines two of my biggest hobbies: To spend time outdoors and to pedal my bike through nature," said Gunnar Fehlau, who runs a PR agency that serves German bicycle brands. "You ride marathons for endorphins and bike parks for adrenaline. Bikepacking is all about contemplation."

Compared to classic forms of bicycle touring, bikepacking is distinctively more minimalist and requires more athleticism.

Instead of installing sturdy front and rear racks and then loading them up with gear, bikepackers prefer to carry fewer bags that mount without racks.

This pared down approach offers more freedom and versatility. Riders can pack enough gear for multi-day trips and make



*Restrap saddle bag*



*Ortlieb bikepacking bags*

spontaneous decisions about where to camp.

And if the area around a campground looks promising, riders can go exploring on bikes that aren't weighted down by racks.

With the right equipment such as lightweight sleeping bags, bivy bags and camp stoves, riders can have a good time and enjoy the freedom of choosing where to stop at night. While this approach may lack too many creature comforts for some, it is part of the adventure for others.

Many bikes are suitable for bikepacking excursions, from comfort-oriented road bikes and gravel bikes to hardtail mountain bikes with extra-wide tires that compensate for the lack of

suspension.

Brands are beginning to dabble in this segment with purpose-built designs.

It started with **Rocky Mountain**

**B4-200** whose Sherpa was the first mass-produced mountain bike made specifically for bikepacking.

The German brand **Ghost** **B1-400**

has debuted two mountain bikes, the Hamr and Roket, which also work well for bikepacking. These bikes include plus-sized tires for comfort and traction. The Roket X is a purist's hardtail built around a Pinion gearbox.

Threads and eyelets for mounting extra bottle holders are welcome additions for bikepacking in the desert, but probably aren't a necessity in more temperate climes.

Instead, most bikepackers prefer bags that mount easily and can be taken off without tools, or, at a minimum, with a simple Allen wrench.

Bikepackers can buy most of their essential equipment from outdoor retailers — although bicycle retailers may see this as an opportunity to broaden their own product offerings and perhaps capture some new sales.

But their bags need to be made specifically for bikes. An impressive

number of brands are making these custom-built bags, and you can find many of them though such bikepacking websites as [cyclingabout.com](http://cyclingabout.com).

Only a few of these brands exhibit at Eurobike. But this show still offers a good cross-section, ranging from brands you know to some you may not, yet.

One household name is **Ortlieb** **A4-301**

The well-known manufacturer of cycling bags launched its first bikepacking products last year. Because of production delays, most of the line will reach the market in 2017.

Ortlieb's fully waterproof bags are made in Germany. For 2017, Ortlieb has added a large frame bag to its existing lineup, which consists of a seat pack, a handlebar roll and an accessory bag.





Ghost Rocket X

Ortlieb is so committed to bikepacking that it has created a website, [www.bikepacking.info](http://www.bikepacking.info), to explain the new sport. The website is in German and English.

**Blackburn AA-200b** another well-known maker of racks, lights and accessories, is also getting active in bikepacking.

At Eurobike, Blackburn debuts its Outpost line of bags, including a fashionable, limited edition camo version. The Outpost line includes a seat pack, frame bag, handlebar roll and toptube bag. Blackburn also has a new frame bag in a more subtle black.

All Blackburn bags are water resistant and expandable.

Like Ortlieb, Blackburn is investing in consumer education. It produced an illustrated book, *Roll With It*, to introduce cyclists to bikepacking. Blackburn is also showing a short *Roll With It* movie at its Eurobike booth.

Although it is a youngster compared to Ortlieb and Blackburn, the British brand **Apidura FG-A7/4** has shown a backpacking line at Eurobike since 2014.

The company specializes in minimalist, light bags that are popular with competitors in the Tour Divide and Transcontinental Race.

For 2017, Apidura debuts seam-welded bags that are very light but keep contents dry. The attachments work with almost every style of bike and won't damage the finish on the frame. In addition to a frame bag and toptube bag, Apidura's lineup includes a seat bag and a handlebar roll, both in two sizes.

From Yorkshire, England, **Restrap FG-A10/3** is another young company working to make a name for itself in bikepacking.

Founded in 2010, Restrap started by making pedal straps, bags and accessories. Here at the show, it's launching its Carry Everything range, which has been in development for 18 months.

As one would expect for products that are made by hand in Britain, Restrap's Saddle Bag, Frame Bag and Bar Bag are built to last, and to protect cargo in all weather conditions.

Restrap combines tough, 1000D military-grade Cordura and nylon webbing with fully waterproof zippers. A thoughtful design lets users adjust the bags' volume with one hand, even when wearing gloves.

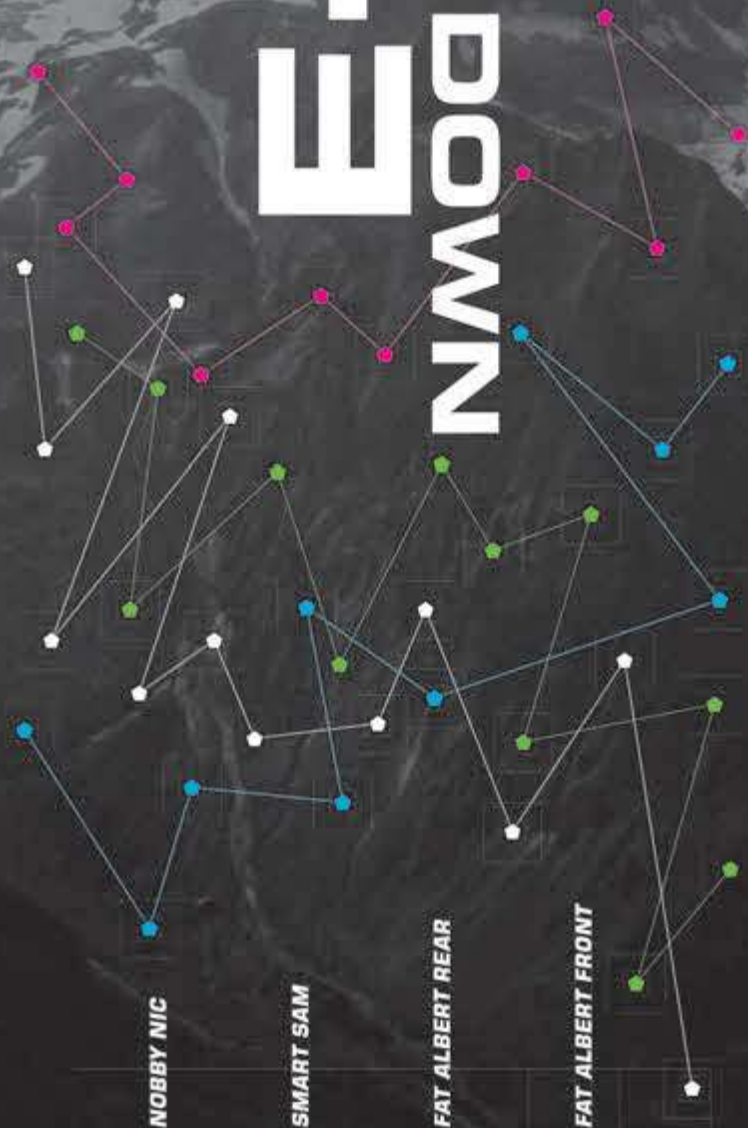
Continued on page 18 ...



Pedaled bikepacking gear, made by Miss Grape

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**BOOTH B1-206**



Blackburn camo bags

... Continued from page 17

Japanese bikewear manufacturer **Pedaled A5-301** is working with Miss Grape, an Italian manufacturer, to produce a line of Pedaled bags. Miss Grape has covered all of the bases with a saddlebag, frame bag, handlebar pack and toptube bag. The line got a thorough test at this year's Transcontinental Race, for which Pedaled is a title sponsor.

Ghost also turned to a bag specialist to develop a line of bikepacking bags. Working with the Czech company Pinguin, Ghost developed a selection that ranges from a saddlebag and frame bag to a handlebar pack and a backpack. Ghost plans to sell the line through its retailer network.

**Salsa B1-308**, which is known for its diverse range of adventure-oriented bicycles, is also expanding its bikepacking bag range for 2017.

The bikepacking trend has boosted a surprising category: High-end hub dynamos. Power is not just a luxury on multi-day outdoor adventures. GPS units and smartphones need to stay charged, and it's nice to have lights for the campground or for a night ride.

Taiwanese manufacturer **Shutter Precision A5-412** is presenting a Boost-compatible version of its SP-8 hub dynamo, showing that it is keeping a close eye on the category. The company had a reason to celebrate recently, as the male and female winners of the Tour Divide both relied on SP-8 dynamos. ■ **LvR**



Shutter Precision SP 8 hub dynamo

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## Overview: Saddles

# To get more butts on bikes, make sure they have something comfy to sit on

The saddle is second only to the weather in terms of things that can spoil an otherwise enjoyable ride. The quest to design the perfect saddle is one of cycling's perennial challenges. With as many unique riding styles as there are bottoms, finding the right match is crucial.



Velo Eden

One brand that's been quick to follow trends in the market is **Velo A4-103**.

E-bikes are the newest and fastest-growing segment for bicycle retailers. Because Velo produces a phenomenal range of perches for every type of rider, it's no surprise the saddle giant was one of the first to cater to the growing demographic of e-bike owners.

Velo's new Eden saddle prioritizes comfort and convenience. Borrowing much of the technology from the Angel line, a unique Y-shaped cutout stretches all the way to the back of the saddle. Splitting towards the rails at either side, it allows a much greater degree of flex and shock absorption than similar cutaway designs.

E-bikes are popular with commuters, but if the weather turns bad, there is nothing more annoying than arriving at the office with soggy bottom syndrome.

The Eden uses what Velo calls Atom Shaping Technology so it is impermeable to water. Reinforced moldings at the edges help it shrug off scrapes without damage.

Finally, the additional weight of batteries and motor can make

maneuvering e-bikes tricky. An integrated handle at the rear of the saddle makes it easy to carry an e-bike in or out of the garage or up a flight of stairs.

From **Vincita B4-214** of Bangkok is a more traditional style of saddle. Primarily known for its range of classic looking

panniers, bags and accessories, Vincita also produces a selection of retro leather saddles to match.

The SL02 is ideal for touring, with a wider-than-average profile and a series of holes punched in the shell for ventilation. A second series of perforations running along the edge of the saddle cunningly allows the rider to adjust its shape via a drawstring laced between its sides.

The SL03 is slimmer and sportier but visually similar. Both models feature traditional, riveted leather construction, while the back of the saddles accommodate a pair of bag loops



Tioga Spyder TwinTail2

— perfect for affixing one of the brand's retro-style tool rolls or waxed canvas bags.

In the world of knobby tires, all-mountain riding and its competitive side, enduro racing, remain front and center.

Because getting loose shouldn't come at the expense of being comfortable, the new 611 Ergowave active saddle from **SQlab B3-404** brings the same scientific approach to ergonomics and design that has made the brand famous in this ever-expanding market.

The Ergowave shape is the result of a government-funded, three-year research project undertaken with the University of Frankfurt. Rather than simply looking at how the saddle interacts with the sit bones and soft tissue of the rider's posterior, the project sought a deeper understanding of the saddle's effects on all the structures of the human body.

The upward flick of the saddle's rear section aims to provide support and improve power transmission, while a dropped nose gives optimal relief for the perineal area.



WTB Deva

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### Seatylock

The Seatylock is a comfortable bicycle seat which quickly transforms from a bike seat to a solid lock, then back, in 10 seconds or less. Because it's an integrated part of your bike and under your seat, it doesn't burden your ride and you'll never have to worry about leaving home without it, or about saddle theft.

SEATYLOCK has a universal adaptor that enables a perfect compatibility with any bicycle and it's a perfect solution for OEM customers or as an aftermarket product. It locks your bike to a fixed external object and after a simple installation it can be adjusted to your preferred saddle position.

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

A1-316



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### COMBI MEN

The COMBI chamois is the off road Product of Excellence for extra-long distance rides, representing the latest in terms of chamois technology. In addition to the characteristics valued in an off road product, like the special ultra-high density ischiatic inserts for instance, the COMBI has an innovative structure

featuring a multidirectional curvature that delivers perfect fit and greater stability in saddle. The central channel improves blood flow and reduces numbness during long distance rides.

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

A7-212





Vincita SL03

A feature called Active Technology lets the saddle flex in harmony with the rider's biomechanical motions while pedaling, further boosting comfort and efficiency.

Of course, none of this clever technology will be of use if the saddle isn't a match for the rider's physique. That's why SQLab offers the 611 in four different sizes, each with a choice of either titanium or carbon rails.

Instantly recognizable, **Tioga's A5-407** skeletal Spyder saddles are some of

the most unique on the market. Their minimalist shells are exceptionally flexible and therefore absorb shocks better than conventional padding.

Tioga did away with the standard foam and leather covering, so the saddles are durable and make vegans happy.

At Eurobike the brand is showing updated versions of the Stratum and Spyder TwinTail 2.

The pair now feature silicon anti-slip pads for comfort while helping keep the user's posterior located precisely on the saddle's sweet spots.

Tuned to deliver moderate flex, the Stratum goes on or off road, while the TwinTail 2, which moves less for better pedaling efficiency, is better suited to road use. Both come with a choice of either hollow chromoly or full carbon rails.



ISM PL 1.0

Because it makes saddles for everything from upright city bikes, such as the densely padded Touring model that's beloved of America's wide-bottomed bike cops, to the raciest of time-trial platforms, such as the PS 1.0, **ISM A5-306** has a unique take on making saddles for every possible application.

Like all ISM saddles, the new PL 1.0 is nose-less, to alleviate pressure on soft tissue areas that can lead to numbness and discomfort. Minimally padded, it's suitable for both road and mountain bikes, while its length accommodates riders who enjoy a degree of fore-aft movement. For those skeptical of the benefits of such a radical-looking saddle, the ISM Demo Program makes the PL 1.0 available for a risk-free trial.

Most brands make a huge range of different saddles. Choosing the right

one is an intensely personal matter, so it's unusual when a single model gets universally good feedback from different types of riders, let alone different genders.

A few years ago, **WTB B3-204** designed the Deva without any particular riding discipline in mind. WTB originally promoted it as a women's saddle, but men slowly discovered it and found they preferred its additional padding, and the pressure-relieving "Love Channel" grow down the center. It also was a favorite with bikefitters.

So when WTB discontinued the Deva, it soon realized it had made a wrong turn.

"When we removed it from our line-up, we heard about it. Boy did we hear about it," said Clayton Wangbichler of WTB. "Everybody let us know how much they loved the saddle and how they were planning to wring every mile of life

Continued on page 22 ...



SQLab 611 Ergowave



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BOOTH : B5-403

... Continued from page 21

out of the ones they currently had. So, we brought it back."

The new Deva comes in four styles across price ranges. Wangbichler said WTB has updated the graphics to make them more neutral to appeal to men and women.

While most brands have dedicated their energies to refining the design of their saddles, **Seatylock A1-316** has gone in a totally fresh direction, combining two previously separate components into one streamlined package.

The company's original invention, which combines the saddle with an always-present lock, has been a hit ever since it came on the market.

Now Seatylock is targeting the mass market and OEM suppliers with two less expensive models. A standard Trekking and wider Comfort model are available depending on the style of bike it's destined for.

The Seatylock mounts to the

seatpost, and hides an articulated shackle beneath the integrated saddle. Removed via a quick-release mechanism, it's slim enough to be unobtrusive.

Yet once deployed it spans a meter and works with oddly-shaped street furniture. And it spares owners the frustration of leaving the lock at home. ■ JD



Seatylock

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### Predator SAT Man

A7-413

Predator SAT Man is the result of La Fonte's constant research and innovation focusing on distinctive technologies to meet the expectations of the most demanding bikers.

The patented community design concept is based on the new generation of saddles featuring a large hole in the center. It is the response to the growing need for a chamois granting maximum freedom of movement, enhanced breathability and moisture management, excellent comfort and performance due to the 4-way stretch elasticity of the materials.

The model is presented with SAT (Shock Absorption Technology), a research project led by the Bioengineering Center of the Politecnico di Milano, the best Italian university, providing maximum protection and shock absorption at key pressure points,

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A7-410

Doc 125 is a new Dr Pad's development for long distances: its shape, thickness and density give perfect support; 120 kg/mc density foam guarantees an excellent comfort in all riding situations and all distances rides.

It has a 3D-shaped design, the side wings follow the body curves and the front part covering perfectly the genital area.

Cutting Technology® allows its high-density foam to be smoothly cut; transition areas are created, gradually changing thickness and support type: from the highest load on the back area (ischial bones) to the medium load on the perineal area, to the light and soft parts where no support is needed. No padding parts are sewn: this prevent hard threads to be annoying when rain or sweat make them wet; no padding parts are glued: this is the only way to

keep the pad perspiration at its top level, since a glue layer will be insulating the pad area in terms of breathability.

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EUROBIKE HALL A7-306

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## Overview: Footwear

# Shoe designers are seeking closure(s) so that their customers can move on

Shoe designers have been scratching their heads over every part that makes up a premium cycling shoe, from feathery light outsoles to microfiber uppers to ultra-precise closures.



DMT RS1 with Skeleton System

Some of the most visually striking footwear at Eurobike this year comes courtesy of smart closure systems. One example is Giro's Factor Techlace, a road shoe that fastens through a combination of laces, straps and a Boa dial closure. Giro says the system makes fit more adjustable, but keeps the shoe at a svelte 210g (7 ounces).

"The patent-pending Techlace system combines the benefits of laces with the convenience of straps, giving riders a closure with multiple contact points that can conform to the unique shape of their forefoot yet still be adjustable on-the-fly," said Simon Fisher, Giro footwear product manager. "Laces are easily replaceable if damaged in a crash, and a variety of colors are available for riders who wish to customize their shoes."

Also intriguing is the Skeleton System from DMT B5-405. After years of research, the Italian shoemaker dreamed up a construction that allows cables to wrap all around the foot. DMT says the system relies on a skeleton with thin nylon conduits that run around the shoe. The

skeleton is inserted into the upper.

The cables also run through nylon conduits in the Skeleton's carbon sole. The sole is made of a carbon fiber that DMT describes as stronger than steel, and includes ventilation holes to keep the sole as an "ideal" temperature.

The shoe is also fitted with a Boa dial that can be adjusted quickly and precisely.

DMT overhauled its footwear range last year, changing the product range as well as branding. The Italian company said footwear sales soared by more than 40 percent, which it attributed to a harmonized range and a much snappier appearance, including fluorescent colors.

"It was a turning point for us," says Nicola Minali, a former professional cyclist who takes care of development at DMT. "It wasn't just about the appearance. It's an entire new generation of footwear, which came about after extensive research and talks with riders."

About 45 percent of DMT's sales are from road cycling footwear, 35 percent from mountain biking and 20 percent from freeride and enduro. It is targeting



Sidi Shot

smaller categories that it believes will help it expand in other markets, particularly North America.

DMT upgraded some of the shoes with an anatomically shaped sole. "It follows the curve of the foot, which gives very good results because there is less dispersion of power," Minali said.

At Eurobike, DMT is showing a summer version of the high-end R1 shoe, with the same sole and the same

closure system, and an upper with more ventilation on the side and the tongue.

As an Italian company, Gaerne A7-403 likes to compare shoemaking with cooking to explain that the quality of the raw ingredients is essential to the quality of the sauce. "Some of them may look very similar, but the experience of our research and development team, and exchanges with pro riders, will tell us



Scott MTB Prow



Giro Factor Techlace

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Pearl Izumi X-Project P.R.O.

which ones provide the most comfort and performance,” said Marta Gazzola, marketing manager at Gaerne.

In the last four years Gaerne has been most successful in the cycling market with high-end footwear. Its preference for premium ingredients shows in the Tornado, a technical road shoe for training and racing. The upper is made of soft, laser-perforated microfiber with mesh inserts. An ultra-thin nylon sole is reinforced with carbon fiber. Gaerne has added an injection molded heel cup with

aerodynamic and breathable shoe. The central mechanism is the Double Techno 3 push system, patented by Sidi, which says it provides just the right tension between the inside and the outside of the shoe.

The Shot incorporates a Vent Carbon sole that is handmade of carbon fiber. An integrated vent can be open or closed, depending on the weather, for heat dissipation and airflow. Shot also comes with an adjustable heel device with reflective inserts.



Shimano XC9 with S-Phyre technology

a shape that is said to protect against tendonitis.

It features a Boa micro-adjustable closure system with stainless steel cables. Gaerne and Boa have a close partnership; Gaerne boasts that it was the first Italian cycling shoe manufacturer to license the Boa closure system.

Just down the road from Gaerne in Maser, in an imposing head office and factory, **Sidi B5-205** has been developing the Shot, which it calls a light,

Another smart mix of snug fit and easily adjustable closure describes the Cosmic Pro from **Mavic B3-207** which took its cues from the Cosmic Ultimate. The Cosmic Pro uses the French supplier’s Ergo Dial system, with micro adjustments and quick release function. The ultra-thin microfiber upper makes the shoe comfortable and adds ventilation through laser-cut ventilation holes. An Energy Carbon outsole adds rigidity for power transfer.

**Pearl Izumi B5-302** reckons that its rejigged X-Project P.R.O. mountain bike shoe provides a “semi-custom” fit. The footwear includes zonal bi-directional closure and double Boa reels, which allow the wearer to adjust fit to the millimeter, Pearl Izumi says.

Pearl say the shoe performs whether the rider is pedaling or hiking off the bike. A wider forefoot in the carbon

says, “combines a stiff pedaling platform in the forefoot area with just enough torsional flex to reduce pressure and strain in the lower leg.” In other words, it encourages a more natural foot movement while pedaling.

Physics and physiology both came into play for the development of the **Shimano B5-300** S-Phyre footwear



Vaude Tsali

composite sole fits more foot types and improves stability off the bike. Co-molded carbon rubber tips on hollow TPU lugs dig in for grip.

**Giant B3-300** has partnered with a team of specialists in biomechanics and pro racers to work on its performance footwear, based on the company’s Motion Efficiency System. The process produced the Surge road shoe, which, it

range. The goal of the S-Phyre range was to maximize power transfer, which Shimano said it achieved by “delivering more performance per gram, by deceiving the air and by making the most efficient use of the linkages between the bike, footwear and clothing, the movement of the rider and the rider’s muscles.”

On the road side is the RC9 with a

**Continued on page 26...**



Gaerne Tornado



Ion Vane Amp

... Continued from page 25

one-piece outer of supple, breathable microfiber synthetic leather, with perforated dimple vents and two independent Boa dials. For cross-country, the XC9 adds traction for rugged terrain, with a special outsole combination and asymmetrically positioned studs.

With help from the Swiss shoe brand Suplest, Ion A7-307 is sticking its foot into cycling shoes for the first time at Eurobike. Ion is starting with two models: a flat-pedal shoe, the Vane Amp, with classic lacing; and a clipless shoe, the Rascal, with a combined lacing and Velcro closure system. Both use a SupTraction Rubber Soul developed with Suplest.

Andi Lipp, international marketing manager for bike, said Ion believes there was a dearth of mountain biking footwear that was both progressive and reliable. "Our approach was to make shoes with super-good traction when you're clipped in or attached to the pedals, but still easy to walk in when you're off the bike," Lipp said.

Mountain biking shoes are a good place to see the growing crossover between the outdoor and cycling markets. Design features from outdoor and trail running shoes are finding their

ways into cycling, as suppliers work to find that balance between pedaling and hiking.

Several suppliers have been striving to make shoes that are comfortable on the trail but still do the job on the pedals, with some components that are more widespread in outdoor and trail running shoes.

Louis Garneau A1-308 has teamed up with Vibram and Boa for its new Onyx Mountain Bike shoe. "This is the first time we've had a shoe with this level of grip, durability, fit, and convenient operation rolled into one," company founder Louis Garneau said in a statement. The Canadian company added an extra membrane under the main fabric at the main closure system to give better support, eliminate stretching out and obtain better power transfer.

Vibram outsoles also appear on the Tsali AM Mid STX all-mountain alpen-cross shoe from Vaude A7-300.

The German outdoor and cycling supplier describes it as a weather-defying mountain shoe that also works impeccably on pedals.

Along with a high-traction Vibram sole, the shoe has an insole that "regenerates after each step" on



FLR F-95X II

mountainous terrain. The mid-foot area is stiffer, for better power transfer. The upper is made of sustainably produced German leather.

The Scott Sports group, which acquired the Dolomite footwear brand last year, also has plenty of experience to draw upon from designing functional outdoor, running and trail running shoes. So Scott B1-200 describes its MTB Prow L-R RS as a trail shoe for mountain bikers. A Sticki Rubber outsole provides plenty of traction on rocks and gravel.

FLR A4-403 believes its F-95X II is the most comfortable performance mountain biking shoe it has made. It was built to be a rugged trail race shoe. It has a M550

full carbon outsole, with replaceable walking treads and removable toe spikes, and a single piece of reinforced microfiber with nylon mesh inserts for ventilation. FLR has upgraded the shoe with new Boa systems. Two independent dials control the ankle and foot and the arch and forefoot.

Exustar A5-409 has taken the crossover concept further with its E-SM835 shoes, which are designed for both cycling and walking. From a distance they look like sneakers or trail running shoes, but they feature toe and heel abrasion guards as well as elastic lace holders, and they are compatible with clip-in or platform pedals. ■ BS



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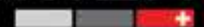
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## Overview: Lights

# Bright ideas: New bike lights that are smaller, stronger and longer-lasting



Roxim Raptor X3

**Like the smartphone in your pocket, most consumer electronics follow the same evolutionary trajectory: They shrink as they become more powerful. Bicycle lights are no exception. Now that bulky replaceable batteries are largely history, a new crop of lights crams more lumens into ever smaller and neater packages.**

Few areas of cycle technology have seen a faster rate of trickle-down improvements than lighting. Rechargeable batteries and LEDs that would have been beyond the reach of the 99 percent a couple of seasons ago now appear at much lower price points.

While it's fantastic to see technology keep more cyclists safe and confident, this rapid progress may also encourage cyclists to upgrade. After all, riders who rely on older generations of lights can't help but be dazzled by some of the new products on the market.

One trend is lights designed for daytime safety. Careful observers may even have noticed little blinkers in use



Kryptonite Street

even during the prolog of last year's Tour de France.

Japanese lighting and computer brand **Cateye B5-403** has gone a step further with a light that keeps riders visible in the daytime but also encourages drivers to give them a break.

The Rapid X2 Kinetic light notifies anyone behind a cyclist when the rider is braking. A built-in accelerometer detects the rider's deceleration and triggers a bright glow. It is instantly understandable, and should decrease the chances of a rider getting hit from behind. It's also useful in group rides when fellow cyclists are bunched together.

Other features include 180-degree visibility, a fast two-hour charge time and 30-hour battery life. Cleverly, once the battery starts running low on power, the light automatically switches to the lowest power flashing mode, leaving the cyclist enough juice to finish the ride.

**Roxim A5-212** is another company

light thrown further ahead illuminates a wide 80-degree swath. Despite its compact size and a weight of 120 grams (4 ounces), the Raptor X3 provides 350 lumens from an integrated 2200 mAh battery. A USB Burst feature increases brightness by 20 percent and extends run time when paired with an additional external USB power source.

The Dutch light manufacturer **Spanninga B4-206** offers a range of products that are practical as well as aesthetically pleasing. Its new Trigon range addresses the irksome issue that some commuters face when their bright lights suck too much power from the battery, limiting run times.

The Trigon comes in three versions, two of which incorporate USB-rechargeable batteries. Spanninga says the latter two models have double the run time of competitors.

Their sleek design and unique textured surface also sets them apart. A quick-release rubber bracket adds to the user-friendly credential of the Trigon range.

This year, Spanninga is collaborating with the Union Bicycle brand to bring Dutch design to a worldwide audience. The two companies teamed up with design agency NPK to create a bike that's practical and robust, but also stylish and light.

Their brief was to help develop a "Dutch bike fit for global purposes." One feature is a series of modular, interchangeable accessories that seamlessly fit with the bike.

Spanninga's task was to create a pair of lights that would neatly integrate into the front and rear of the top tube, or plug into the bike's carriers and racks.

making lights smarter. Most high-powered bike lights cast a narrow beam, illuminating what's directly ahead of the rider but leaving the peripheries in shade. This can be spooky enough when riding in a straight line, but when cornering the rider is forced to veer into the darkness, away from the narrow strip of light.

Roxim's Raptor X3 has picked up a Eurobike award with its solution to this problem. Its clever lens design creates a panoramic 180-degree field of illumination close to the bike, while the



Spanninga Trigon line



Cateye Rapid X2 Kinetic



Lezyne Femto Duo

last year's Eurobike, Palomar returns with a new range of innovative and beautifully executed lights.

The new Lucina joins its popular sibling, the Lucetta, which uses magnets to stick onto any ferrous bicycle frame.

Like its sibling, Lucina uses a pair of magnets to attach to a piece of clothing or to a backpack or a pannier.

Because the front panel of the light is also the switch, no visible buttons spoil the Lucina's clean look. It's the kind of product that is likely to find a myriad of uses in addition to cycling. Clip it to an armband for an evening run, or to the dog's collar for her last nature break before bedtime.

Equally minimalist are the lights from Lezyne **A1-303**. Thoughtful styling and low cost have made its tiny Femto units popular with consumers. Now, Lezyne presents a new take on the Femto design with the Femto Duo.

Combining both front and rear lights into a compact, helmet-mounted holster, the Duo offers increased nighttime visibility. Integrated Velcro straps attach

through the vents of almost any lid. Because the lights sit high on the helmet, it ensures the rider won't be invisible in traffic.

It's also convenient for cyclists who want to swap bikes without the hassle of swapping lights. The minimalist, compact design uses high-grade polycarbonate lenses that also provide side visibility. For an unfussy design, the lenses also serve as power and mode buttons.

The Femto Duo has three output modes. The front light generates 15 lumens and the rear 7 lumens. The units are so light the cyclist won't notice them — but drivers will.

**Dosun A5-207**, a brand of Taiwan electronic parts maker Eiso, is also making a big deal out of little lights. Its new Cyclops is a smaller version of its RC100 rear light, and is one of the smallest on the market that complies with the German StVZO standard. The switch is integrated into the lens, and the Cyclops is available in two



Dosun Cyclops



Alley from Kryptonite's new Street Light series.

Continued on page 30 ...

Both lights are fully automatic and adapt to changing light conditions. Despite its tiny size, the front light generates 20 Lux of output, thanks to Spanninga's Reverse Beam Technology, which uses a mirror for better efficiency. Designed exclusively for the Union Lite range, they are part of a movement towards ever-greater integration and more conscientious design.

**Palomar A2-507** is another brand that knows great design. An award-winner at

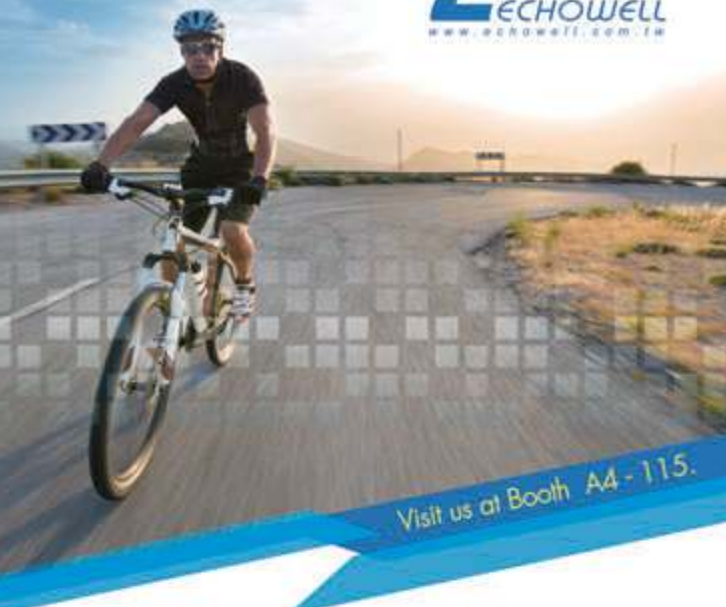
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Bluetooth v4.0/ANT+ Cycle Computer



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  - \* You can ride the bike with Mirror 100 and the smartphone paired with Bluetooth 4.0 sensors.
  - \* 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 ANT+

## 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



Crops LUM240



Infini Lava 500

... Continued from page 29

versions, one with a flash mode. The Dosun Exploring front light, meanwhile, turns out 90 lumens from an aluminum body that weighs only 27 grams.

**Infini A5-304**, also from Taiwan, has the Lava 500 headlight that, as the name suggests, generates 500 lumens of light from a durable, weather-resistant aluminum case. The Lava's Li-ion battery will last for up to 400 hours on an enhanced low beam setting.

Although it isn't a light, the latest product from **Supernova A2-106** makes using the headlight easier. It's a switch that integrates onto the brake lever clamp and controls the high beam. It can be paired with a sister switch on the other lever that sounds the horn. Riders can make themselves seen and heard without letting go of the grips.

A few new names are entering the lighting market this year.

**Kryptonite A4-200c**, which created the U-lock in 1971, has been keeping bikes safe for decades. This year, the American brand is launching the new Street Light series to keep riders safe as well.

All five models in the range — Alley, Street, Avenue Dual, Avenue COB and Boulevard — are USB-rechargeable and backed by

a two-year limited warranty. The lights mount without tools, so setup is fast and switching between bikes is simple. Given Kryptonite's huge distribution network, the Street Light series should be popular with retailers worldwide.

Japan's innovative accessory brand **Crops A5-204** has expanded its light range so that it now boasts almost as many lighting products as security products.

Crops' new micro-USB charging lights are called the LUM240 and LUM120 respectively. The brighter of the two uses a 3-watt LED paired with a rechargeable 1800 mAh battery to generate 240 lumens of output.

Its smaller sibling might only put out half the lumen count, but at only 80 grams it will appeal to weight watchers. Both benefit from an easy-to-read battery life indicator on the top of the light units.

JD



Palomar Lucina

## 30 gears ought to do it for an e-MTB

KTM, which pioneered electric mountain bikes, has developed what it says is the first e-MTB equipped with 30 gears.



Stefan Limbrunner with the 30-speed KTM Macina Force 271 E30 (Photo: JB)

The company's Stefan Limbrunner said the Macina Force 271 E30 hardtail uses a new system that KTM developed with SRAM. It pairs a SRAM GX 10-speed derailleur with a DD3 3-speed rear hub.

Limbrunner said **KTM AG-200** has exclusive rights to the 3x10 system for 2017.

Combining an internal gear hub with a derailleur isn't a new idea. SRAM has presented the idea before as the Dual Drive system.

But the concept required some modifications to work with the Bosch CX mid-drive motor system, Limbrunner said.

"SRAM's E30 is pressure-load optimized, and was tuned to match the potent torque from the strong CX drivetrain," Limbrunner said.

He said KTM had to undergo extensive tests to calibrate the torque response of the motor system.

With the setup, KTM can offer an e-MTB with an impressive 610 percent gear range, so no one will be able to complain about not being able to find the

right gear.

By comparison, the new SRAM EX1 system, which has become popular on many e-MTBs, offers a range of 436 percent, while Shimano's 11-speed system has a range of 418 percent.

The SRAM Dual Drive system was criticized for its weight, but that is not an issue on an e-mountain bike.

By doubling up in the rear, KTM has been able to sidestep one of the drawbacks of the Bosch mid-drive system. The system doesn't accommodate a double chainring, so brands have to find another way of boosting the gear range on a mid-drive e-bike.

Also at Friedrichshafen, KTM is introducing a very light, high-end mountain bike range, Sonic, that will be a premium alternative to its existing Scarp and Kyroon lines. ■ JB



SRAM combines a rear derailleur with an internal gear hub for a gear range of 610 percent.

# A5-504

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Overview: Connected cycling

# Smartphones are the heart of a new generation of computers, GPS units

You can use a smartphone app for just about any aspect of your life, and cycling is no exception. While we used to talk about “navigation” devices, today navigation is just one facet of a bigger technological revolution. Now, the goal is connectivity — a world where everything speaks with everything.

one if you’re in the middle of a Gran Fondo or climbing a remote mountain trail?

One favorable trend for consumers is that GPS devices are no longer closed shops. The movement is toward compatibility. Garmin’s Connect IQ, for example, is an open platform that works with more and more devices and is continuing to add more functions.

Garmin **A5-201** is expanding from its expertise in navigation to a leading position in “wearables.” Garmin has reported significant sales increases from its fitness devices, like the Vivifit series, and in its outdoor sector, from wearables and from the purchase of Delorme, which makes GPS devices that can communicate with satellite services.

On more down-to-earth level, Garmin is still invested in cycle computers. One of its top products at Eurobike is the Edge 820, a smaller version of the Edge 1000.

Garmin calls it the Edge 820 sports computer. It uses the consumer-friendly TopoActiveEurope map, based on OpenStreetMap. The map is license-free, and Garmin updates it for free twice a year.

The Edge 820 offers nearly the same wide range of functions as the Edge 1000, but on a smaller screen. It can also display the positions of riding buddies through its GroupTrack/LiveTrack function. That requires everyone to

connect their Garmin devices to their smartphones, and then to the Garmin Connect Internet portal.

The Edge Explore 820 version dispenses with Wi-Fi capability, a light sensor and some performance functions.

Also new from Garmin are the Oregon 700 and 750t, which improve upon the easy-to-use menus of the eTrex Touch and include a better positioned antenna and improved Bluetooth connectivity.

Orientation devices are turning into fashion accessories. This new urban lifestyle segment features high-priced stylish products. Cycle computer makers



Ciclosport HAC-1 with Komoot phone app

The challenge today is not how to work this navigation device or that smartphone, but how to make them work together. Unfortunately, everything is not yet on speaking terms with everything else.

For example, leading companies all have equipped their GPS devices with Bluetooth connectivity, but some of the companion apps fall short. Fitness data can be uploaded automatically to the cloud, but transferring simple GPX mapping data to a device is still a

challenge.

The sharing economy has reached the bicycle scene, with lots of apps that let owners share their bikes, and track stolen vehicles by using crowd-sourced antitheft systems. As exciting as these sound as concepts, the reality is less glamorous.

To make these kinds of apps work, bikes need to be in communication with location-based services (how Google Maps, for example, knows where you are). This means using a GPS device, Bluetooth connection and sometimes

a SIM card (such as what is in a smartphone). GPS devices in particular need a continuous power supply.

But not every bike has battery, a hub dynamo, or the wiring needed to charge other devices. Even the best charging systems struggle to supply enough juice to today’s high-end smartphones. Solar panels are lighter and more energy efficient — but where do you find



Lezyne Super GPS



Ebikemotion smartwatches



The Cobi system on a smartphone





Garmin 'wearable'

are serving this market with multisport watches such as the Suunto Ambit, Garmin Fenix and, now, the Falk Tiger Smartwatch.

The Tiger is the first smartwatch from United Navigation, the company behind Falk **B5-504**. It comes with a stainless-steel watchband, navigation and sports apps and even takes selfies.

United Navigation is also branching into hoverboards with the Beamie, an

off-road model with 8-inch wheels that even includes speakers.

But the highlight at Eurobike is still a navigation device: the Falk Tiger Blu. The Tiger Blu can download new maps from Falk's website by linking to the Falk Outdoor Navigator app on the user's smartphone — perfect while traveling.

Falk has included some 250 long-distance cycle routes for the Tiger line, such as the North Sea Cycle Route.

**Komsa AG-203** is gradually shifting from its Teasi brand to Tahuna. After presenting the new Tahuna software for the Teasi devices, its Internet platform is now branded as a Tahuna tool, with a data management system that offers complete tour planning.

Both the Teasi devices and the Tahuna software offer a "draw and plan" feature: the user can plot a course by drawing on the device with a finger (or by "drawing" on a computer screen with a mouse), and the system immediately generates a navigable route.

**Bosch AG-202** is presenting the newest generation of its Nyon e-bike-computer. While the Nyon is typically part of the package on a high-end, Bosch-equipped e-bike, Bosch offers the Nyon as an add-on for other bikes.

With a corresponding smartphone app, the Nyon can generate topographical routes, calculate grades and surfaces and display other bike data. Users can plan and archive tour maps through the [www.ebike-connect.com](http://www.ebike-connect.com) portal. They can now export .gpx files and share their routes with others.

**Sigma A5-200** updated its Rox cycle computer series. The Rox GPS 11.0 has fewer buttons and an easy-to-use menu. Trip planning is through the online Sigma Data Center, and users can create waypoints with proximity alerts. It works with Strava segments as well. The Rox GPS 7.0 is a less expensive model.

Continued on page 34 ...



Wahoo Elemnt

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Falk Tiger Blu

... Continued from page 33

Ciclosport's **A4-501** HAC 1 sports computer, equipped with training, competition and documentation

functions, can also serve as a second navigation display.

When used with the Komoot smartphone app, the HAC-1 displays phone notifications, allowing users to keep the smartphone stowed in a pocket to reduce battery drain. The HAC-1 can broadcast turn-by-turn instructions through a Bluetooth headset.

Through a partnership with Ciclosport, Komoot users who buy a HAC-1 don't have to pay the usual €30 fee to download global maps.

Ciclosport is also

highlighting a new partnership with Livall. Livall raised money through crowdfunding campaigns to support its BH-60 and BH-100 "smart" helmets, which incorporate LED turn signals and rear brake lights, Bluetooth headphones and alerts that automatically are sent to emergency contacts in case of a crash.

**Lezyne A1-301** is known for pumps and lights but it offers five GPS devices and two GPS watches that focus on lower price points. The devices provide turn-by-turn navigation, rerouting and Strava segments.

Just about every navigation provider wants to play nice with Strava, which has established itself as one of the leading training and planning apps for cycling and running enthusiasts.

The Elemnt from **Wahoo A3-500** uses Strava data in a simple and direct way. Elemnt users can download "segments" from Strava's website, which are defined routes used by members of the Strava community. Then they can use the data like a training partner, giving them incentive to beat the best Strava time for the segment.

**Cobi A2-206b** shows its "Connected Bike" system, which uses the rider's smartphone as a hub to operate front and rear lights, control the e-bike system (if there is one), provide navigation, and many other.

Cobi also supports Komoot and Strava.

Eurobike is not just about the hardware. Plenty of software companies are also here to show off their products.

**GPSTuner A4-906** is a Hungarian company whose software lies behind devices from Teasi/Tahuna, Mio/Magellan and **Bryton A1-304**. The company has a special focus on e-bike navigation.

**CoModule ZH-308** has developed a platform for bikes and scooters that links



Bryton computers use GPSTuner software



Komsa Teasi with Tahuna software



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Sigma Rox 11.0

at Eurobike. Velocate uses covert GPS technology to track stolen bicycles and pedelecs.

Velocate offers a range of products, including OEM modules for bike and drive system manufacturers, and an aftermarket solution for bicycles without racks. It can also be used as an electronic bike pass.

Using APIs, Velocate applications can also be integrated with existing IT systems.

Cycling is nice, but the world is playing Pokémon. With everybody, everywhere seemingly on the hunt for those elusive digital creatures, it might behoove one of these technology-focused companies to let riders catch these pocket monsters while in the saddle, safely. That would boost bicycle use more than any bike lane construction project. ■ TF

a hardware module on the bike or scooter to a smartphone app and to its cloud-based software. The CoModule mobile app has routing and navigation functions. The app can show much energy is left in an e-bike battery and how far it will get the rider. If the bicycle or scooter is stolen, the onboard unit will show its precise location.

**Ebikemotion A1-327** debuts the Ebikemotion 2.0 app for e-bikes and for Android and Apple smartwatches. The company is also introducing a new e-bike remote control, the iWoc Remote.

**Velocate AG-203** is showing its special anti-theft system



GPSTuner CEO Tamas Nagy

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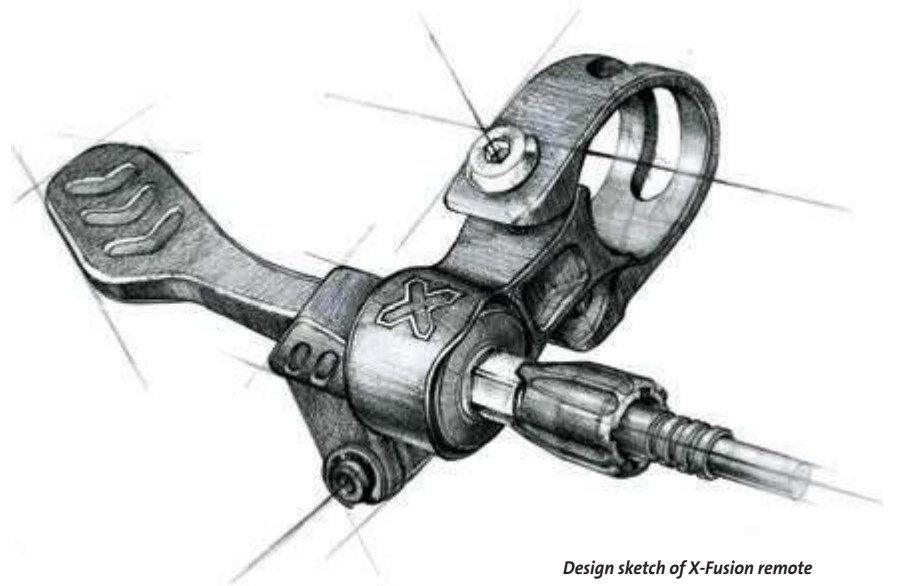
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Overview: Dropper posts  
**Look who's dropping in on the fast-growing market for dropper posts**

A growing market dominated by a few brands is sure to attract new players. And sure enough, as dropper posts become standard operating equipment on many mountain bikes, the dropper market is suddenly getting crowded.



*Design sketch of X-Fusion remote*

There's a good reason why, in less than 10 years, dropper posts have become standard equipment on many mountain bikes.

Being able to adjust the saddle's height on the fly is a huge advantage on technical trails. A lower saddle makes it much easier to shift your body behind the saddle for steep descents, or move the bike under you for quick direction changes.

With modern-day dropper posts, riders don't have to compromise on saddle height any more. With one flick of a handlebar lever, the saddle goes exactly where they want it. This adds significantly to both the fun and the confidence of tackling tricky sections.

Early dropper posts were relatively crude constructions that lacked remote actuation. Instead, riders had to take a hand off of the handlebar and pull a lever under the saddle in change height — not exactly safe in some situations.

Today's droppers almost all use remote levers. Some use a classic shifting cable and housing while others rely on a hydraulic system to transmit the command from the lever to the seatpost. For retrofits, most dropper manufacturers offer versions with cables routed either internally or externally.

Now, dropper manufacturers are doing away with cables and moving to wireless systems. **Magura A2-205** launched the trend last year with the debut of its Vyron Elect wireless dropper post.

Instead of relying on a cable or hydraulic line, Magura opted for an ANT+ wireless signal that connects the handlebar button to a small electric motor that changes the

saddle height.

Wireless droppers are significantly easier to mount. A bike equipped with one is easier to transport, especially if it needs to be packed into a box or suitcase for flights. And, of course, a wireless system eliminates the hassles of routing a cable.

This year, **Kind Shock B1-206**, a dropper post pioneer, is following suit with the wireless LEV Circuit.

Kind Shock showed a relatively bulky prototype at the Taipei Cycle Show earlier this year, but a slimmed-down production



*Magura Vyron Elect*

marathon and cross-country riders.

Kind Shock's main rival in the lucrative OE market for dropper posts is **RockShox 43-300**. The suspension specialist made a convincing debut with its Reverb model, and this spring brought out a revamped version.

The new version added better seals and a floating SKF piston for a larger flow-through of oil, and thus a faster response from the post.

Through wider spacing of the bushings, RockShox made the new

Reverb stiffer and more durable. And for taller riders, the Reverb line now offers travel options of 150mm and 170mm.

Like Kind Shock, RockShox offers versions with both internal and external cable routing to simplify retrofits.

**Fox B1-500** another big player in the OE market, says its Transfer dropper post will be ready for 2017. The Transfer replaces the company's initial offering, the D.O.S.S., which saw only moderate success in the market.

Available models offer internal or external cable routing. The Transfer also features an adjustable extension speed. Fox will offer versions with 100mm, 125mm or 150mm of travel. The remote lever can be mounted either next to a grip or under the handlebar.

The Transfer Performance has a black-anodized stanchion tube, while the top-tier Transfer Factory has a Kashima-coated stanchion for less friction.

Another suspension specialist jumping into dropper posts is **RST B5-506**. RST showed the first prototype of its Elev 8 seatpost at last year's Taichung Bike Week, and the dropper post at Taipei Cycle. Now RST is making its European premiere of the system here at the show.

Upper and lower tubes are forged for optimum strength, and needle bearings ensure the post operates smoothly without unwanted play. RST relies on a sealed hydraulic cartridge for height adjustments, so accessing and servicing the post's innards is an easy task.

RST offers versions with travel of 100mm and 125mm. The Elev 8 H has an externally routed hydraulic line, and



RockShox Reverb Stealth



Fox Transfer Factory



Kind Shock LEV Circuit and remote

model is here at Eurobike. The LEV Circuit uses Bluetooth 4.0 to transmit the signal from the remote control to the post.

The built-in battery should last for about 600 cycles, and recharges via a micro USB port. Kind Shock expects the LEV Circuit to begin arriving in shops in early 2017.

Kind Shock is also showing its new LEV Ci dropper post. Available with 100mm, 125mm or 150mm of travel, the Ci has a carbon fiber mast, head clamp and remote lever to shave weight and appeal to endurance athletes including

the Elev 8 H-S uses internal routing. Like most other manufacturers, RST also offers remote levers that mount either under the handlebar or next to the grips.

Continued on page 38 ...



FOR TUBELESS



TW PAT. 1495768  
CN PAT. 201310007301.2  
USA PAT. 8,721,296



FOR FAT TIRE, MTN & ROAD, TUBELESS



Various patents patented & pending in various countries

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USA PATENT: 8,839,809 TW PATENT: I509173  
Various Patents granted or pending on various countries



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... Continued from page 37

**X-Fusion B1-205** the Taiwanese suspension manufacturer, expected to bring production samples of its second-generation Manic dropper post in Friedrichshafen.

The new Manic offers 125mm of travel and fit seat tubes with diameters of 30.9mm or 31.6mm. It is available only with internal cable routing.

X-Fusion uses a new internal cartridge that significantly reduces service and repair issues. The remote lever was redesigned from scratch so it can be mounted under the handlebar like a shift lever.

Thanks to a built-in beveled surface, the Manic offers a range of angle adjustments to fit rider preferences. In addition to its stealthy looks, the new Manic sets itself apart on the competitive market for dropper post because it will be offered at an aggressive price point.

**eThirteen B1-306** which makes wheels, cassettes, cranks, pedals and chain guides, has released its first dropper post here at the show.

Its TRS+ Dropper uses a purely mechanical construction for reliability and maintenance-light operation. A shifting cable actuates a spring-loaded cam that moves the saddle among four pre-defined positions: the fully compressed Downhill Mode, the fully extended (150mm) Climbing Mode, and in between, a Cruise Mode, where the saddle is lowered by 40mm, and a Control Mode, that drops the saddle by 75mm.

The lever mounts under the handlebar and pivots on sealed ball

bearings.

Sibling brands **Race Face B1-501** and Easton sell droppers under their respective brand names. Their color schemes tell them apart, as both brands match the design of their posts to their stems and handlebars.

Easton goes for a more subdued look on its dropper post with white letters on a mostly black background.

Race Face is more flashy. The aluminum lever of its Turbine dropper

post remote comes in six anodized finishes. Race Face offers versions that mount either under the handlebars or next to the grips. **■ LvR**



e13 TRS+ lever



RST Elev 8 H-S



RaceFace Turbine lever



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TIRES

# Small but nimble, Rotwild marks 20 years of innovation

Disc brakes on a road bike? Yawn. Rotwild **B1-402** introduced a disc brake-equipped cyclocross bike — in 2007.



The new Rotwild R.C1 FS cross-country bike comes with or without a Brose mid-drive motor. (Photo: JB)

The German custom bike brand celebrates its 20th anniversary this year, and says it could not have survived without being innovative.

“Over the last 20 years we have made it because we built on our own strengths,” said Ole Wittrock, the company’s marketing manager. While Rotwild has the backing of investors, he added, “We remain independent.”

The company has only 25 employees, yet it was early to get into the booming e-bike segment and was one of the first brands to use the Brose mid-drive motor system.

Its main markets are cross-country

and touring bikes, and it has focused on those for its 2017 model line.

It is introducing a redesigned cross-country range with four models, including hardtail and full-suspension bikes. All of them are available with or without motors.

“For us, e-MTB is always MTB. The motor is just another add-on,” Wittrock said. “Of course there are differences in the frame geometry and the kinematics. But our system has proven itself for the past two years.”

This will be the third season that Rotwild has offered Brose-equipped e-bikes.

The company intends to continue selling its bikes, including e-bikes, through IBDs.

“We need our IBD partners for better service. E-bike service will become as important as the product itself,” he said.

The company has introduced a new service tool for IBDs that lets techs customize the assistance levels supplied by the drive system for individual riders. Retailers can make the adjustment with a simple mouse click.

Based in Hesse, Germany, Rotwild is the bike brand of ADP Engineering. ■ JB

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Overview: Hub drives

# Hub drives are alive and well, and filling a number of e-bike niches

Most e-bikes from the middle of the market and up now come with mid-drive motors — with Bosch still the market leader.



SR Suntour 250W rear motor

But there are still plenty of very good hub drives out there, and plenty of reasons why a manufacturer or a consumer may want to choose a hub drive over a mid-drive.

Cost is the main advantage. Hub motors are less expensive to make, especially when paired with a simple cadence sensor. For that reason they continue to dominate at the budget end of the market where a mid-drive isn't viable. As the price of mid-drive motors comes down, that may change.

Hub motors usually aren't geared, and as a consequence tend to be quieter than mid-drives. The best hub motors are practically silent.

**Go SwissDrive AG-305**, for example, claims that its hub motor emits 25 decibels or less of sound — a level that would be drowned out by the noise of the tire, even at a leisurely speed.

The other big advantage of a hub motor is that it generally doesn't require any modifications to the frame. To fit a mid-drive, a manufacturer has to design and CEN-approve an entirely separate frame. Although carbon frames are becoming more prevalent with mid-drive bikes, manufacturers usually limit themselves to aluminum frames

because it's easier.

With a hub drive, bikes can have more variety, and carbon and steel frames are more common.

Energy recovery is another advantage. A hub drive can also serve as a generator while braking or coasting, helping to replenish the battery and extend the range of the bike.

The debate over front vs. rear motors is ongoing. Fitting a motor at the front is the simplest. So is the motor design, which means it's generally the cheapest option. There is a balance of power because the motor drives the front and the pedals the rear. And the bike can have hub gears.

However, a front motor can cause understeer when the motor is active, and the extra weight of the wheel can compromise the performance of a suspension fork.

With a rear hub motor, the fact that the chain is directly driving the motor means it's much easier to measure torque. Rear power has less effect on the bike's handling, but because most of a rider's weight is also over the rear, a rear hub motor needs to be built into a strong wheel, and has to be fortified itself to handle higher levels of shocks from potholes and bumps.

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Go SwissDrive motor and display

**Heinzmann AG-208** is showing its new CargoPower motor, the RN 111, at Eurobike. Heinzmann developed the motor, which can generate up to 100Nm of torque, specifically for professional and commercial applications.

“The logistics of the ‘last mile’ in urban centers is moving away from motor vehicles with traditional combustion engines and taking great strides towards two-wheel and three-wheel vehicles with e-drives,”

resistance above 25 kph (15 mph) when the motor assist cuts out.

The company is also introducing a boost function for a short-term burst of maximum power on demand. GO SwissDrive also is one of the first e-bike drive manufacturers to serve as a development partner with Cobi.

**Cobi A2-206H** has developed a system that uses a smartphone and an app as the bike controller, with custom hardware to mount the phone on the bars and charge it while using it as the bike display. Go

An integrated rear light is also part of the new system.

**BionX AG-407** is sticking with its current range of drive units, but that’s not to say the company doesn’t have anything new to show. The company has developed a new line of accessories that work with any modern BionX system.

There’s a high-powered lighting system, the BionX Light Set, which offers a 2,000 lumen front beam and a rear light that is powered by the system through a splitter cable.

in Taiwan and will oversee production of the flagship Bike+.

The Zehus rear hub motor also includes the battery and sensor. All are enclosed in a single unit on the rear wheel. Although there are similar products, Zehus said its all-in-one drive was the first one to reach the market in 2014.

Its standout feature is called Human Electric Hybrid functionality. It gives cyclists a boost when they need it, and is able to recharge when the rider pedals or brakes.



Bafang Comfis front drive system

BionX has introduced a new remote, the RC3, and a full-color DS3 display to work with it. BionX also has a Bluetooth module so riders can use a smartphone as a main display, or in tandem with a bar-mounted display, through the BionX app.

The **Zehus AG-405** Bike+ all-in-one hub isn’t new. But what is new is a big investment by tire giant Vittoria that will help Zehus ramp up production, which will move to Asia. Vittoria and Zehus created a new company, VZ Industries Limited, which will be based

A built-in Bluetooth connection allows the Bike+ unit to communicate with the rider’s smartphone and relay such information as the battery level and trip data. The rider can use the phone to adjust the level of pedal assist, and even lock the rear wheel in place as a security measure.

“Rather than simply a plug-powered recharging mechanism humans will need to use and recharge energy as they ride, for the most eco-friendly solution,” said Rudi Campagne, Vittoria’s president and chairman. ■ DA



BionX accessories

the company said. “Electrically assisted transport and cargo bikes are increasingly being used for transport directly to the customer.”

The CargoPower motor is oil-cooled and uses a planetary gearing system. Both front and rear drive units are available, and it fits standard dropouts. Heinzmann also offers a one-sided mount, too, so it can be retrofitted to most bike styles. The motor accommodates wheel sizes from 20 to 28 inches.

GO SwissDrive is also looking hard at the urban cargo market. It’s developing a special cargo line for commercial use, and is testing systems with dual motors and dual batteries.

Test bikes are already in the field — a subsidiary of Deutsche Post AG is one of Go SwissDrive’s testing partners — but the company isn’t bringing the systems to market just yet.

Other innovations are ready for prime time. One that Go SwissDrive is keen to highlight is its Low Resistance Technology, which minimizes pedaling

SwissDrive is developing individual riding profiles for the Cobi app, as well as intelligent thermal management for more power.

The HESC (Human Electro Synergy Components) drive system from **SR Suntour AG-401** is well established, and last year the company entered the speed pedelec market with its 500W E45 rear motor. Now, some of the technology from that motor has been carried over to its ATS rear motor. The new unit has integrated motor cooling fins and a thru-axle construction. The 250W ATS motor has a peak output of 400W and delivers 50Nm of torque.

**Bafang AG-210** is making running changes to its popular Comfis front drive system. It’s cut the noise and improved the waterproofing from the previous model and added an intelligent power application from the dual-sided bottom bracket torque sensor. The easy-to-read LCD head unit and bar-mounted remote remain, and there’s a range of available capacities for the rack-mounted battery.



Heinzmann CargoPower motor

# BRAKING NEWS!

## Travel Talk

# Celebrating 15 years of bringing cycling, tourism industries closer

Eurobike Travel Talk celebrates its 15th anniversary this year with discussions of important trends in cycle tourism, a repeat of last year's popular "business speed dating" session, and guided expert tours of Eurobike.



Business speed dating was a hit at last year's Travel Talk, so organizers will do it again today.

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Travel Talk is the international cycling tourism congress. It begins today at 10:30 a.m. in the Conference Center in Foyer East. Admission is free for all Eurobike attendees.

This year's Travel Talk will focus on four trends: digitalization, mountain biking tourism, cooperation between the bicycle and tourism industries, and how cycle tourism should be marketed to women.

"Travel Talk shows how the cycling and tourism sectors can profit from each other and offers optimal synergies with Eurobike," said Dirk Heidrich, project manager of Eurobike. "We are happy to have been able to accompany and help encourage this trend successfully for the past 15 years."

Travel Talk will start by travelling back in time, with a look at cycle tourism 15 years ago and 15 years in the future by Frank Hofmann of the German Cyclists' Federation (ADFC).

Another presentation will look at how digitalization influences the future of bicycle tourism.

Aaron Hautala, a Minnesota member of the International Mountain Biking Association, will describe how Americans successfully circumvent obstacles in order to implement projects.

Franz Tepe of the German buying group ZEG will discuss the potential that cycle tourism has for the dealer group.

And Monika Fiedler of Fiedler Concepts will discuss marketing to women. Her presentation is titled, "How women should be addressed so that they feel understood."

After the initial round of presentations, Travel Talk attendees are invited to participate in "Business Speed Dating," which takes place in the fashion show stage area in Foyer East.

In a series of

five rounds, each lasting six minutes, participants will have a chance to talk directly — if briefly — with representatives of 10 innovative companies and startups.

"After successfully testing it out last year, we are happy that we once again found 10 exciting companies for this," said Ulrike Saade, CEO of Velokonzept Saade, which organizes the annual Travel Talk conferences.

After a lunch break, participants will participate in sessions that delve more deeply into the four trends introduced at the beginning of the program.

The section on "Digitalization," for example, will discuss the opportunities that digitalization presents as well as the challenges it poses to event organizers, the hotel industry and regional tourism offices.

Men are cordially invited to attend

the "Women only" discussion session. Representatives from Scott, Liv and Deuter, along with tourism experts, will talk about reaching women as a target group for cycle tourism. As Angela Vögele from Deuter puts it, "pink alone is not enough."

After the discussion sessions, there will be three "expert tours" of Eurobike where small groups, led by experienced industry insiders, can learn more about the trends and new products on display at the show.

All presentations in the Berlin room will be simultaneously translated into English. For a complete program and other information, visit [www.eurobike-traveltalk.com](http://www.eurobike-traveltalk.com). ■

**Eurobike Travel Talk  
Friday, Sep. 2  
10:30 a.m. — 6 p.m.  
Foyer East, 1st Floor  
[www.eurobike-traveltalk.com](http://www.eurobike-traveltalk.com)**



Ulrike Saade (left, on stage) has organized the Eurobike Travel Talk for 15 years.



# Presenting the new BionX APP



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# While it scrambles to resolve a backlog of orders, Canyon gears up for U.S. launch

With annual sales of 100,000 mid- to high-end bikes, Canyon is the world's largest direct-to-consumer bicycle supplier. Now it is gearing up to replicate that success in the United States.



Matthew Heitmann

Based in Koblenz, Canyon B1-207 is a descendent of what once was the largest Trek dealership in Germany.

Canyon bikes are available across Europe, at prices significantly below those of comparable bikes from bike shops. It plans to begin online bike sales in the lucrative but competitive U.S. market in the spring of 2017, and will set up a warehouse and service office in a yet-to-be-determined city.

It's a tall order, the more so because Canyon this year has scrambled to resolve delivery issues that have bedeviled sales in its existing markets.

Consumer complaints on bike forums and social media became so vociferous that Canyon founder and CEO Roman Arnold issued a lengthy apology earlier this year.

Canyon bikes "have not always been available," acknowledged Matthew Heitmann, the company's chief marketing officer. Heitmann, an American, said the company is "working night and day" to rectify its delivery problems.

The issues stem from Canyon's move last October to a clinically clean, new high-tech factory outside of Koblenz.

Along with the 50,000-square-meter (540,000-square-foot) plant, Canyon installed a new ERP inventory control system. But glitches in the new system left consumers waiting months for their new bikes.

"As soon as we began implementing the new system unexpected problems arose. Instead of improving our processes, they were brought to a standstill," Arnold said in his apology letter. "Customer and order information vanished and we subjected many of you to ridiculous delivery times. On top of that our customer service was ill-equipped to answer the huge number of enquiries quickly, nor could they access the information necessary to give you the answers you needed."

While German consumers don't expect immediate delivery of the goods they buy online, those in other countries most definitely do. In the United States, for example, the online behemoth Amazon has set the standard with its ability to deliver anything from a package of toilet paper to a barbecue grill within two days for no extra charge.

"Buying a Canyon is complex. Each is built to order," Heitmann said. "Switching the brake lever for a U.K. or Australian consumer is a custom task, and adds time."

He said Canyon understands the task ahead of it in the U.S. market. "Unlike German consumers, Americans are not prepared to wait months for a product bought online," he said.

Canyon has a "big internal team and two external project managers" overseeing the U.S. project, he added. The company's goal is to begin sales in late spring.

Heitmann, who joined Canyon in 2014 from BMC, has an unusual background,

especially for someone specializing in online marketing: He has a doctorate in philosophy.

He has also worked for online retailers competitivecyclist.com and backcountry.com.

Canyon tried to enter the U.S. market in 2011 through a short-lived distribution partnership with competitivecyclist.com. Backcountry.com bought that company in late 2011, and American consumers hoped it would follow through with distribution of the bikes.

That didn't happen, and the few Canyon bikes that have trickled into the U.S. market have been through other online retailers.

In June, TSG Consumer Partners, a private equity firm in San Francisco, announced that it had made a "significant minority investment" in Canyon to help finance the U.S. expansion.

TSG also owns a stake in Backcountry.com, which in turn is invested in Beeline Bikes, a mobile bike repair service. Beeline is expected to provide a prep and fit service for Canyon's U.S. customers.

Arnold, Canyon's 54-year-old CEO, founded the company in 2001. He and

his brother, Franc — the founder of Ergon — got their start in the industry in 1985 when they opened a bike shop in Koblenz that distributed Italian road bike components.

Between its two locations in Koblenz, Canyon employs 800, of whom 73 percent own a Canyon bike thanks to a generous employee discount program.

The company says sales have grown by 30 percent a year over the past six years. In 2015, it reported sales of €160 million (\$180 million).

Canyon makes performance-oriented bikes, but no kids' bikes and no e-bikes.

"Sport is in our DNA — even our urban and fitness bikes are sporty," Heitmann said. He believes Canyon's entry in the U.S. market will be a "tipping point" that will force established brands like Trek and Specialized to eventually begin selling consumer-direct as well.

Trek already is, although like other U.S. brands it is trying to figure out how to let consumers order online without cutting its large network of bicycle retailers out of the process. Trek lets consumers order online, but they have to go to a local Trek dealer to pick up the bike. ■ CR



Canyon opened its new 50,000-square-meter factory in Koblenz, Germany, last October.



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Dirk Zedler

# Every cyclist now has a choice of MTB sizes, as long as it's a large

It was not that long ago when 29-inch wheels made their debut on mountain bikes, and launched an instant and unstoppable trend. Within months, bikes with 26-inch wheels had become unsellable.



*You can't have them all.*

Bigger wheels roll better and absorb bumps and other obstacles more easily. But they are heavier, take more effort to accelerate, have softer sides and require longer forks and chainstays, making bicycles a little heavier.

Especially with full-suspension frames, the transition to 29ers wasn't without issues. The significantly larger wheel diameter had a negative effect on the suspension kinematics. Simply put, long-travel suspension is not possible with this size.

But with classic 26-inch wheels suddenly unfashionable, the industry had to come up with another solution for long-travel bikes. Its answer was to revive a wheel size that had disappeared from the market years ago: the 650b, or 27.5-inch wheel.

One remarkable, and often overlooked, result of this shift to larger wheel sizes is that weight no longer dominates the conversation about mountain bikes.

That is no great loss, as weight is overrated in general. Saving 200 grams is ridiculous when the total system — bicycle and rider — weighs 70 to 90kg (155 to 200 pounds). It makes even less sense when the cyclist is riding on underinflated tires because he neglected to pump up the inner tube.

**Marketing trumps reason.** For better or worse, big wheels are now a must for everyone. That benefits many riders, unless they happen to be short.

Over the years, a few innovative bicycle manufacturers have tried a more reasonable approach by adjusting the wheel size to the size of the cyclist.

A road bike with a frame smaller than 51cm is more harmonious when paired with 26-inch wheels. In addition, there is less toe overlap, so the bike not only has better riding dynamics but is safer as well.

On the other end of the size spectrum,

many forget that the German company Heidemann once built everyday bikes in large frame sizes with 30-inch wheels.

Although there are clear technical advantages to offering smaller or larger wheels depending on a rider's size, both extremes have disappeared from the market. In Heidemann's case, the entire company disappeared.

Instead, marketing has succeeded where reason has failed. The marketing machines behind mountain bike brands have accomplished a surprising feat: No matter whether the cyclist, and thus the bike frame, is tall or short, a hardtail is a 29er and a full-suspension bike has 27.5-inch wheels.

**It's all too much.** Wheel sizes are just one variable. Even excluding less common types of bicycles, such as folding bikes, the bicycle industry now deals with more than 10 different quick-release and thru-axle dimensions for front wheels, and more than 10 standards for rear wheels.

Mountain bike tire widths range from about 25mm (1 inch) to a whopping 128mm (5.05 inches).

Add to that all of the possible options in rim widths and the range of brake disc standards, and the industry is dealing with a incomprehensibly large matrix of potential combinations.

Bicycle retailers thus have to be able to cope with hundreds of combinations of wheel sizes, tire sizes, rims, brakes and more. And that's before accounting for different brands, colors or even spoke lengths.

There is no question that these new standards may improve the function and performance of bicycles. And, driven by the creativity of brands' marketing departments, they may stimulate the desire of cyclists to buy new

bikes and make some CEOs smile.

Smaller cyclists on the trail will be at a disadvantage from these new sizes because they are forced to ride on small frames built between wheels that are too big. Yet the dictates of fashion often lead consumers into making unreasonable decisions.

**Pondering the afterlife.** A bigger issue awaits customers and retailers when it comes to servicing these bikes.

Is there a realistic chance that a retailer will have a needed part in stock? It's already a chore just find the right size inner tube at a holiday destination.

What if the bicycle is three or four years old and the new "standard" has already become outdated?

What if a consumer has to buy a new fork because of a defective front hub, but the fork no longer fits the frame because the standard for steering tube diameters has changed?

We are already seeing situations where quality spare parts are difficult or impossible to find.

For retailers, it is increasingly difficult to perform repairs at reasonable prices. And they don't have the space, or the money, to maintain a full complement of replacement parts in stock. Nor do they want to assume the risk of buying parts that they will never be

able to sell.

The industry has to answer the question of how long a sport bike should be useable, or whether we want them to become disposable products. It will take strong alliances between manufacturers, wholesalers and local retailers to find solutions.

Manufacturers and their distributors will have to take responsibility of ensuring adequate suppliers of spare parts so retailers will be able to keep their customers' bicycles in good repair for several years after the sale.

But — hand on heart — how many manufacturers really care about the "after"? ■ **DIRK ZEDLER**



*You need which size?*

## 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). ■

# New Products 2017

## Rotor 2INpower Aero

A closed aero spider shrugs off the wind so the 2INpower can precisely measure power individually in each leg, for precise data about balance and power output. MAS (Micro Adjust Spider) technology allows micro-adjustment of oval Q-rings to fine-tune pedal performance. It's also ANT+ and Bluetooth Smart compatible. **A1-207**



## 3T Exploro Frame

The Exploro is an aerodynamic gravel frame. Its carbon fiber construction, coupled with clearance for big tires, lets it work on or off road. The aero profiles, rounded in front and flat in back, were developed in a low-speed wind tunnel and achieve useful energy savings at speeds as low as 20 miles per hour. **B4-305**



## Momes 4vision

The 4vision is a heads-up display that transfers easily between helmets. The coach module displays any available data such as speed, cadence or power from connected ANT+ sensors, along with BLE sensors via an iOS or Android smartphone. It weighs just 25 grams and has a run time of more than 350 hours. **A6-309**



## M1 Das Sterzing



Based around a futuristic carbon frame with an integrated engine, Das Sterzing is available as either an agile hardtail touring bike, with smooth-running 2.8-inch street-tires, or as an all-mountain version with 3-inch off-road rubber. Both come equipped with a powerful 920-watt TQ-engine and an 880 watt-hour battery for serious mileage. **A6-304**

## Stages Power

Top pros rely on Stages Power, which has helped lead to 12 world championship titles and two Tour de France wins. It adds as little as 20 grams to the crank and measures up to 2,500 watts with accuracy within two percent. **A5-202**



## CamelBak Crux

Camelbak's Crux reservoir delivers 20 percent more water with every sip. A new on-off lever over the valve allows the rider to drink when they want and eliminates drips. Refilling is easier with a more ergonomic grab handle that can be used with one hand. **B4-307**



## HubsMaster Cyber Motions PRS1

Available in either straight pull or J-bend spoke compatible versions, this hub-based power meter integrates torque, speed and power sensors. It wirelessly transmits real-time data for riders and supports peripheral ANT+ and BLE wearable devices and display units. It recharges via a neat magnetic connector. **A5-230**



## SRAM HydroHC



SRAM's Red eTap wireless electronic groupset moves beyond traditional cable pull brakes with the company's HydroHC hydraulic road disc brake platform. Smaller-handed riders will appreciate the ability to fine-tune the lever position. **A3-300**

## Limits Power Meter

Limits wants to make power available to everyone. After a record-breaking Indiegogo crowd-funding campaign, this affordable power meter is ready to go to market. It fits simply between the pedal and crank without special tools and can be swapped between bikes. **F6-B9/5**



## Simplon Pavo Granfondo Disc

The unique rear twist in the Pavo's chainstays keeps them stiff for maximum propulsion. Discs provide control in any weather and eliminate overheated brakes and rim wear. **B1-401**



# New Products 2017

## Elastic Interface Endurance Anatomic Road Men



For male road riders, the stitched pad and half-moon shape offer unequalled fit. The chamois top is perforated for breathability, while the pad is shaped for men. The two half-moon components are joined with ultrasonic technology for a smooth surface. **A7-312**

## Rolf Prima Eos3 Wheelset

At 1,295 grams, the Eos3 is Rolf's lightest-ever carbon clincher wheelset and is tubeless-compatible. It uses the TdF6.0 hubset with a new T2 High Engagement drive system. Despite its climbing credentials, the Eos3 sports more than enough depth in the rims to make flats and descents as efficient as possible.

**B1-106**



## Northwave Extreme RR

Northwave's top road shoes combine soft materials with a cable closure that pulls evenly around the entire foot. Northwave's XFrame upper design ensures power transfer and a snug, even fit without pressure points. **A7-401**



## Scott Scale SL

The Scale hardtail mountain bike race frame has been completely redesigned. Frame weights are as low as 849 grams for the Scale RC 700 SL. The Scale platform spans 1x and 2x drivetrains and is available in three wheel sizes and different travel options. **B1-200**



## Brick Lane Bikes Viper

Crafted from 6061 double-butted aluminum, the integrated seatpost on BLB's Viper looks good and keeps weight down while increasing rigidity. It's a theme continued by the burly bottom bracket shell that transfers power for explosive sprints. The 35mm tapered fork keeps the front end equally taut. **A3-402**



## SRAM Eagle

The superwide 1x12 Eagle is another nail in the coffin of the front derailleur. Working across a 10-50 teeth cassette, for a huge 500 percent range, the Eagle mech features a clutch that when paired with the narrow-wide chain and chairing also does away with the need for a chain device. **A3-300**



## SQLab 411 Innerbarends

This fresh take on bar ends moves the hands inwards so elbows comfortably rest against the torso, and the upper body stretches slightly forward in a more aerodynamic, efficient position. Brake levers always remain in reach. They're made for mountain bikes but also work well on city and trekking bikes. **B3-404**



## Klever X

The sporty Klever X is a power e-bike. One frame serves as a platform for several models: a single speed, an urban pedelec and a speed pedelec. **B2-103**



## Pinion C1.12

Pinion's affordable C-Line gearboxes combine a compact housing with twelve-, nine- and six-gear versions. Their diminutive size allows an ergonomically ideal Q-factor of 166mm and a new chain line of 50mm. Their central position keeps the bike balanced. **A2-107**



## Ortlieb Seat Pack

As bikepacking becomes more popular, this seat pack replaces a backpack for tours or other adventures. It fastens to the seatpost and saddle rails and blocks spray like a mudguard. It holds as much as 16.5 liters but keeps gear dry. A purge valve lets air escape for tighter packing. **A4-301**





# New Products 2017

## Prologo Zero C3 Nack CPC

Weighing just 164 grams, the carbon fiber Zero C3 uses Prologo's Connect Performance Control (CPC) technology. A honeycomb structure on the saddle's surface absorbs vibration and provides cushioning and grip. **A4-102**



## Reynolds Cycling Dean Fatbike Wheels

An all-terrain wheelset for fat bikes, the Dean's tubeless and hookless double-wall carbon fiber rims trim significant weight compared with most fat bike hoops. Their 76mm rim channels allow tubeless setup using only a floor pump, for significant weight savings over a standard wheel/tire/tube setup. **B1-415**



## Spanninga Trigon

Spanninga's new Trigon range boasts very long run times, whether units are battery-operated or USB rechargeable. Spanninga says the Trigon 15 and 25 last at least twice as long as comparable products. Light and compact, each is equipped with a quick-release rubber bracket for easy mounting. **B4-206**



## Maloja Pushbikers



Maloja's eight-piece pro road bike line is ergonomically designed to perform while riding in the race position. A golf-ball-like structure in the shoulders cuts turbulence. The SAT chamois is inverted so channels are on the underside. Finishing touches include non-rolling Lycra, soft silicone grippers and a waterproof smartphone pocket. **FG-B6/4**

## Fox 32 Step-Cast Fork

Starting at 1,355 grams, the 32 Step-Cast is Fox's lightest-ever cross-country fork. Optimized for 100mm of travel, the distinct shape of the lower leg design isn't just for looks. Its chassis uses a narrow stance to save weight and the step design makes room for the spokes and brake rotor. **B1-500**



## WTB Convict Tire

The Convict is guilty of being an aggressive, gravity-focused tubeless-compatible tire. Tall, meaty knobs with multi-directional channels offer traction. Large, tightly spaced blocks along the centerline make a tire that rolls fast in spite of its stout construction. **B3-204**



## YJ Ideal Solid Tire 24c

Train for miles on your road bike without ever worrying about flats. The YJ Ideal 700x24c solid tire never needs inflating and is compatible with existing rims. In tests, its unique polymer compound has gone 5,000 km (3,100 miles) with only 0.1 mm of deformation. **FG-B5/2A**



## Richmond E-Strada 6.0

Designed for city or trekking use, the Richmond E-Strada 6.0 comes in either conventional or step-thru frame styles. It uses the Shimano E-6000 Steps mid-drive system, with the battery on the downtube or at the rear rack. It is equipped with hydraulic brakes. **A7-212**



## By.schulz Speedlifter Twist

Now available for 1-1/4-inch steerers, the Speedlifter lets riders adjust their handlebar height in a jiffy. The new oversized version is made for larger loads and supports compact and cargo bikes. It also offers a longer height adjustment of up to 25 cm (10 inches). **A3-700**



## Dr Pad Doc 126

Designed for the long ride, the Doc 126 is light, comfortable and supportive. Its 3D design uses side wings that follow the body's curves while the front protects sensitive areas. Cutting Technology creates smooth cuts and gradual transitions without sewing. Optional features include different densities of foam and different fabrics including carbon or bioceramic fabrics. **A7-410**



# New Products 2017

## Tout Terrain Chiyoda II



The Chiyoda II's extra-wide tires cruise through city streets, swallowing large bumps in comfort. It's equipped with a Wingee rack, mudguards and modern components like a belt drive for low maintenance. Integrated lights increase visibility while disc brakes provide safety. **A2-110**

## Panasonic Multi Speed Assist System

Model year 2017 sees the launch of Panasonic's center motor with internal dual gearing for pedelecs and speed pedelecs. In addition to the motor, Panasonic has developed a new battery for better and neater frame integration, particularly when paired with performance e-mountain bikes.

**A6-402**



## Bafang BESST

BESST — "Bafang E-mobility Sales and Service Tool" — provides online support for brands, assemblers, retailers, and component manufacturers. The software makes it easy for techs to diagnose e-bike system issues and determine the exact parts needed to fix a problem. It links to a cloud-based database. **A6-210**



## Vee Tire Apache Fattyslick

Light with a smooth tread, this fat tire offers the advantage of larger rubber with what Vee claims is the lowest rolling resistance on the market, thanks in part to its 120 TPI construction. High internal volume makes for an air-cushioned ride, while folding beads help keep the weight low. **B2-205**



## Zero RH+ Dryskin AirX Jersey

Perforated internal panels of Polartec Delta fabric are strategically placed in areas most prone to perspiration, so the Dryskin AirX jersey doesn't need a base layer. Water repellency combined with aerodynamic fit provide comfort in changing weather. **A7-212**



## La Fonte Liberty SAT Women

The Liberty SAT Woman for demanding female road and mountain bike cyclists has a perforated high-density foam and incorporates La Fonte's Shock Absorption Technology. It meets the growing demand for a dedicated women's chamois with superior elasticity, breathability and moisture management. **A7-413**



## Kappstein Silent Freewheel

Roller-type freewheels offer immediate pick-up compared to conventional ratchet-driven systems. This is particularly beneficial for aggressive riding, where bike and rider have to be in perfect harmony at a wide range of speeds without losing power. In addition, the lack of ratchets makes for silent operation. **A3-816**



## Komperdell Full Pack Protection

Known in the motorcycle and winter sport markets, Komperdell now aims at the mountain bike market with a new pack protector. Light and streamlined, it comes in three sizes, with two sizes of cargo packs. **A1-314**



## Twinburst SAS

Twinburst releases three new versions of its unique two-wheel drive bicycles: full-suspension and hardtail e-MTBs, and an electric urban bike. Twinburst puts hub motors in the front and rear wheels for precise power. Regenerative brakes help recharge the battery. Computer-controlled, anti-lock brakes lets riders safely use full brake force on all terrain. **A3-803**



## Bosch Purion

The Purion combines display and control units in a single unit, providing essential information without cluttering the handlebars. Riders can operate the Purion with their thumbs without removing their hands from the bar. The system offers five modes of power assist. **A6-202**



# New Products 2017

## PRO Vibe handlebar & stem

For a cleaner, sleeker cockpit, these handlebars accommodate internal cables and wires, with exit ports in the backside of the bars to minimize airflow disruption. The handlebars and stem take internal Di2 cables and the new Dura Ace 9100 junction box fits in place of a bar end plug. **B5-300**



## Formula Cura-E

The Cura-E is a universal brake system for electric bikes and works with all major e-bike brake sensors and existing drive systems. The SpeedLock system permits multiple hose disconnections and connections without loss of fluid or introduction of air. It's the first Formula disc brake system to use mineral oil. **B1-403**



## Ridley Fenix SL Disc

Ridley's popular Fenix SL gets a disc brake makeover. The fork and rear triangle have been redesigned to take advantage of the additional stopping power. Lower seat stays improve shock absorption while thru axles increase lateral rigidity. **B3-401**



## Chaoyang Tire Evolution



The result of a collaboration with XCE World Champion Daniel Federspiel, the Evolution provides World Cup-winning grip and low rolling resistance. Sidewall protection lowers the risk of flats. V-shaped knobs on the tread increase grip on dry surfaces, while large, strong side lugs ensure precise cornering. **A3-704**

## Flaér Revo Via



The Revo Via keeps your drivetrain clean and working at its best by releasing precise micro-doses of non-stick lubricant at set intervals. It prevents dirt buildup and provides a protective layer for drivetrain components. **FG-B8/7**

## SKS Rennkompressor

Few things stay unchanged in the bike world from one year to the next, let alone for half a century. But that's how long SKS has produced its Rennkompressor pump. To celebrate the anniversary, SKS is releasing a limited, numbered special edition in the original red, like the very first version in 1966. **A5-400**



## Rudy Project Racemaster

A Hexocrush structure molds two foam densities for improved shock absorption by dissipating impact forces sideways and radially. The Racemaster is also available with MIPS (Multi-directional Impact Protection System). **A4-304**



## Storck T.I.X. AL

The T.I.X. sports an aluminum 'cross frame with an oversized headset for increased head tube stiffness. Torque-free axles provide stability and disc brakes keep riders safe. **A3-100**



## Supernova Horn and High Beam Switches

Integrated into the brake lever clamps for a clean cockpit, the switches are made of a composite material that is UV resistant, impervious to corrosion and lighter than aluminum. Waterproof connectors install without tools, and riders can operate the switches without letting go of the bars. **A2-106**



## Haibike eConnect

An on-board unit connects an e-bike with its surroundings, allowing smart services such as GPS-based anti-theft, tracking, route exports and automatic emergency calls. It's powered by the Yamaha drive system, but if the battery is removed, an auxiliary battery allows the system to continue working. **B2-300**



# New Products 2017

## Lightweight Wegweiser



The Wegweiser's modern rim width and medium depth provide exceptional stiffness and riding performance at a weight below 1,450 grams for the disc-compatible clincher version. It's made close by in Friedrichshafen. **A2-318**

## Tektro T860

These direct mount brakes offer a clean look and high performance along with aerodynamics, thanks to a wind-cheating shroud cover. A cam-style quick release, in-place pad holders, and independently adjustable arms make setup and maintenance as easy as any brake.

**A5-203**



## Pro Feet H.A.D. Smog Protection

Keep out smog and pollen with the first multifunctional headwear that incorporates a respiratory filter. The seamfree scarf filters 70 percent of smog and pollen and is certified to DEKRA standards. It works with helmets and adjusts easily and never wears out.

**A7-102**



## TSG Meta Helmet

The Meta is made for the city, with new vent shapes and fun graphics. Reflective straps increase safety. It features a ventilated and light in-mold construction and an easy-adjust Dual Fit System.

**A4-504**



## Leatt DBX 3.0 AllMtn Helmet

Known for full-face helmets and neck braces, Leatt now offers open-faced, trail-oriented lids. Its 360-degree Turbine Technology uses 10 "turbines" inside the helmet. Made of 3D-molded Armourgel, they harden on impact. Leatt says it reduces rotational acceleration to the brain by up to 40 percent.



**B2-205**

## Gates S150 Crankset

The S150 makes belt drives accessible to volume manufacturers of urban bikes. An alloy crank is integrated with a light CDN composite sprocket. Cranks are available in black or silver, and with a 46-, 40-, or 55-tooth CDN sprocket. They are compatible with Zumba bottom brackets from Thun.

**A2-204**



## Montague Allston

Made for commuting, the Allston sports an 11-speed Shimano Alfine internal gear hub combined with a Gates carbon belt drive for maintenance-free operation. Hydraulic disc brakes enhance safety. It folds small enough to fit in a closet or a car trunk, or to take on the train.

**A2-403**



## Ebikemotion Smart Motor Controller

Suitable for 48 V and 36 V brushless motors, the smart motor controller integrates with a high-speed CAN bus for communication with LCD displays, smart battery management systems and other devices. It works with hub motors or mid-drive units. It consumes less power and generates less heat than comparable units.

**A1-327**



## Rainlegs Reflective

A reflective, waterproof material shines brightly when struck by even a dim light. The Rainlegs keep cyclists safe, but it also keeps their legs warm and dry.

**A1-317**



## Moots Vamoots Disc RSL

Durable, light, stiff and sleek, the Vamoots Disc RSL comes in nine sizes and designs. Moots' proprietary butted titanium tubing, combined with a new 3D printed dropout and 142mm by 12mm thru axle, boosts stiffness. Popular options include internal electronic compatibility, wireless shift routing, pump peg, chain hanger and more.

**A1-110**



# Mavic's newest ambition: a top-three apparel brand

Mavic is known for its wheels, but the French brand has another ambitious goal in mind: It wants to be one of Europe's top three brands for performance cycling apparel by 2020.



François-Xavier Blanc

"We're going for the same commercial equation as Arc'teryx, which has become a leading brand in the outdoor market without losing its premium positioning," said Sébastien Willefert, the company's global commercial director, referring to one of Mavic's sister brands.

Willefert acknowledged that Mavic has a lot of ground to make up against the leading brands it aspires to compete with in the performance road apparel segment, such as Rapha, Castelli and Assos.

At Eurobike, **Mavic B3-207** is showing an upgraded range of bib shorts, which are Mavic's flagship apparel product

for road cyclists. Bib shorts are also important strategically, because Mavic views them as the most important apparel product for recognition and commercial impact. The bib shorts use a padding of varying density made with Ortholite, an insole specialist that also works with Mavic's sister brand, Salomon.

"The brands that do well in apparel have established their expertise in bib shorts, which has a halo effect on other products," said Sébastien Jarrot, head of product for riders' equipment at Mavic.

Mavic is also widening its range with such products as the Echappée range, which is for women who want

performance cycling wear but aren't used to wearing Lycra. While the integrated padding fits the bill for a substantial ride, some of the pieces could also pass as trendy athleisure wear.

Another part of Mavic's investment in cycling apparel is to be more selective with its distribution policy.

"We're focusing the resources on specialist retailers who are giving us the square meters and investing in qualified staff to explain the products," Willefert said.

Mavic's partners include multi-sport retailers including Sport Schuster in Germany and Au Vieux Campeur in France, which focus on technical products but reach a wider group of consumers.

Mavic has shop-in-shops in about 80 European stores, mostly in France and Germany.

Mavic is investing more heavily into its apparel development. Last year, the company adopted the same yellow branding for its apparel range that it is famous for with its cycling components.

Mavic is owned by Amer Sports, a Finnish multinational that also owns Arc'teryx and Salomon.

Mavic posted 2015 sales of €138.5 million (\$156.6 million) last

year. That doesn't include its February acquisition of Enve Composites, a Utah supplier of high-end carbon wheels that added about €26.5 million to its bottom line.

Apparel, footwear and other rider gear account for about 30 percent of Mavic sales.

It has dreams of following in the footsteps of Arc'teryx, which grew from making climbing harnesses and now sells nearly €500 million of backpacks, apparel and footwear a year.

Amer has significant resources to back up Mavic's push into road apparel. The cycling brand shares its head offices in Annecy with Salomon, where it can take advantage of shared resources.

"If you imagine a new cycling jacket, you could have a prototype in a few days," said François-Xavier Blanc, brand director at Mavic. ■ BS



Echappée apparel from Mavic

**satori** STEM SATORI-EZ3



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**AERO DD**

TDS-AL-699FOV/ISO-M

MATERIAL FORGED ALLOY  
EXT 70  
RISE 27°  
HEIGHT 40  
FINISH HIGH POLISHED AN or SILVER  
COLOR AN

TAIPEICYCLE 2015 award 2015  
**TFC** by **ii**



**AERO UB**

DR-AL-197FOV/ISO-R

MATERIAL AL 6061  
BAR BORE 31.8  
WIDTH 390 410 430 450  
WEIGHT 342g(w430)  
FINISH SAND BLASTED AN BK or SILVER  
COLOR AN



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# Taiwan is all charged up about e-bikes

The yearly Taiwan press conference at Eurobike is widely considered a reliable guide to trends — and, fittingly, yesterday's presentations were all about e-bikes.



Taiwan also hosted a fashion show Thursday.

Taiwan officials said the e-bike phenomenon should maintain the growth trajectory of its bicycle industry, because e-bikes are more expensive and require a high level of quality.

Jhy-Wey Shieh, Taiwan's representative in Germany, read Robert Frost's famous poem, *The Road Not Taken*, to refer to Taiwan's special situation as an island and industrial powerhouse operating in a competitive global environment.

Tony Lo, Giant's CEO and chairman of the Taiwan Bicycle Association, noted the past decade

of improvements in cycling as a sport and as a mode of transportation in Taiwan.

"If this can be done in Taiwan, it can also be done in other countries, paving the way for further growth," Lo said.

He conceded that spring sales this year were difficult because of bad weather, but that strong sales in July and August had compensated for the slow start to the year.

Looking ahead to next year's Taipei Cycle Show, Jasmine Wu of TAITRA, the government agency that organizes the show, announced that it would host a demo day for the first time on March 21, the day before the floor show officially opens.

Five leading Taiwan brands showed off some of their key products at the

press conference.

Giant displayed its full-suspension Full-e electric mountain bike platform, while Kenda offered insights into the company's ECE R75-certified EMC tires for e-bikes. Adrien Bleiler of KMC explained the advantages of the company's particularly strong e-bike chains that are optimized for bikes with mid-drive engines.

Roxim showed the lighting specialist's wide-beam X4 headlights, which can also be charged by the battery of an e-bike. Josh Hon of Tern also demoed its folding Elektron e-bike saying it may well be the "perfect" city bike because it folds so compactly even though it is equipped with a Bosch mid-drive motor. ■ LVR

## German customs raid 'Knog-offs'

German customs officials raided the Xeccon booth in the Zeppelin Hall Thursday, to enforce an injunction from Knog, the Australian accessories brand.

Knog accused the Chinese company of violating patents on Knog's best-selling Blinder lights.

"They're our bread-and-butter," Knog CEO Hugo Davidson said Thursday, adding that the company sent a cease-and-desist letter to Xeccon six months ago. He called their products "Knog-offs."

Xeccon CEO Amanda Li, reached by

phone from her company's headquarters in Shenzhen, China, called the raid a "very unpleasant surprise." She said her company would cooperate with the customs department.

The two plainclothes customs officers escorted Xeccon employees who were staffing the booth — two young Chinese women with a limited understanding of

English or German — to ATM machines. They were required to pay a bond of €1,500 (\$1,700) and surrender their passports.

The passports and bond money will be returned to the women after the show, provided Xeccon does not display the offending products.

Xeccon is a Chinese manufacturer.

Knog's German attorney had served an injunction on Xeccon on Wednesday, demanding that the company immediately remove the offending items from its booth.



The Mob Mr Chips is an example of the models in the Knog Blinder range.

When Xeccon failed to do so, Davidson asked for the injunction to be enforced by the customs officials. ■ CR

## 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

Meet us at EUROBIKE, hall A6-406 or at the demo area DA-420



New:

## FLEXPACK

TranzX

- flexible downtube battery for an easy insertion and removal
- 336 Wh / 400 Wh

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## Cycle Chic founder: Make bikes for the 99%

“You’re sitting on a gold mine but you’re not digging,” says Mikael Colville-Anderson, founder of Copenhagenize.eu.



From left: Mikael Colville-Anderson, Shimano’s Erik van Kooten, Steven Fleming and Andrea Held-Hikone.

Colville-Anderson, founder of the influential Cycle Chic blog and a popular TED presenter, addressed a Shimano seminar Thursday about the effects of urbanization on the industry.

“If you thought you could kick back and relax, you’re wrong,” he told some 60 CEOs and product managers who attended. “The bikes you are currently making are not what the mainstream market wants. Instead of focusing on sporty bikes you should be making sit-up-and-beg machines. This is what

millennials want.”

Colville-Anderson pointed to the success of bike share programs around the world as an example of the kinds of bikes that will satisfy urban residents.

“My company has been doing market surveys for the past seven years, and the kind of bike that most people want is a Dutch bike with a basket,” he said. “The vintage bike market has exploded because the bike industry hasn’t responded to the needs and wants of the majority. The industry is missing out on

money by focusing on tech and geek.”

Two architects from far-flung parts of the world delivered a similar message.

Tokyo-based Andrea Held-Hikone of A.H. Architects explained how cities in the future will be designed around the use of bicycles.

“The industry should wake up to the trend towards intelligent urbanization,” she said.

She noted the popularity of so-called “mamachari” bicycles in Japan, which are Dutch-style bikes that the Japanese famously ride on Tokyo’s sidewalks. Even though Tokyo has few bike paths, it still manages to have a cycling modal share of 15 percent, she said.

Steven Fleming, an academic and author of the Behooving Moving cycle blog, told the bike execs that the “bicycle industry has an opportunity to steer where we’re heading with city planning.”

Fleming designs bike-friendly buildings or, as he calls them, “start-of-trip facilities.” He splits his time between Amsterdam and his home in Newcastle, Australia and is a partner of CycleSpace, the new Dutch NGO behind the Bicycle Mayor program (see our story on Amsterdam’s new Bicycle Mayor on page 59). ■ CR

## Burglars pilfer De Gendt’s Ridley

Thieves snatched Thomas De Gendt’s polka-dotted Tour de France bike from Ridley **03-401**.

De Gendt, who rides for Lotto-Soudal, rode the one-of-a-kind Ridley Helium SL during this year’s Tour.

“The Thomas De Gendt bike, and a standard one, were cut out of our booth. Somehow somebody rolled out of the door with them,” said Richard Wittenberg, vice president of international operations. The bike was hanging in the booth, suspended by wires, which the thieves snipped.

The theft, of De Gendt’s bike and a standard issue Helium SL, happened just before the show opened on Wednesday morning.

The De Gendt bike still has his race number on it, 163. It is equipped with Campagnolo Bora wheels and a Campagnolo Super Record EPS group set. The standard frameset retails for €2,900 (\$3,300), but because of the custom graphics and sentimental value, Wittenberg described it as “priceless.”

De Gendt, from Belgium, held the King of the Mountains lead on six stages of the Tour.

“We’re insured, that’s not the problem, but we’re upset for Thomas,” Wittenberg said. “He busted his ass for us in the Tour.” ■ CR



De Gendt’s Ridley

# RIDE TOWARDS EPIC.

Bkool takes you to the places that gave birth to champions

The most advanced and realistic Cycling Trainers and Simulator

More than 900,000 routes available

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Analyze your activity

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# Photos from Day 2







# Alex Rims drops A-Class brand to sharpen image

Alex Chen and Sally Hsieh are the powerhouse couple behind Alex Global Technology, **A5-205** known for rims and now wheelsets that leverage its expertise in aluminum forging and extrusion.



Alex Chen and Sally Hsieh

Married to Sally for 26 years, the eponymous co-founder is famous for his engineering prowess — 80 percent of the production machines the firm uses were designed and built in-house.

At Eurobike, Alex is debuting a new brand image and graphics and is ditching the A-Class name. The new complete wheelset range is now under the Alex Rims name, with all new products ranging from plus-sized complete wheelsets to dedicated gravel and road disc carbon and alloy models. Understated graphics are a feature of the products on the Alex stand.

Alex is sharpening its brand focus with the release of new carbon road and road disc complete wheels. The latest in

the road race category are the ALX 845C clincher and ALX 845D road disc pairing. The 845C has a 45mm deep full carbon rim with a rounded cross sectional profile, laced to proprietary, very light hubs. The 845D uses center lock disc hubs for a road disc wheel that offers value for money.

Also new at Eurobike is the Animal series of plus-sized wheelsets. The Animal 3.5 has a 35mm interior width rim while the Animal 4.5 measures 45mm. Both wheels use rims drawn from Alex's proprietary EXA super alloy material. Stout, 32-hole, 3-cross lacing ensures a strong build compatible with virtually all plus-sized tubeless tires. ■ TK



ALX 845C clincher

# Lock maker Abus secures its longevity with family owners

Daniel Bremicker is the fifth generation of his family to become an executive at Abus, the business founded as a padlock-maker in 1924.

In May, Bremicker became head of the mobile security division for Abus. **A5-500** This division is responsible for helmets and products to secure bicycles, motorbikes and boats.

When August Bremicker founded Abus in Wetter, Germany, in the 1920s, the town had 15 padlock makers. Now there are just three.

The younger Bremicker may be a new executive, but he first worked for Abus 25 years ago: His father used him as a child model in company catalogues of the 1990s, sporting the company's first bicycle helmets.

August Bremicker started Abus as a "Kommanditgesellschaft," or KG, a privately owned limited partnership peculiar to Germany and Austria. The business remains a "KG," with four members of the Bremicker family guiding the firm today.

"It's really important for us that we stay with the business," Bremicker said. "From the very beginning, my great-great-grandfather decided Abus would make decisions without banks or investors telling us what to do. We can take a business decision that won't make money for five years. In other businesses the outlook can be very short-term."

Axel Rösler, sales and marketing director for the mobile security



Daniel Bremicker of Abus with a new commuter helmet and lock.

division, said the company's KG status and long-term thinking is something to celebrate.

"Abus being a KG gives a promise of quality and longevity. From an employee point of view, you see the dedication the family puts into the business. The family lives the business and makes long-term investments. This makes us feel very secure, and extra motivated to do our best." ■ CR

**AIRACE**  
AIRACE-CYCLING.COM



BOOTH NO.:A5-107

The world's smallest  
Bluetooth pump!



AP-46BT  
iWINDPRO V.1 RD

- 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: 120psi (8 bar)
- For road bike
- Battery: CR2032 x 1pc (Included)



AP-48BT  
iWINDPRO V.1 MTB

- 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)



## Making locally and thinking globally

Kettler's new owner, ZEG, calls the brand a raw jewel it hopes to polish until it gleams.



Jens Mensing (Photo: JB)

ZEG, the big German buyer's group, owns other brands such as Bulls. But Jens Mensing, Kettler's commercial manager, said ZEG intends to operate **Kettler AG-301** as an independent brand and has already improved its factory in Hanweiler, Germany.

Mensing said the factory "has a depth of production not many European producers still have." ZEG bought the bike division after its parent company went bankrupt.

Mensing said Kettler is offering to produce bikes for other brands to help keep its factory running at full tilt, while offering them close-to-market advantages. "These could be ZEG brands but also others," he said.

Kettler is developing more performance-oriented bikes as it looks to expand beyond its traditional markets in German-speaking countries. "A higher export share will make Kettler less dependent on our home market demand that we have a good share in," Mensing said. ■ JB

## You may call her Madame Bicycle Mayor

Anna Luten is the Benelux brand manager for Liv, Giant's women's brand. But she recently acquired a much more interesting title: Bicycle Mayor of Amsterdam



Amsterdam Bicycle Mayor Anna Luten

The Bicycle Mayor is a new post that serves as a liaison between Amsterdam's city hall and the city's numerous cyclists. And yes, she was elected — by representatives of the city's transit authorities, cycling groups and by the University of Amsterdam's cycling professor, Marco te Brömmelstroet.

"When I saw the job description for Bicycle Mayor I knew that was me," said Luten, who is working at the **Giant B3-300** booth. "It was an open

competition. I had to create a short movie as a pitch, and then present it to a jury in front of an audience." Luten's one-year term began in June.

The Bicycle Mayor is an initiative created by CycleSpace of Amsterdam. The position is partly funded by the city government.

The role was inspired by Amsterdam's nachtburgemeester, or "night mayor", an independent but city-funded program created in 2014 which aims to grow the city's night-

time economy by smoothing problems and suggesting solutions.

Luten, who has been at Giant for two years, previously worked at Nike. "I love my job! I love riding bikes. It's a really cool industry to work in," she said, adding that her bosses at Giant have been supportive of her new role.

"The global Liv team didn't know what to make of it at first," she said. "They just saw articles about the role in Dutch, but now there are articles appearing in English all over the world, and they think it's something positive. They're really happy for me."

She added, "The new role helps me in my day job, too. It helps with new insights. I don't mind living and breathing cycling, although my boyfriend must hate me because I'm always obsessing about bicycles. I never turn off."

CycleSpace has global ambitions for its Bicycle Mayor program. "We plan to inaugurate Bicycle Mayors in cities as diverse as Beijing, Sao Paulo, Chicago, Cape Town and Warsaw," CycleSpace co-founder Roos Stallinga said.

The NGO describes itself as a "city cycling catalyst" and is seeking public subsidies and corporate sponsorships for the roll out of its Bicycle Mayor program worldwide. ■ CR



PLEASE VISIT OUR OUTDOOR BOOTH AT : DA-101

OUR E-Motor E-RAM for mountain bikes is about as big as a middle chainring, is 4cm wide and can fitted to the left side of every bike. At just 1.1 kg extra weight you can ride with it switched on or off. The bike handling with e-motor E-RAM stays always the same. The lightweight battery sits in your backpack so you can decide whether to take it depending on the route. Smallest and lightest pedelec center motor mountable on a standard BSA bottom bracket perfectly supports full-suspension kinematics.



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- 1.5kg
- 130mm x 130mm x 45.5
- Standard BB mountable
- 25 kmh
- Q-Factor=194 mm
- Standard BB mountable
- Torque sensor controled



E-RAM BATTERY

- 48 V
- 5.8 - 7.0 Ah
- 2.1kg
- Li-Ion
- 345mm x 150mm x 245mm
- USB charge enabled
- 1h quick charge
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- Smartphone app control

Front Light

# SF301


EROSUN® Booth Number

## A5-207



 Side Light

 USB Rechargeable

 Aluminum

 Lamp Beam Cut-Off Line

## Eurobites

# Hungry late? Don't settle for fast food when you can have a real meal after 9

As longtime Eurobike visitors know, it isn't easy to find a restaurant open after 9 p.m. This is Friedrichshafen, after all, not Berlin.

But don't worry — fast food is far from your only late-night choice. With the help of the Friedrichshafen Tourist Information office (<http://en.friedrichshafen.info>), we've found several late-night restaurants in and around Friedrichshafen that will feed you after 9 p.m. A few bars even keep the drinks flowing until 5 a.m. — but you're on your own from then until you stumble back to the show at 9 a.m.

**Alpha Hotel Restaurant**

Ittenhauser Str. 14 – 16  
Greek cuisine and wines.  
Tel. +49 7541 32107, [www.alpha-fn.de](http://www.alpha-fn.de)  
Open until 10:30 p.m. Closed Tuesdays.

**Gasthof Ailinger Hof Häfler Schnitzelhaus**

Keplerstr. 48  
Steak, schnitzel, and other specialties.  
Tel. +49 7541 955840, [www.ailinger-hof.de](http://www.ailinger-hof.de)  
Open until 11 p.m. Closed Sundays.

**Restaurant Alte schwäbische Feuerwache**

Katharinenstr. 5  
Hearty dishes at a reasonable price.  
Tel. +49 7541 25353  
Open until midnight. Closed Saturdays

**Bernd's Bar**

Friedrichstr. 11  
Underneath the Lukullum Restaurant.  
Open until 5 a.m.

**Restaurant Delphi**

Seestr. 20  
Greek and Italian food on the promenade.  
Tel. +49 7541 22160, [www.delphi-fn.de](http://www.delphi-fn.de)  
Serving hot food until 11 p.m.

**Die BaR im Hotel City Krone**

Schanzstr. 7  
Cocktails, local wines and beers.  
Tel. +49 7541 7050, [www.hotel-city-krone.de](http://www.hotel-city-krone.de)  
Open until 1 a.m. Snacks until midnight.

**Hotel-Restaurant El Bocado**

Paulinenstr. 8  
Mexican food, wines and a smoking area.  
Tel. +49 7541 35423, [www.elbocado.de](http://www.elbocado.de)  
Hot meals until midnight.

**Café Gessler 1862**

Friedrichstr. 53  
Coffee bar with fresh food.  
Tel. +49 7541 700662, [www.gessler1862.de](http://www.gessler1862.de)  
Open until 10 p.m. (Sundays until 6 p.m.)

**Hotel-Restaurant Goldener Hirsch**

Charlottenstr. 1  
Regional, homemade food close to the lake.  
Tel. +49 7541 92330, [www.gold-hirsch.de](http://www.gold-hirsch.de)  
Open until 10 p.m. Closed Sundays.

**Hotel-Restaurant Knoblauch**

Jettenhauser Str. 32, Jettenhausen  
Reasonably-priced Swabian, fish and homemade pastas.  
Tel. +49 7541 6070, [www.hotel-knoblauch.de](http://www.hotel-knoblauch.de)  
Open until 9:30 p.m. Closed Sundays.

**Ringhotel-Restaurant Krone Schnetzenhausen**

Untere Mühlbachstr. 1  
Local fish, game, wine and a full cocktail bar.  
Tel. +49 7541 4080,  
[www.ringhotel-krone.de](http://www.ringhotel-krone.de)  
Restaurant open daily until 10 p.m.  
Bar open Tuesday to Saturday from 8:30 p.m.

**Lukullum**

Friedrichstr. 21  
Rustic guest house and restaurant.  
Tel. +49 7541 6818, [www.lukullum.de](http://www.lukullum.de)  
Open from 5 p.m.

**Hotel-Restaurant Maier**

Fischbach, Poststr. 1 – 3  
Contemporary, locally sourced cuisine.  
Tel. +49 7541 4040, [www.hotel-maier.de](http://www.hotel-maier.de)  
Open until 9:30 p.m.

**Gaststätte Pier 40**

Friedrichstr. 40  
Rustic beer bar with live football.  
Tel. +49 7541 33335, [www.pier40.de](http://www.pier40.de)  
Open daily

**Café im Rathaus**

Adenauerplatz 1  
Salads, fish, meat and vegetarian options.  
Tel. +49 7541 3817766, [www.cafe-im-rathaus.com](http://www.cafe-im-rathaus.com)  
Open daily to 11:30 p.m.; Friday until 1 a.m.



Despite its reputation, Friedrichshafen doesn't completely shut down by 9 p.m.

**Hotel-Gasthof Rebstock**

Werastr. 35  
Beer garden with international dishes.  
Tel. +49 7541 9501640, [www.gasthof-rebstock-fn.de](http://www.gasthof-rebstock-fn.de)  
Open daily except Friday until 11 p.m.

**Gaststätte Bierbar Rotach**

Ravensburger Str. 32  
Games and food.  
Tel. +49 7541 72171  
Open late. Serves snacks after midnight.

**Hotel-Gasthof Schwanen**

Friedrichstr. 32  
Snacks, fresh fish and beer.  
Tel. +49 7541 38550  
Open daily except Wednesday from 5 p.m.  
Closed Sunday evenings.

**Restaurant Seehof**

Olgastr. 6  
Seasonal, locally sourced specialties.  
Tel. +49 7541 27264, [www.seehof-friedrichshafen.de](http://www.seehof-friedrichshafen.de)  
Open Wednesday to Monday until 10 p.m.

**SEHotel-Restaurants Bodega and Uferlos**

Bahnhofplatz 2  
International and local cuisine.  
Tel. +49 7541 3030, [www.seehotel-fn.de](http://www.seehotel-fn.de)  
Open daily until 10 p.m.

**Tandoori Palace**

Schanzstr. 15  
Indian and Pakistani specialties.  
Tel. +49 7541 3746761  
Open daily until 11.30 p.m.

**Tiffany's Steakhouse & Lounge**

Friedrichstr. 73  
Steaks, with cocktail bar next door.  
Tel. +49 7541 23392, [www.tiffany-steakhouse.de](http://www.tiffany-steakhouse.de),  
Restaurant open daily until 2 a.m.; bar open until 3 a.m.; Friday and Saturday until 5 a.m.

**Hotel-Restaurant Traube**

Ailingen, Ittenhauser Str. 4  
Croatian and international dining.  
Tel. +49 7541 53063, [www.traube-ailingen.de](http://www.traube-ailingen.de)  
Open daily until 12 a.m.

**Hotel-Restaurant Waldhorn**

Manzell, Dornierstr. 2/1  
German, Austrian and Swiss cuisine.  
Tel. +49 7541 9570, [www.waldhorn-hotel.de](http://www.waldhorn-hotel.de)  
Open daily from 4 p.m.; Sundays from 11 a.m.

**Restaurant-Lounge Zeppelin Hangar FN**

Messestr. 134  
Regional cuisine and large wine list; on the Messe fairgrounds.  
Tel. +49 7541 7005868, [www.zeppelin-hangar-fn.de](http://www.zeppelin-hangar-fn.de)  
Open daily until 11 p.m.

**Restaurant-Café-Bar in the Zeppelin Museum**

Seestr. 22  
Regional specialties, fresh fish and drinks.  
Tel. +49 7541 9530088, [www.zeppelinmuseum-restaurant.de](http://www.zeppelinmuseum-restaurant.de)  
Open Tuesday to Saturday until midnight;  
Sunday until 6 p.m.

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# Transport Guide

## Eurobike Commuter Services

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

## Hotel Shuttle

No stress and no cost

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



## Airport Shuttle

Zurich, Friedrichshafen, Memmingen



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

Departure Zurich/Abfahrt Zürich	30.8.	7:30	8:00*	9:00	10:00	11:00	12:00
31.8.-2.9.	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				

31.8.	14:00	17:00	18:00	19:00*
1.9.-2.9.	14:00	15:00	16:00	17:00
3.9.	14:00	15:00	16:00	17:00
4.9.	14:00	15:00	16:00	17:00

\* Der Bus hält ebenfalls am Hilton Zürich Airport  
The bus stops at the Hilton Zürich Airport

Bus Stop/Haltestelle	From/Von	every/alle 30 min	Until/Bis
Airport/Flughafen	(8:00)* 8:30		18:30 (19:00)*
EUROBIKE Entrance East/Eingang Ost	(8:10)* 8:40		18:40 (19:10)*

Airport/Flughafen	(8:15)* 8:45	every/alle 30 min	18:45 (19:15)*
Airport/Flughafen	(8:25)* 8:55		18:55 (19:25)*

\* Additional times August 31 | zusätzliche Zeiten am 31. August  
No need for booking. | Buchung nicht notwendig.

Departure Memmingen/Abfahrt Memmingen	30.8.	10:30	15:30
31.8.-4.9.	9:30	10:30	11:30
		14:00	17:00

31.8.-4.9.	7:00	10:00	13:30	15:30	17:30
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## 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)

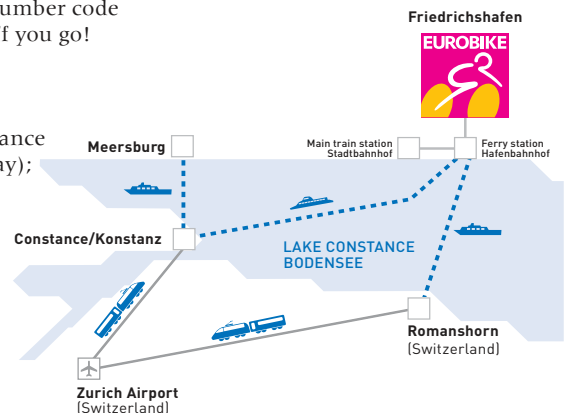
## Rental Process

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



Bus Stop/Haltestelle	Tour 1	Tour 2
Überlingen/Andelshofen Hotel Johanniter-Kreuz*	6:54	8:39
Überlingen ZOB*	6:59	8:44
Mühlhöfen Hotel Kreuz*	7:12	8:57
Überhaldingen Marktplatz*	7:18	9:03
Unterhaldingen Meersburgerstraße*	7:21	9:06
Immenstaad Rathaus*	7:37	9:22
Immenstaad Dornier*	7:40	9:25
Fischbach Hotel Maier*	7:43	9:28
Friedrichshafen Hotel Föhr/Albrechtstraße*	7:49	9:34
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 31.8.-2.9.	18:00	19:50
Sat/Sa 3.9.	21:30	23:20
Sun/So 4.9.	17:00	

Bus Stop/Haltestelle	Tour 1	Tour 2
Meersburg ferry station/Fähranleger*	7:30	9:00
Meersburg Kirche*	7:33	9:03
Meersburg Sabenheim*	7:35	9:05
Hagau 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	

Bus Stop/Haltestelle	Tour 1	Tour 2
Salem Hotel Schwanen*	7:11	8:41
Salem Hotel Recks*	7:16	8:46
Salem Hotel Apfelblüte*	7:18	8:48
Bermatingen Markdorfstraße*	7:23	8:53
Markdorf Bahnhofstraße (Reisebüro Lippmann)*	7:28	8:58
Markdorf Hotel Wirtshof*	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	

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	

Bus Stop/Haltestelle	Tour 1	Tour 2
Wangen Hotel JUFA (formerly/ehemals Waltersbühl)*	7:00	8:45
Wangen Bahnhof*	7:05	8:50
Neukirch Rathaus*	7:23	9:08
Tannau*	7:30	9:15
Tettng Bärenplatz*	7:35	9:20
Tettng Seestraße*	7:37	9:22
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:45
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 31.8.-2.9.	18:00	19:50
Sat/Sa 3.9.	21:30	23:20
Sun/So 4.9.	17:00	

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 Nonnenhorne Straße*	7:32	9:02
Kressbronn Hauptstraße*	7:35	9:05
Göhren Langenargenerstraße*	7:40	9:10
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:30
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 31.8.-2.9.	18:00	19:30
Sat/Sa 3.9.	21:30	23:00
Sun/So 4.9.	17:00	

Bus Stop/Haltestelle	Tour 1	Tour 2
Lindau Bahnhof [Island/Insel]*	7:12	8:47
Lindau Casino/Spielbank*	7:15	8:50
Arrival Entrance East/Ankunft Eingang Ost	8:00	9:35
Departure Entrance East/Abfahrt Eingang Ost	Tour 1	Tour 2
Wed-Fri/Mi-Fr 31.8.-2.9.	18:00	19:35
Sat/Sa 3.9.	21:30	23:05
Sun/So 4.9.	17:00	

Bus Stop/Haltestelle	Tour 1	Tour 2
Neuravensburg Schwarzenbach*	6:59	8:34
Neuravensburg Gasthof Hirschen*	7:02	8:37
Weißenberg/Rehlings B12*	7:09	8:44
Lindau-Reutin Rathaus*	7:12	8:47
Lindau Berlinerplatz/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	

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	

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



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

- 10 **Musikmuschel** – Music pavilion – Promenade concerts during the summer months, Sun at 10:30. **Info:** Graf-Zeppelin-Haus, Tel. +49 (0) 7541 288-0, www.gzh.de
- 11 **Klangschiff** – After its long journey to Sarajevo, the twin town of Friedrichshafen, the Klangschiff (boat of sound), which was created by the Breisgau artist Helmut Lutz, finally dropped anchor at Friedrichshafen.
- 12 **Bootsvermietung** – Boat rental – Canoes, electric and motor boats, pedalos  
**Info:** Boot und Spass GmbH, Tel. +49 (0) 7541 289632, +49 (0) 176 80245306, +49 (0) 160 2501606, www.bootundspass.de. **Info:** Bootsvermietung 'Fluck', Tel. +49 (0) 7541 21746, +49 (0) 171 6509249, www.bootsvermietung-friedrichshafen.vpweb.de
- 13 **Panoramatafel** – Panoramic display board – The alpine panorama at a glance. On a four meter long viewing board on the promenade you see the panoramic view from the Rätikon mountains to the Bernese Alps.
- 14 **Nikolauskirche** – Nicolas church – The Nicolas church was first mentioned as a chapel in 1325. The church was destroyed in 1944, and reconstructed from 1946 to 1949. The present interior design is from 1987.
- 15 **Rathaus** – Town hall – Right in the centre of town. Newly built in 1954-56 by the architects Tiedje and Kresse.
- 16 **Buchhorn Brunnen** – Buchhorn fountain – Designed by the artist couple Rumpf in 2001. The stylized tree, a beech tree together with a horn lying in the fountain basin, symbolizes the word 'Buchhorn', the original name of Friedrichshafen.
- 17 **Rundfahrten** – Round trips (half hour) – on the on the nostalgic "Seeschwalbe" boat from Easter to late September at weekends and during school holidays (only in good weather). **Info:** Tel. +49 (0) 7551 916904, www.seeschwalbe-fn.de
- 18 **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 sea son. Ferry to Romanshorn and catamaran to Constance all year round. **Info:** Bodensee-Schiffsbetriebe GmbH, Tel. +49 (0) 7541 92380, www.bsb.de  
Catamaran – Reederei Bodensee GmbH & Co. KG, Tel. +49 (0) 7541 9710900, www.der-katamaran.de
- 21 **Zeppelin Museum** – The world's largest exhibition on the history of airship navigation as well as an important collection on art in Southern Germany. **Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00. **Info:** Tel. +49 (0) 7541 38010, www.zeppelin-museum.de
- 22 **Hafenbahnhof / Busbahnhof** – Harbour train station / bus station
- 23 **Volkshochschule** – Adult education centre
- 24 **Cineplex Friedrichshafen** in the Bodensee Center, Meistershofener Straße 14, www.cineplex.de
- 25 **Bodensee Center** – Meistershofener Straße 14, www.bodensee-center.de

Further addresses (not indicated on map of town centre)

**Dornier Museum Friedrichshafen** – 100 years of fascinating aviation and aerospace industry. Claude-Dornier-Platz 1, Tel. +49 (0) 7541 4873600, www.dorniermuseum.de  
**Opening hours:** May to Oct. daily 9:00-17:00 / Nov. to April Tues to Sun 10:00-17:00.

**Flughafen Friedrichshafen GmbH** – Friedrichshafen Airport – Am Flugplatz 64, Tel. +49 (0) 7541 284-0, www.fly-away.de

**Messe Friedrichshafen GmbH – Trade fair centre** – Neue Messe 1, Tel. +49 (0) 7541 700-8, www.messe-friedrichshafen.de

**Zeppelinflüge – Zeppelin flights** – Deutsche Zeppelin-Reederei GmbH, Messestraße 132, Tel. +49 (0) 7541 5900-0, www.zeppelinflug.de

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