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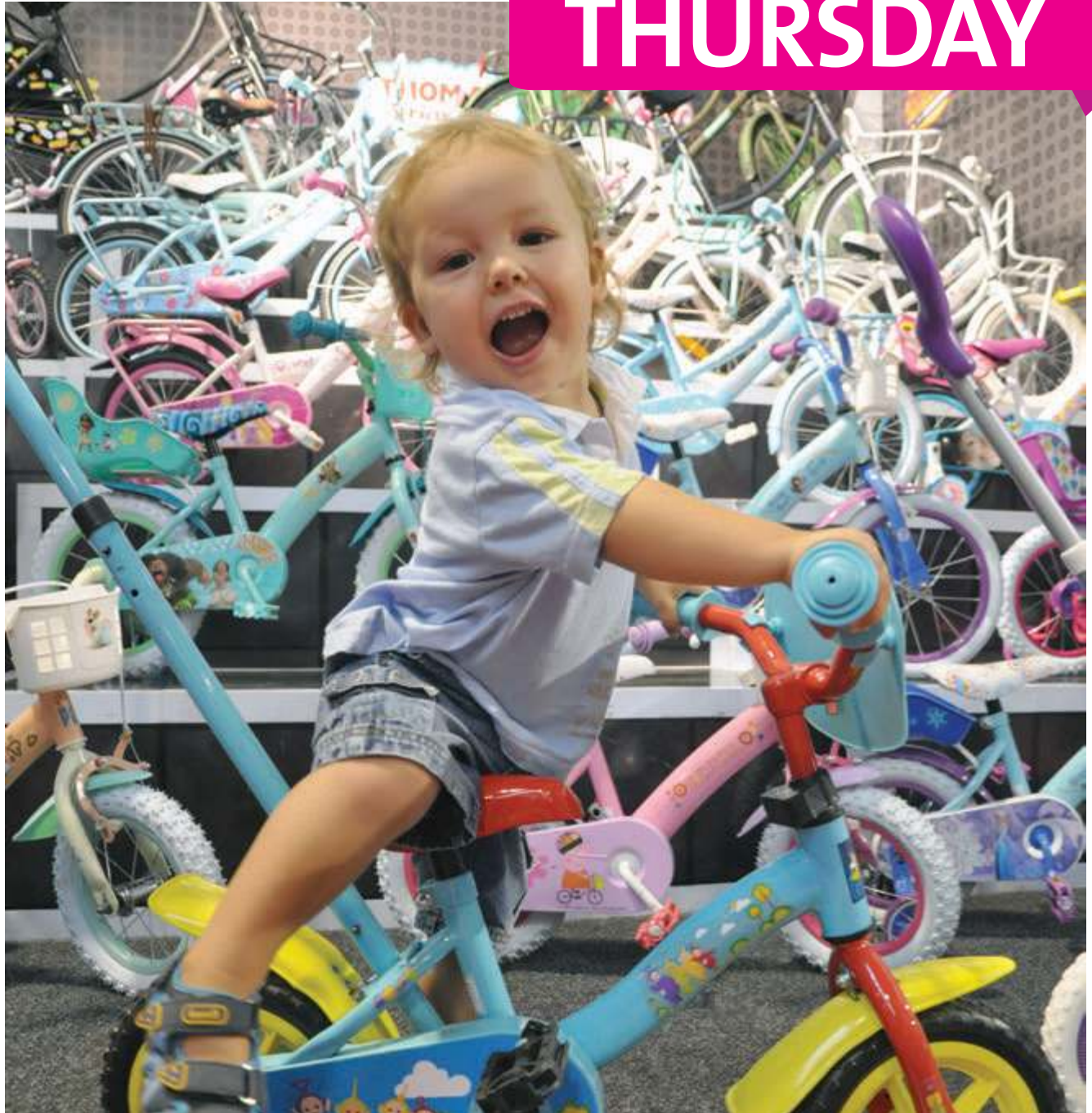


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4

Parkas to pedelecs

11 products win Eurobike Gold awards

38

Only the best

Children's bikes that don't compromise

8

The other shoe drops

What Susanne Puello is up to now

64

Purists, take cover!

Now, road bikes are getting electrified

M-WAVE

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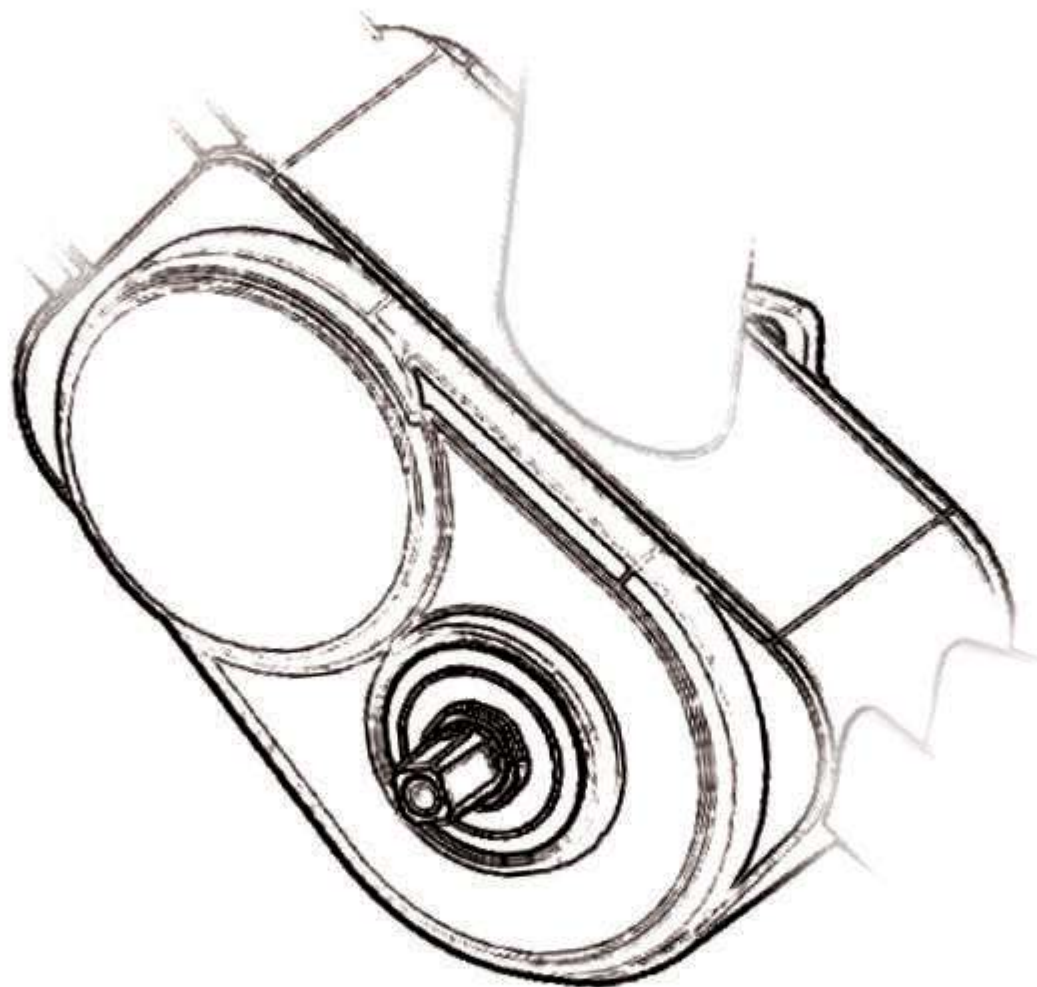
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August 31

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Showers



TOMORROW

14°C (57°F)

Showers



About 150 top industry executives saddled up early Wednesday for the annual Leader's Ride, sponsored by the European Cyclists' Federation. By traveling the "last mile" from the Friedrichshafen train station to Eurobike, the officials were "making a great statement for biking mobility," Eurobike head Stefan Reisinger said.

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A GUIDE TO EUROBIKE STAND NUMBERS

- A & B** = MAIN INDOOR HALLS
- DA** = DEMO AREA EXHIBITORS COURTS
- FG** = OUTDOOR AREA WEST ("FREIGELÄNDE")
- FGO** = OUTDOOR AREA EAST („FREIGELÄNDE OST“) INCLUDING DEMO AREA 2
- FW** = FOYER WEST
- FO** = FOYER EAST
- ÜE** = PASSAGE EAST („UEBERGANG“)



Vox Pop

What do you think of Eurobike's new July dates?



H. Anil Sakrat
Accell Bisiklet
Turkey

Difficult question. The new date is good for us because we can see new products earlier and get new ideas for home market. On the minus side, I don't know what we can show so early to the other European countries.



Eisaku Matsuzaki
Rio Grande
Japan

As a distributor, the earlier dates are not a problem for me and I would be in touch with our clients before the show anyhow. For the general business, the earlier dates of Eurobike are fine in my opinion.



Rocky J. Chen
Shine Wheel
Taiwan

The new timing is not good for companies like us since we have to develop new products and to trade with other ones. I'd think some 60 percent of the products won't be ready by the earlier date.



Jukka Heikkinen
Tunturi
Finland

The new dates are too early for me since I'm very busy preparing new samples in July. At this stage, I do not know if it is better for me to skip Eurobike and to go to Taipei Show. We really do not know what to do and we'll have to decide later on.



Rhys Newman
Omata
USA

It's fine for me. It is my first time at this show and, for me as a maker of bicycle speedometers, any change in the timing of the show does not make any difference at all.



Thomas Bank
Lucky Machine
Denmark

It does not make any difference for us since we deal mainly with components. I think this question is more important for bike brands since they are having house shows earlier on.



Iveth Castañeda
Puk Travel Sports
Mexico

For me, [the] July dates are better since the August/September dates conflict with other events for me. That's why July dates are better for me personally.



Holger Tumat
Jobrad
Germany

The new dates are good. It is well known that Eurobike lost many exhibitors due to house shows and consequently the decision of Eurobike for July is the correct answer to the problem. I hope more IBDs will come to the show again.



Martin Schamböck
Focus Bikes
Germany

July dates are basically better. IBDs like to place orders by July - actually the show organizer should have moved Eurobike to July a long time ago.



Diego Sgorbati,
Tucano Urbano
Italy

July is much better for us since the holiday season in Italy is in August and everything shuts down. Actually, we had to prepare all the products to show here by the end of July. It means that the Eurobike move to July is fine for us.



Janet Johnson
Genesis Inc.
USA

It does not make any difference to me at all. I do not know about my clients. But for me it is not a problem.



Herman
Magic Cycling magazine
China

Actually, the new timing is better for us since we have one show in China in May, and then the Asia show is in June. As for the general business, July should be good since people want to see the new products earlier on.

Eurobike honors 11 products, 3 'start-ups,' with Gold Awards

The Eurobike Awards honored a diverse range of products with its top Gold Awards, including an urban bike built by robots, a 14-speed shifter for pedelecs, and a parka coat that combines style with protection from the weather and multiple pop-up cycling features.

Eurobike announced the 11 Gold Award winners, including three "start-up" awards, at a Wednesday night ceremony.

The jury awarded a total of 43 Eurobike Awards, taken from 458 entries. The winning products are on display in the West Foyer. Here are brief descriptions of the Gold Award-winning products.

The Magic Parka, from Italian manufacturer **Tucano Urbano** **B5-111**, "really is the Swiss army knife of cycling apparel," the jury said. "Made of breathable material, it features an array of zip fasteners, pockets and thumb loops to effortlessly manage the transformation from all-weather cycling apparel with waterproof knee protection to normal street wear."

The Highly Evolved titanium racer from Skeiron won for its retro look, unique integration of cables in cockpit and frame, and competitive price.

Affordability also played a role in the winning Mokumono urban bike from Mokum Mono. Mokum Mono brought prices down by automating the production process so the bike could be made close to home, in the Netherlands.



Tucano Magic Parka

with the eShift function of the new Bosch drive, the Rohloff 14-speed hub gear now also switches electronically. "The new option delivered instant proof in a test ride," the judges said.

An ultra-compact bicycle carrier from **Adlerwerke**, **B2-119** among the lightest on the market, features pads small enough to be fixed to existing support rails. Equally innovative is the Durbanis Loclock, a new kind of bike rack that also offers opportunities for corporate design and branding.

In the start-up category, jurors praised the intelligence and design quality of the **Linka** **A3-601** smart bike lock. A smartphone connection eliminates the need for a key, making the Linka ideal for bike-share schemes.

Swedish company Påhoj won for a combined stroller/child bike seat, and Rondo was awarded for its Ruut CFI gravel bike, praised by jurors for its finish and adjustable fork.

"The option of adjusting the forks, allowing the rider to adapt the bike for wheel size and terrain, makes this special," the judges said. "Rondo is thus injecting versatility into the gravel-bike segment." ■ **GS**



Mokum Mono Mokumono

The winning Project Y bike from **Focus**, **F6-0/202** deals with an emerging trend — an electric road bike (see related story, page 64). The judges noted, "a future trend is already apparent in this prototype with its inspired design and integrated Evation drive."

The Evation drive itself was another Gold Award winner. Jurors praised the system, from German manufacturer **Fazua**, **A6-310** because it is easily removable, so an e-bike can be turned into a conventional bike. They also cited its weight and ease of handling.

The Rohloff E-14 is, as the name suggests, a 14-speed shifter developed by **Bosch** **A6-202** and **Rohloff** **A2-300**. Jurors praised its relatively low weight, workmanship, added value and innovation. "Together



Focus Project Y



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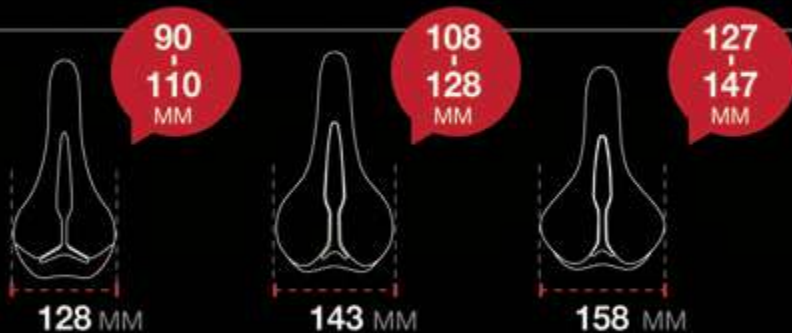
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What's on today: Thursday, Aug. 31

All-day events

Eurobike show hours

9 a.m. – 6 p.m.

Foyer West

13th Eurobike Award

Exhibition and Innovation Area

See this year's 43 award-winning products as judged by an independent panel of expert judges.

Open Air Grounds East / Behind B Halls

Demo Area

Test some 3,000 bikes, including road, mountain, pedelecs, cargo and specialty bikes, on 10km (6 miles) of test tracks.

Hall B2

Vision Area

See non-traditional bikes, including recumbent, cargo bikes, tandems, handbikes and other specialty designs.

Foyer West

Service Partner Area

Specialty retailers can learn more about software, inventory management systems, insurance programs and more to help their stores.



Gracia is challenging all-comers at tic-tac-toe



Foyer East

Blogger Base

The Eurobike Blogger Base, supported by the Wriders' Club, provides a platform for international bike-industry bloggers. The Social Wall displays all Twitter and Instagram posts with the hashtag #EurobikeShow.

Scheduled Events

10.30 a.m.

Foyer East / Blogger Base

Blogger Walk & Meet supported by The Wriders' Club

11 – 11:30 a.m.

Foyer East / Show Stage

Eurobike Fashion Show

The ultimate catwalk for bike wear.

12 – 1 p.m.

Foyer East / Show Stage

Women's Special: Experts Day

Presentation: Women as a target group in marketing.

1 – 2 p.m.

Conference Center East / Room London

Eurobike Academy

Asia Bike Trade Show & Golden Wheel

Zhenkun Li reports on the Chinese bicycle market for 2016 with the emphasis on high-end sports-bike sales. In English.

1 – 2 p.m.

Foyer East / Show Stage

Women's Special

Guided tour of selected exhibitors offering product highlights for women.

1 – 2 p.m.

Conference Center East / Room Paris

Press Conference

Taipei Cycle 2018 by TAITRA

12.30 - 1.30 p.m. registration

1.02 - 1.15 p.m. Taipei Cycle Show information with Jasmine Wu.

1.15 - 1.30 p.m. Bosch vs. Biactron

1.30 – 1.45 p.m. Taiwan bike industry forecast by Gina Chang. In English.

2 p.m.

Hall A2 – 319

News from Lightweight: products and plans for the future. In English.

2 – 2.45 p.m.

Conference Center East / Room London

Eurobike Academy

BIDEX – Digital standards for the cycle industry

Thomas Schwerdtner of BIDEX discusses a uniform industry material group code and the establishment of a central product-information database. In German.

3 – 3.45 p.m.

Conference Center East / Room London

Eurobike Academy

Connectivity – Fahrrad 4.0

New-mobility experts Karin Hagstotz and Ursula Kloé outline how digitization, technical innovations and changing attitudes to vehicle ownership are reshaping our mobility. In English.

4 – 4.45 p.m.

Conference Center East / Room London

Eurobike Academy

How can bicycle planning benefit from app data – a validation of Strava data for Germany

Sven Lissner of the University of Dresden explains how recorded GPS-Tracks can help transportation planning through citizen science. In German.

4.30 – 5.30 p.m.

Conference Center East / Room Paris

European Cyclists Federation Congress – The Advocacy Summit

This year, industry leaders the Cycling Industry Club and ADFC (Allgemeiner Deutscher Fahrrad-Club) will present how government and EU cycling strategies can influence the growth of cycling and what role the industry should be playing. In English.

5 – 5.45 p.m.

Conference Center East / Show Stage

What customers want to know about E-bike holidays

Susanne Brüsich reports on her touring experiences through desert, steppe, snow and ice offering tips and tricks while answering key questions on e-bike transport. In German.

Press events / athlete appearances

10:30 – 11:30 a.m. (A7 – 214)

Giordana

Astana Pro Team rider Tanel Kangert will be signing on the Giordana stand.

11 – 12 p.m. (A7 – 214)

Giordana

Astana Pro Team rider Dario Cataldo will be signing on the Giordana stand.

11-12 p.m.

Conference Center East / Room Berlin

Press Conference Northwave

Features new shoes plus XFrame Factor presented by Michele Battocchio, Eduardo Motta, Mauro Baldini, and Andrea de Pascale. In English.

2 – 4 p.m. (B4 – 102)

RTI Sports

Ironman Elmar Sprink is widely regarded as the fittest heart-transplant patient in the world. Meet him on the RTI Sports stand.

4 – 5 p.m.

Northwave

#CGvsALL: MTB star Cédric Gracia in a tic-tac-toe tournament with prizes.

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



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Puello unveils plans for 3 new bike brands

At a packed news conference yesterday at Eurobike, Susanne Puello provided an answer to one of the most intriguing questions in the industry: What she plans to do in her new joint venture with KTM Industries.

The answer, she said, was the launch of not one, but three new bike brands in the German-speaking markets, led by an e-bike line bearing the well-known Husqvarna brand name.

"We have found a new strategic partner who fits us in many ways, and is always prepared to take bold steps," Puello said. She said the venture could benefit from KTM's experience as a manufacturer of motorized vehicles.

"This strategic partnership will give us access to new technologies and resources," she added.

Joining her was Stefan Pierer, CEO of KTM Industries, a fast-growing Austrian motorcycle maker with sales of more than €1.3 billion (\$1.5 billion) last year.

KTM Industries is separate from KTM Fahrrad, which, Pierer said, sells KTM bicycles under license to KTM Industries.

According to Pierer, Susanne Puello and members of her family own 50.1 percent of the joint venture, called Pexco, with KTM Industries owning the remainder. Pierer said the two sides have invested some €18 million into the new company. The two created Pexco — short for "Puello eMobility Crossover Company" in July.

KTM Industries has sold motorcycles under the Husqvarna brand name for four years. The Swedish company

makes a range of tractors, chain saws and other power tools. Pierer quipped that Husqvarna is already involved in e-mobility through its robot lawnmowers.

Pexco will promote the new Husqvarna e-MTB range in Germany, Austria and Switzerland with a roadshow in November. Deliveries should begin early next year.

Puello said that she was targeting 600 to 1,000 independent retailers in the German-speaking markets. "Due to the long-lasting relationship we have with retailers, we are expecting a very fast start-up scenario," she said.

Puello, the great-granddaughter of Winora founder Engelbert Wiener, sent shock waves through the industry when she left the company — owned by the Accell Group — in March because she disagreed with Accell's strategic direction.

At the Winora Group, Puello oversaw the launch of the Haibike e-MTB range, which has been the breakout success in the bike industry in recent years and has led the boom in e-MTB sales.

Other Winora employees are following Puello to the new venture, including Alex Thusbass, the former design director of Haibike. She said another five employees are following suit.



Stefan Pierer, CEO of KTM Industries, and Susanne Puello, the former head of the Winora Group, unveil their plans for three new bike brands under the Pexco joint venture.

A second Pexco brand, Raymon, will feature less expensive road and off-road bicycles and should reach the market before the end of the year. Raymon will introduce conventional bikes at first, followed by e-bikes.

The name is derived from "Raymundo," the middle name of Susanne Puello's husband, Felix Raymundo Puello. He will join Pexco in

October and will focus on supply chain, product management, and research and development.

The third brand, Ready to Race (R2R), will focus on higher end, off-road bikes designed for "radical performance," featuring both conventional and electric models. They expect to launch the brand at next year's Eurobike. ■ BS

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Bosch eBike boss: E-bikes will soon be the majority

There's just no getting around it any more: The "e" stands for "everywhere," not just "electric." That was the takeaway from the pre-show Industry Discussion Panel on Tuesday, which set the stage for the 26th edition of Eurobike this year.



Members of the Eurobike Industry Discussion Panel were (from left) Siegfried Neuberger, ZIV; Claus Fleischer, Bosch eBike Systems; Stephan Geiger, Bike & Outdoor Company; Claudio Marra, FSA; and Stefan Reisinger, Eurobike.

Even as overall bicycle sales have slid this year in Germany, Europe's biggest market, e-bikes are soaring,

said Siegfried Neuberger, director of the German Bike Industry Association ZIV. Total bike sales fell 2.2 percent in

the first six months of the year to 2.64 million, according to ZIV. Yet e-bike sales grew to 540,000, and ZIV projects total e-bike sales for 2017 at 680,000, or 12 percent above last year's numbers.

Claus Fleischer, director of Bosch eBike Systems, said he is "quite sure" that e-bikes will account for a majority of bike sales within 10 years.

"There's an unbroken trend towards the e-bike — a continuing trend," Fleischer said. Three years ago, he noted, he predicted that e-bikes would account for one in every three bikes sold in Europe. "I think it's going to be even more than that."

Fleischer said electric assist has permeated nearly every category of bike, with BMX and children's bikes the rare exceptions. And younger riders are also gravitating toward the category, which had been exclusive to older baby boomers.

"Five or six years ago, it was rather embarrassing riding an e-bike [when] you weren't even 50 years old," Fleischer said.

For Europe — and Eurobike — the electric bike boom marks a turnaround from a bicycle market that used to be led by brands from the United States.

Eurobike became successful because it was the first European trade show to jump on the mountain bike trend, which was driven by U.S. brands.

Now, it's the other way around.

It is Europe that leads the way in the development and market growth of electric bikes, and the U.S. that is trying to catch up.

"They are three to five years behind Germany," Fleischer said of the U.S. e-bike market. But a bigger obstacle is the hodge-podge of regulations governing e-bike sales and use. In that respect, he said, the U.S. is eight to 10 years behind.

"There's no standardized regulation in regards to the specifications of electric bicycles, [or] where can I ride my e-bike on the trail," he said.

In the U.S., e-bike regulations are set by each of the 50 states. E-bike advocates are working state-by-state to pass "model legislation" that allows European-style pedelecs. To date, they've gotten laws passed in six states.

Claudio Marra, managing director of Full Speed Ahead (FSA), said e-bikes have given FSA's aftermarket sales a boost as consumers look to fit upgrade components on their new e-bikes.

Even if OEM sales have declined for FSA, aftermarket sales are a "big, big improvement," he said.

Marra also credited the expansion of e-commerce for making it easier for consumers to buy the parts they need.

"We have to say thanks to e-commerce, because people can upgrade their bike very easily from home," he said. ■ DM

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Mixed MTB wheel sizes come full circle with new e-bikes

What's old is new again: Veteran mountain bikers will have a new opportunity to decide whether mixing different wheel sizes is a trend that needed reviving.



Conway eMT 627 MX

Several brands at Eurobike are showing electric mountain bikes with 29-inch front wheels and 27.5-inch rear wheels — a combination that harkens back to the heyday of 24-hour races, when racers hacked their bikes by pairing the then-exotic 29-inch wheel with a 26-incher on the back.

Then, as now, the argument is that the combination offers better rear traction and more precise wheel tracking.

“The idea comes from motocross, but here you have the advantages of 650b in back, like grip and stability, and of the 29 in front where the rotation and agility is much better,” said Flo Zeidler of **Conway B2-301** one of the brands debuting models with different wheel sizes.

KTM AG-200 has put its Macina Kapoho up front at its booth for passersby to see how the e-MTB pioneer has reinterpreted the trend for 2018.

It is offering two dual-suspension e-bike models, both of which feature a DT Swiss H1700 Hybrid 29-inch front wheel and a DT Swiss 27.5-inch rear, both with 110/148 Boost axles.

Differences are in the drivetrain. The 271 8 PT-CX51 model is mounted with SRAM EX18 shift levers and sprocket, whereas the 272 11 PT-CX51 runs with Shimano Deore XT M8000 levers and M7000 sprocket.

The 271 8 also went with a beefier 20x110mm thru-axle, while the 272 11 has a skinnier 15x110mm thru-axle, which may explain the slim .04kg weight difference between the two bikes. Both bikes are powered with a Bosch Performance Line CX 36v-250w drive unit that reaches 25km/h.

Conway B2-301 first presented its eMT 627 MX hardtail e-mountain bike at Eurobike Media Days in June, and is looking to build on its debut at Eurobike. The eMT 627 MX is powered by a Shimano Steps E8000 mid-drive motor. Magura MT5 brakes and a RockShox A3-300 Revelation RC fork with 140mm of travel complete the bike's main features.

Fantic B5-212 has seized on the new-old trend with four models: two enduro bikes offering either 160mm or 180mm of travel; a carbon model; and a trail bike with 140mm of travel. The range, called the XF1 Integra, all come mounted with SRAM groupsets, cassettes, and brakes; RockShox forks; Vittoria tires (except for the Enduro 180, which has Maxxis tires); and Brose Drive-S 36V motors.

Old timers who recall the rise and fade out of those 26/29 bikes may already be grumbling, “Mutton dressed up as lamb is still mutton.” But a more optimistic generation of off-road riders may yet embrace this “new” trend. ■ **WB**



Fantic XF1 Integra Enduro 180

Totally tubular: H.A.D. debuts unisex body tubes

Tubeless may be a big deal for bicycle tires, but when it comes to apparel, Pro Feet is all about the tubes.

Body tubes, that is — form-fitting, functional apparel that in some countries is also called shapewear. Pro Feet, #A7-103 which this year acquired the Kidneykaren brand of women's body tubes and kidney warmers, is expanding the Kidneykaren line to include pieces that men can wear as well.

Pro Feet is launching the new line under its H.A.D. headwear brand. It also owns the F-Lite brands of functional apparel.

"Kidneykaren is a women-only brand," said Sebastian Reuthal, Pro Feet's marketing director. "We want to expand the brand's multitube product category and introduce it to a wider consumer range by offering these kinds of products through our unisex brand, H.A.D."

The new H.A.D.-branded "sport body tubes" are aimed at road and mountain bikers. H.A.D. is launching versions for warm-weather riding in addition to more traditional versions for fall and winter.

Its warm-weather performance body tubes are made of Nilit Breeze fiber, which is designed to keep

cyclists cool and dry in the heat and when exerting themselves.

The cold-weather body tubes are made of Nilit Heat, which uses coffee charcoal as a natural insulation to retain body heat.

While the Kidneykaren line comes in a wide range of bright colors, H.A.D. body tubes will be offered in black and dark grey for a more masculine appeal.

H.A.D. headbands are made in Germany at Pro Feet's headquarters in Rodenbach, but the H.A.D. and Kidneykaren body tubes, along with F-Lite apparel, are made in Turkey. ■ JB



Sebastian Reuthal with H.A.D. unisex body tubes (Photo: JB)

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ECF sees a bright future at today's Advocacy Summit

Innovating, growing, investing and creating jobs — that's the future of the bike industry, according to the European Cyclists' Federation, host of this afternoon's Advocacy Summit.



Last year's Advocacy Summit got a "thumbs up" from industry leaders who participated.

The summit, which begins today at 4:30 p.m. in Room Paris, Conference Center East, features industry leaders who will join together and commit to an industrial plan and lobbying strategies for the next decade.

Their goals include 50 million e-bikes on European roads by 2030; garnering €10 billion (\$12 billion) of new investment to help grow the market; and gaining the support of politicians and policymakers in every country.

"I am proud to say that our sector, the European Bicycle Industry, is not standing on the sidelines: On the contrary, today we employ 90,000 people in 800 SMEs [small and medium-sized enterprises], 25 percent more than five years ago," said René Takens, president of the Confederation of the European Bicycle Industry, writing in the forward of the *EU Cycling Strategy*. More than 100 supporters presented the document to the European Commission in June.

"With the immense success of the electric bicycle, the prospect of accelerated growth over the next decade is looking extremely promising," Takens wrote. "We will create new jobs and provide an efficient mobility tool for millions of Europeans at the same time. The European Bicycle Industry is ready to invest."

In Germany, the country's leading cycling lobby group, the **ADFC, FW-214** sees a big opportunity for a pro-cycling influence in the upcoming German elections.

The ADFC's *Fahrradland Deutschland. Jetzt!* ("Germany Cycling Nation, Now!") campaign is ideally positioned to exploit recent scandals in the German car industry and make the case for a bicycle-focused future in Europe's largest cycling market.

At the Advocacy Summit, the ECF will demonstrate how industry-sponsored lobbying has shifted the market in some key cities and countries around Europe,

and where future cycling "hot spots" are emerging.

For example, great progress in political support is being made in France. President Emmanuel Macron signed a pro-cycling pledge during his election campaign, and Paris Mayor Anne Hidalgo is leading the way toward a car-free city. At the Advocacy Summit, speakers will discuss how to replicate these successes across the continent.

"Mobility and politics are changing so fast at the moment. Top companies in areas like the car industry are really investing in their understanding of future markets, technologies and the policies that will influence them," said Kevin Mayne, the ECF director who oversees the Cycling Industry Club. The CIC is made of up 50 leading European cycling companies, including Giant, Shimano, the Accell Group, Pon, Schwalbe, Selle Royal, Cycleurope and SRAM.

"The Advocacy Summit is now in its sixth year as a must-see event at Eurobike, which shows that we are making an important impact," Mayne said.

The Advocacy Summit will be in English and German. Pre-registration is not required. A networking session with light food and drink will follow the summit at 5:30 p.m.

For more information on the Cycling Industry Club and the Advocacy Summit, email Kevin Mayne at k.mayne@ecf.com, or visit the ADFC/ECF booth. ■ **FC/ECF**

Advocacy Summit

European Cyclists' Federation
4:30 – 5:30 p.m.
Conference Center East /
Room Paris
In English and German

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Simplon expands its factory to expand its reach

Until last year, the Austrian brand Simplon was content to sell bikes in German-speaking countries. But after expanding into the U.K. this year, it is setting a course for further growth.



Stefan Vollbach with the Simplon Pride (Photo: JB)

The booming electric bike market is providing a tailwind for Simplon, which hopes to reach a sales milestone of €25 million (\$29.5) in its current fiscal year ending Sept. 30. "In the last fiscal year we reached a bit more than €22 million," said Stefan Vollbach, general manager of Simplon. **B1-401**

To support its plans, Simplon is expanding the factory at its headquarters in Hard, Austria, a town on Lake Constance that is

not far from Friedrichshafen. The expansion will boost capacity to 20,000 bikes a year from 12,000, Vollbach said, which is near its current capacity limit. Simplon has also expanded its workforce. Simplon is Austria's No. 2 brand behind KTM, and Vollbach said e-bikes are driving the company's growth.

"At present, 40 percent of our total production is e-bikes," he said. "Therefore our 2018 focus is on e-bikes, whether they are city,

trekking, or mountain bikes."

The highlight of its 2018 e-bike range is the Steamer Carbon, a full-suspension, carbon fiber bike with an integrated battery. With 150mm of travel, the Steamer Carbon comes on 27.5-inch wheels that can accommodate tires up to a width of 2.6 inches. A Shimano Steps E-8000 mid-drive motor provides the power.

Vollbach said the carbon fiber version is about 1.5kg lighter than a typical full-suspension e-MTB. The Steamer Carbon will be available in four sizes, with retail prices starting at €6,899 (\$8,150).

Despite the popularity of e-bikes, Vollbach said Simplon isn't neglecting conventional bikes.

"The e-bike hype is in fact harming sales of non-motorized bicycles," he noted. "But we don't see us as a brand giving everything else up due to 'e'."

One of its new traditional bikes is the Pride, a high-end, aerodynamic carbon road bike.

"The frame and forks unite lightweight construction with aerodynamics and offer a bunch of useful features," Vollbach said. Those include a carbon bar and stem cockpit unit.

Simplon's Fast Thru Axle technology for disc wheels also lets riders change wheels without completely removing the thru axle.

Complete weight for the Pride starts at 6.8kg (15 lbs). **JB**

Shimano expands flat-pedal shoe line

Shimano expands its flat-pedal shoe range for the gravity and all-mountain market, going to six models for 2018 from two.

"We've had flat pedal shoes in our lineup for many years but we've found that more people want flat pedals for more difficult trails or for e-MTB riding, so we've brought in a range of flat gravity shoes," said Falk Schlienz, a footwear expert for Shimano. **B5-300**

The new line includes two gravity models, the top-level GR900 and the GR700. The GR900 borrows many of the features of Shimano's flagship all-mountain shoe, the AM901, but has a simpler sole to reduce weight. Shimano says the GR900 can be paired with Saint M828 flat pedals.

The new AM901, for downhill and enduro riders, uses a revamped upper that keeps out more water and dries more quickly than previous models. An "ultra-grippy", high-traction sole is good for walking off the bike and improves pedal contact while in the saddle. The AM901, which weighs 400g in a size

42 can be paired with Saint M820 SPD pedals. A pedal channel behind the cleat creates a stable connection when clipped out. **■**



Shimano GR900 gravity shoe

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Overview: E-MTBs

Brands streamline designs and bulk up batteries to chase a red-hot category

Electric mountain bikes sales are booming in Europe, and brands are scurrying to keep up, either with line extensions or by jumping into the category for the first time.

Integration continues to be a major theme, with new bikes from a range of manufacturers making their frame designs flow much more smoothly, helped by a wider range of internal battery options.

Last year's trend towards 27.5-plus wheels and tires continues, with most new bikes either adopting this wheel size or offering it as an option. Mid-drive systems predominate, with Bosch still claiming the biggest slice of the market. But Shimano's E8000 off-road motor is getting widespread spec, and a new Brose unit will be available by the end of the year. Bafang is also launching a motor specifically for off-road use, so manufacturer and consumer choices are expanding.

BMC B3-400 recently unveiled its first electric mountain bike. The Trailfox AMP is a 27.5-plus, full-suspension e-MTB that uses a modified version of the company's Advanced Pivot System found on its non-powered Trailfox sibling. The higher loads associated with an e-MTB have been addressed with larger bearings and links, and there's a one-piece alloy rear triangle for added stiffness.

BMC offers three builds of the Trailfox AMP for launch. The top-spec Trailfox AMP LTD bike (€11,999 / \$14,000) gets XTR Di2 electronic shifting, a Fox 36 Factory Kashima fork and Cane Creek DB shock and DT Swiss HXC wheels. (See related story, page 34.)

It's not often that a bike company develops its own mid-drive system, rather than using one of the off-the-shelf solutions, but **Rocky Mountain B4-300** has done exactly that. "We struck out on our own to redefine the category," Rocky Mountain's Alex Cogger said. "The Powerplay system is the result of designing an electric drive for the suspension and geometry needs of proper mountain bikes; in fact, the geometry and pivot points of the Altitude Powerplay are identical to those of the new Altitude. In our opinion this is the first electric bike that actually rides like a



Rocky Mountain Altitude Powerplay C90



BMC Trailfox AMP

mountain bike should."

As with BMC, this is Rocky Mountain's first e-MTB. The drive system, like the bikes, is manufactured in Canada. The 48V motor system packs



Bottechia Krypton

a big 632Wh battery, and the bike itself is a carbon-framed 150mm all-mountain machine using Boost axles and 27.5 x 2.5-inch tires; it's also compatible with 26 x 3.0-inch wheels and rubber.

The frame comes in four sizes from S-XL and there are three builds available: Altitude Powerplay Carbon 90, 70 and 50. All three use SRAM's e-MTB-specific EX1 8-speed drivetrain, with different levels of suspension and finishing components. The Altitude Powerplay initially will be available in select European markets; North America will have to wait another year or two.

The latest e-MTB from **Bottechia A6-102** is the Krypton, an aluminum hardtail that uses a Bafang Max mid-drive motor. Integration of the battery into the downtube is becoming much more common, and the Krypton's 490Wh Panasonic battery is well hidden.

The bike is available with either 27.5-plus or 29-inch wheels, and comes with a 9-speed Shimano Alivio transmission with an 11-42 cassette for a wide range of gearing. The Bafang system features six levels of assistance and an easy-to-read LCD display.



BH Atom X

BH Bikes A3-301

launches a completely new e-MTB range at Eurobike that features a number of innovations. The Atom X is one of the first bikes on the market that will be equipped with the more powerful Brose Drive S unit, which increases assistance in the 60-90 rpm cadence range for

better power application on technical stretches.

The Atom X uses a new battery

configuration. The patented system still holds the battery in the downtube, but it slides into place through an access port on the toptube. There's a locking lever on the top of the battery, which can be released with a key bracelet, using NFC technology.

The BH is also one of the first e-bikes to switch to the larger, higher-capacity 21700 cells that are being developed by Tesla, among others. The Atom X has a maximum battery capacity of 720Wh (a 500Wh unit is used on the lower spec



Corratec E-Power RS150



Marudean E Pyrenees Plus

models) and uses a 4A charger for faster charging.

BH has developed its own Linux-based head unit, which also incorporates a Bluetooth chipset to connect with a smartphone app. Riders will be able to configure the bike's assistance modes to their personal preference.

Corratec B2-200 are one of many manufacturers to spec the new Bosch PowerTube battery, and it's developed a new tube design, called Shadow Edge Tube, to accept it. The patent-pending design features a lockable polyamide and fiberglass cover that encloses the battery.

Shadow tube technology will be used on new bikes such as the E-Power RS150 Performance 45. A 150mm full-suspension bike with a Bosch Performance Line motor, the RS150 can be completed with either 29-inch or 27.5-inch wheels depending on riding preference. It features a Shimano XT transmission with Magura brakes and RockShox suspension.

Shimano E8000 Steps motor system and external battery. The frame is available in three sizes and with 130mm or 150mm rear travel. The bike has Boost standard rear axle spacing and will fit up to 3-inch tires on a 27.5-inch wheel, with tires up to 2.35-inch accepted on a 29-inch rim.

The Kasumi from **A&J Enterprises A1-414** is an entry-level hardtail that keeps costs down by using a Bafang rear hub motor, yet still features an internally mounted downtube battery. It's equipped with a Shimano Acera 8-speed drivetrain, Zoom CH-565D suspension and twin disc brakes, and



A&J Kasumi

can be customized with the customer's own brand and model names at no extra cost. A&J Enterprises is offering a special Eurobike price for show orders that will translate to a suggested retail prices of close to €1,000 (\$1,175). Three frame sizes are available. The minimum order is 120 units.

At the other end of the spectrum from the Kasumi is the new Zell from **M1 Sporttechnik A6-306** which is available either as a city bike with mudguards, rack and lights — the Zell GT — or, in this context, as a hardtail e-MTB, the Zell CC. The bike uses a Brose motor and an integrated 500Wh battery that's neatly hidden inside the carbon monocoque frame. Pedelec and s-pedelec builds are available.

There's a 130mm Fox 34 fork at the front, and Shimano gearing. The off-road version of the bike runs on 2.6-inch Schwalbe Smart Sam tires. There are two sizes (45cm and 50cm) available.



M1 Sporttechnik Zell CC

Marudean A1-323 will be exhibiting its E Pyrenees Plus, a carbon full-suspension frame designed around the

German builder **Nicolai A2-204** is on its third generation of electric bikes, which for a small manufacturer is impressive. Its newest model is the Ion G16-Eboxx-3, made with a framebuilding technique that Nicolai has christened Pacecast. "With Pacecast technology, high quality and complex shaped castings are welded, glued, or bolted to tubes or hydroforming components," the company says. "This process allows for uncompromising designs even in small batch production."

The design is certainly interesting, with Nicolai's customary long, low and slack geometry. The battery integration is neat, and it's possible to charge the battery in situ or remove it to charge indoors. The bike has 160mm of front and rear travel, and is available in three builds from €5,399 to €6,499. All use the Bosch Performance Line CX motor and a 500Wh battery.

When Bosch announced the dual battery capability for its e-bike systems, **Riese & Müller A6-300** was one of the first manufacturers to offer twin battery versions of some of its models including the Charger, an e-MTB that can also be spec'd with road tires and finishing components for touring or city use.



Nicolai Ion G16-Eboxx-3

Riese & Müller has taken the process one step further with the Supercharger, which allows the use of two of Bosch's new internally-mounted Powertube batteries, one in the toptube and one in the downtube, for a maximum capacity of 1,000Wh while retaining clean frame lines.

"The Supercharger represents a top-class electric bike," said Heiko Müller, co-founder and CEO of Riese & Müller. "Maximum range, bold appearance and the comfortable seating position cyclists have become accustomed to with the Charger — all combine to make the bike perfect for long-distance cyclists."

The bike will be available in seven builds from €4,499 to €6,199, including Pedelec and S-Pedelec versions. The second battery is a cost option. ■ DA



Riese & Müller Supercharger



E-Power plus Carbon

A6-306

With its model ZELL M1-Sporttechnik starts a new and trend-setting e-bike design. It convinced through a carbon frame, which saves weight, because of the new frame design. By this the ZELL will be one of the most lightweight ones of its type. Fully integrated into the frame you will find the high-capacity battery as well as the Brose power unit, Made in Germany. This motor belongs to the most silent ones on the market and provides highest quality in manufacturing and performance.

Even on the roughest terrain the FOX 34 suspension fork with 130mm

travel spends highest agility under every mission. All these advantages combined in one model makes the ZELL the perfect entry e-bike into the world of carbon.

Available as CC or GT version.

www.m1-sporttechnik.de



Steamer Carbon

B1-401

The flagship of the Simplon E-MTB fleet. The heart of this thoroughbred electric FS is the premium carbon frame which guarantees light weight and maximum stiffness at the same time, as well as integrating the drive unit and the battery beautifully into the frame and protecting them. Powerful drive thanks to the newly-developed Shimano E-8000 with a long-distance 500 Wh battery. Plush 150mm of travel is available for downhill, guaranteeing fun and safety on any trail. Full steam ahead!

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Pivot makes a pivot with its European distribution

Pivot Cycles has restructured its European distribution strategy by moving away from an independent distributor and creating a wholly owned German subsidiary, Pivot Cycles EU.



Volker Knaus with the Pivot Les 27.5 (Photo: JB)

Pivot **B1-406** is building a new warehouse in Flensburg, Germany, north of Hamburg, to serve the European market. The warehouse is expected to be open by year's end, said Volker Knaus, European brand manager for Pivot.

Until then, Pivot is handling the German market through its French distributor, Mohawk Cycles.

Knaus said Pivot is committed to selling only through IBDS. He and his team take a grass-roots approach to marketing by taking a fleet of demo bikes to events across Europe and talking directly to riders.

"Since March, we have been on the road," Knaus said. "We have a demo fleet

of 50 bikes in stock."

The company had been represented in Germany by Shock Therapy, but the distributor went out of business at the end of last year.

Pivot, based in the Phoenix, Arizona suburb of Tempe, remains a bit of a throwback. All it makes are mountain bikes (with the exception of one cyclocross model), and all of its mountain bikes are conventionally powered — no electric motors. The company, founded by Chris Cocalis, celebrates its 10th anniversary this year.

Also unconventional is Pivot's approach to model years: It has stopped releasing new models on a yearly basis.

"We come out with something new when we think it's ready to go," Knaus said. That could mean anything from new components to revamped or completely new models.

In Friedrichshafen, Pivot is highlighting its Les 27.5 cross-country hardtail. Unlike other fast cross-country bikes, this one comes with 27.5-inch wheels, not the usual 29-inch ones. Knaus said Pivot is looking to appeal to smaller riders, including women who are involved in cross-country riding. ■ JB

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Magura gives the finger to MT Trail Sport brake

Magura is making its MT Trail Carbon brake system available for use with a one-finger lever at a lower price point.

The new system, the MT Trail Sport, uses the 4/2 piston system that Magura A2-205 put on last year's MT Trail Carbon — four pistons in front and two in back.

"Especially in the all-mountain and enduro bike categories, the 4/2 piston concept has established itself," marketing manager Götz Braun said, adding that it is also popular in the booming market for electric mountain bikes.

Magura debuted the MT Trail Sport system at the Sea Otter consumer cycling festival in Monterey, California. It began appearing on some bikes in May.

The 4/2 system combines the four-piston system on Magura's MT 5 front brake with the two-piston system of the MT 4 rear brake.

The MT Trail Sport comes with Magura's new HC 3 levers. Thanks to a clever two-piece hinged lever blade assembly, riders can fine-tune the lever position. The HC 3 lever weighs only 38g (1 ounce) and is available as a retrofit kit. Braun said it also can be used with the MT 6,

MT 7, MT 8 and MT Trail Carbon systems.

And even though they won't make anyone's brakes work better, Magura is also displaying colorful new caliper covers that can make the bike look better. The covers come in two sizes, to fit the two-piston and four-piston calipers.

"With these cover, riders can pimp their brakes and match the colors of their bikes," Braun said. ■ JB



Götz Braun with the Magura MT Trail Sport brakes (Photo: JB)



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Storck slashes prices on its MTBs by 15 percent

To cope with what he says is an unprecedented period of transition in the bicycle industry, Markus Storck is slashing some retail prices and is seeking outside investors for his eponymous brand.

"I have been in the industry for more than 30 years. The market has never been in such a transition period as at the present time. We all have to be prepared," said Storck, founder and general manager of the high-end **Storck Bicycle A3-100** brand.

Robust electric bike sales in Europe are masking some of the underlying challenges facing the industry and IBDs.

"But what happens afterwards?" he said. How, he asks, should IBDs react when online stores soon begin selling e-bikes along with conventional bikes. "You have to reposition yourself," he added.

To face rising competition from direct-to-consumer and omni-channel distributors, Storck said he has cut retail prices by 15 percent on the company's entire line of mountain bikes, even those spec'd with the latest components.

Storck said he singled out mountain bikes because most of them are sold close to home in German-speaking countries.

"We are eliminating the distributor's margin in our home markets," he said. Storck can do this because it handles distribution for Germany and nearby countries, including its Storck retail stores, from its headquarters in Idstein.

"We want to feed our home and nearby markets with highly attractive and price-competitive mountain bikes," he added.

By cutting prices, Storck expects to boost unit sales to help underwrite future product development.

"This is just a first step in a long-term transition for the brand and the company," he said. "To finance our leadership in technology we have to have unit sales." The company is also seeking investors to help underwrite this transition.

Road bike pricing is unaffected.

Storck said 65 percent of his sales are from exports, and almost all of those exports are of road bikes.

Storck said upheavals in the way consumers buy products has put greater pressure on the industry than such

earlier challenges as the transition from steel to aluminum to carbon fiber frames; the advent of disc brakes and the explosion of wheel sizes; and the introduction of electric bikes.

At Eurobike, meanwhile, Storck is featuring new, "earthier" color options that go beyond the brand's usual whites, blues and blacks. ■ **JB**



Markus Storck with the Rebel Nine Pro

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BOOTH A2-204

Learn about European e-bike laws at today's information meeting

LEVA-EU and Bike Europe team up for an information meeting on European e-bike regulations.

The meeting is 1-3 p.m. in Room Rom, Conference Center East. Admission is €100 for the general public; €50 for Bike Europe subscribers; and free for members of LEVA and LEVA-EU and for journalists. LEVA is the acronym for the Light Electric Vehicle Association.

"It is becoming clear that many players in the electric bike business are struggling to fathom European electric bike rules and to apply them correctly. As a result, it takes them a lot of time, thus money, to bring their products to the market," the organizations said. ■

Overview: Helmets

Mind your head: lids are lighter, faster and more comfortable than ever

Helmet makers are launching their latest ranges here at Eurobike, showcasing the latest developments in the most important piece of cycling safety equipment. It's becoming clear which of the trends seen in recent years are here to stay, becoming standard in their respective categories or price ranges. MIPS technology, born from high-level research, is amongst them, now even reaching the first kids' lids. Putting aero performance above ventilation is something no longer reserved for the pro peloton.

But too many people still ride without any helmet at all. So, it's good to see that many manufacturers are concentrating on making their products more attractive and stylish – to convert more and more "bare-headed" riders to dedicated helmet aficionados.

Met B4-307 has decided to celebrate 30 years at the forefront of performance-oriented helmets with a true high-end product – dubbed Trenta, the Italian for 30. Using 3K carbon technology that allows a switch to an EPS foam with lower density saves 20% of the weight compared to traditional construction.

NACA-inspired vents, a flat rear deflector and tube-shaped tail are claimed to increase the aero advantages of the Trenta. And the combination of a smaller contact surface and Met's sophisticated Safe-T Orbital fit system delivers a significant comfort improvement. The new Trenta helmet weighs just 215 grams.

Also from Italy comes **Kask A3-103**, although the brand's recent popularity is a result of the multiple victories of Great Britain-based Team Sky. Mosty of the Tour de France peloton will only recognize the new Valegro from behind, at least when it came to the mountain stages. Lightweight and superb ventilation were the main design goals – and Christopher Froome couldn't complain after storming the hottest climbs through the Alps and Pyrenees this summer. It must be said that he and his team mates had been provided with a special, super lightweight version at just 180 grams.



Kask's new Valegro



Met celebrates 30 years at the high end with the Trenta

The latest **Giro A4-2000** top model, Vanquish MIPS, takes a completely different approach. What the company calls an "Aero road helmet" was part of the success of Tour of Flanders winner Greg van Avermaet. Giro's engineers



The Triaghon HF from SH+



Giro's new Vanquish MIPS is an aero road helmet

put enough innovative features in their new helmet to put it near the pinnacle of road cycling helmet technology. From an aerodynamic "cliff", that tricks the air and provides the aero efficiency of a full teardrop helmet over its multi-density foam construction to that optional Vivid Shield with optics by Zeiss, the new

sponsored by



Leatt 2.0 Helmet

B4-204

The Leatt® 2.0 helmet brings Leatt's DH-proven safety technology to your home trail ground – for a very attractive price of 119,-€ RRP. It is equipped with 360° Turbine Technology that helps reduce risk of head impact at concussion level (up to 30%) and rotational acceleration to your head and brain (up to 40%). These ten turbines are set inside the helmet and are made of 3D molded Armourgel® which hardens upon impact.

The helmet is well-ventilated with 20 vents, lightweight and is equipped with Quattro Force Control for easy custom fitting with the turn of a dial, and a breakaway visor.



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Baby Nutty with MIPS

Hall B1-402

Baby Nutty MIPS™ is an XXS (47cm - 50cm) helmet designed for baby's first ride. Enjoy all the quality features Nucase is known for, including their signature Fidlock™ magnetic buckle, multiple sets of pads for an optimal fit, and their easy as-they-grow fit system. This lightweight, inmold helmet is shaped to fit the contours of a child's head, ensuring proper posture while riding, and it now comes complete with the Multi-Directional Impact Protection System (MIPS™). The playful "Head in the Clouds" design with all-over, hand-drawn clouds makes this not only a safe, but a stylish option. Nucase has everyone in the family covered with MIPS, no matter their age or style.



www.nucasehelmets.com



Suomy's Vision has a total of 22 air vents and exhausts

Vanquish is here to enhance any fast ride on roads and race courses.

Another wind channel-born road helmet is the brand new Triaghon HF from **SH+ A4-303** (Italy). Again, the engineers' task was to combine the aero advantage of a fully closed helmet with the cooling effect of a fully vented road race model. Mechanical strength and shock resistance are high, but the



Limar's 797 features LED lighting

helmet stays cool. The Triaghon's high level of ventilation is guaranteed by front openings that feed two airflow channels over the rider's head and out through rear exhaust ports. A fully rounded profile and the use of a side rib to break the airflow create ultra-low air turbulence and minimal drag. The integrated visor uses a magnetic system to stay in place or to be fixed in an "open" position. It will be available in silver or clear.

The last road race-oriented model within this helmet overview sports the same kind of visor. **Suomy A4-109** claims their Vision helmet is able to satisfy the most demanding cyclists at just 220 grams and a total of 22 air vents and exhausts. The main feature is the application of an anti-scratch and anti-fog visor with chromed mirror treatment. The visor can be opened without compromising the aerodynamics. You can wear your standard (prescription) glasses underneath or even use it without the visor.

Limar A4-500 presents a new multi-purpose option. The Italian helmet maker has developed the 797's strong structure with double in-mould technology to make it safe enough for road riding, commuting, for gravel riders or even e-bike fans confronted with heavy traffic and its higher risk of accidents. The mid-price offering carries an LED light on its vertical and

horizontal adjustment system that gives it an extra safety advantage – most notably for commuting.

The new Ultralight Lux is, on the other hand, not only Limar's most sought-after pro helmet but also the world's lightest at a mere 175 grams (size M).

On the other side of the Alps, there's German manufacturer **Alpina A4-401**, commonly known for their ski goggles but since 1992 also a serious contender when it comes to helmets. Their latest novelty is meant for all-mountain riding and thus uses a veritable amount of carbon for maximum safety. Instead of hiding this advanced material under EPS foam, the carbon fiber sits in the outer hard shell and is claimed to allow for even lighter weight and higher rigidity. The Rootage's huge air vents are strengthened by polycarbonate inlays, while dedicated inner air channels deliver the best possible climate control. Inner pads are made from antibacterial treated CoolMax material for maximum comfort. On

the comfort front, Alpina offers a new fit system that's minimalistic and extra adaptable to the rider's contours. Italy's **Rudy Project A4-304**, which already has a strong reputation among cyclists, is presenting its first helmet designed specifically for mountain biking. Drawing from years of experience in helmet and safety technology, the new Protera is claimed to enhance its rider's security and comfort during trail and all-mountain rides. The edgy, compact layout is designed for the highest level of protection. Rudy Project says that it still delivers the perfect balance of weight-saving, fit, style and ventilation for technical rides. Protera's full ring lower shell offers more wraparound protection at the rear of the head while still sporting a low profile

architecture. The adjustable visor, too, has a broad coverage. The helmet is fully goggle compatible. There's a "Bugstop" net insert and Rudy Project's innovative integrated Airframe structure engineered to minimize sweating inside the helmet, thanks to Dry Foam and X-Static antibacterial textile. The Strap Quick-Change lock system allows for a simple and user-friendly removal of the straps – to be cleaned after hot, sweaty rides or even changed when they're worn out. Rudy Project even offers optional colors for a unique custom look.



Bell's Super DH features MIPS protection

Their other new release is meant for

enhanced air circulation in sensitive areas.



Alpina's Rootage for all-mountain

enhanced air circulation in sensitive areas.

Meant for quite a different demographic, **Bell A4-200r** has developed a completely new hardcore helmet for mountain biking in the roughest of terrains. The combination of DH certification (ASTM 1952), a stable but removable chin-bar and the latest MIPS Spherical System means the Super DH lives up to its name.

The same can be said for the very final offering in this overview: the Little Nutty MIPS provides maximum protection for the little rider. **Nutcase B1-402** have decided to use the advanced MIPS technology even for their youngest customers. Other kid-friendly features are its no-pinch, magnetic Fidlock® buckle with one-handed operation, three set of pads for optimal fit and, last but not least, an array of attractive designs that will appeal to every kid on the block. ■ CD



The Protera from Rudy Project: optional colors for a custom look

urban cyclists and commuters. The Central blends a clean yet dynamic city look with advanced protection and



The kid-friendly Little Nutty by Nutcase

Arofly puts a power meter in a valve cap

If anyone even notices it on the bike, it looks like an odd, oversized valve cap. But it's actually a power meter — one that could help bring the price and ease of using power meters down to earth.

Called Arofly, it is making its Eurobike debut (at **Bion A5-220**). Produced by the

TBS Group of Taiwan, the 10g (0.3-ounce) Arofly simply screws onto one

of the bike's tire valves. It fits Schrader and, with an adapter, Presta valves. The company says Arofly is compatible with 90 percent of bikes on the market.

"It is a smart power meter," said Curtis Wu, a TBS manager who oversees the Arofly. Winner of a 2017 Red Dot product design award at the Taipei Cycle Show, the Arofly is based on the pitot tube design of an F-117 fighter jet. Pitot tubes are used on aircraft to measure airspeed.

"It all is based on aeronautic technology," Wu said. It measures the tiny changes in tire pressure that occur when a cyclist applies power to the pedals, and then applies sophisticated calculations to convert the measurements into the cyclist's power output.

The housing is water- and dust-proof, and a CR 1632 battery mounted in the knob lasts for about 60 hours, according to TBS. The knob also houses a low-energy Bluetooth module and wireless antenna. Everything fits within a housing that is 2cm (0.8 inches) in diameter and rises 2cm above the valve connector.

The Arofly works with a smartphone app that displays power output along with cadence, speed, distance and altitude change. The app keeps a record of up to 460 hours of riding and can send riding data to Strava. Because the app can be updated as needed, cyclists can always have the latest version.

TBS is now offering the Arofly in

a "training package" with two related products: a cycle computer and heart rate wrist strap.

"We want to make Arofly interesting also to sport-oriented cyclists. That is we are releasing the A-Plus meter as well, a special cycle computer incorporating GPS and altimeter modules which connects to Arofly using the Bluetooth protocol," Wu said.

He continued, "To complete the system, we are also presenting the A-Pulse wristband heart-rate sensor which communicates via Bluetooth and via the ANT+ protocol, and therefore is compatible with almost any other cycling computer as well." The wristband replaces a typical heart-rate monitor worn on a strap, which women especially often find uncomfortable.

The TBS Group is a Taiwan sporting goods manufacturer that makes a range of products, from pool and snooker tables and cues to inflatable pools to baseball gloves. Although it comes from outside the cycling industry, TBS is pressuring the power meter market with a product that is inexpensive but provides sufficient accuracy for all but elite cyclists.

The Arofly power meter alone currently retails for \$129; the complete training package including the A-Plus and A-Pulse will retail for \$299 and was expected to begin shipping in August.

■ GE



Arofly power meter (center) with A-Plus cycle computer and A-Plus wristband heart rate monitor.

The NGeco power meter lets users buy upgrades

Power2Max is launching the NGeco, a relatively inexpensive power meter that lets users buy additional features.

"The NGeco is a further step towards our goal: a very reliable and precise power meter at an affordable price," said Christoph Deike of Power2Max, **B3-104** a company from Zossen, Germany. "It is a fully functional spider-based power meter which records the total power output of both legs. It is based on our tested and very reliable power meter technology with a very high quality standard."

European retail prices for the NGeco starts at €490. It provides cadence and power reading out of the box, and cyclists can buy upgrades via an associated app. For an additional €50

apiece, upgrades include such functions as left-right balance, pedal smoothness and torque.

The top-of-the-line NG model, for €990, includes all available metrics.

The NG has a rechargeable internal battery, while the NGeco uses a standard battery that lasts for about 400 hours of use before it needs replacing.

The company claims an accuracy of plus or minus 2 percent, comparable with most power meters on the market.

With built-in Ant+ and Bluetooth Smart functions, the NGeco communicates with most cycling computers and comes with a two-year

warranty.

Power2Max power meters are some of the most technically sophisticated on the market. In addition to its consumer

products, Power2Max supplies OEM customers such as FSA with the PowerBox. ■ GE



Power2Max NGeco power meter

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Shimano resolves quality issue, launches Dura-Ace power meter

After resolving some technical issues, Shimano has finally started shipping the Dura-Ace power meter that it announced a year ago.

Shimano **BS-300** had planned to begin shipping the power meter at the beginning of 2017 but held back while it resolved some production issues.

“Our quality control did not release the production of our FC-R9100-P due to the need of sorting out some waterproof issues in the unit,” said Ben Hillsdon, a spokesman for Shimano Europe. “We had to rework it to be sure that the power meter would work properly for a long time on the field.”

Shimano’s first power meter is integrated with the crankset. The dual-sided power meter measures left and right legs with separate sensors in both crank arms.

The power meter device adds only about 70g (2 ounces) to the crankset. Because it is connected to the spider, chainrings can be changed without affecting the power meter’s accuracy.

The Ant+ communications module is located on the right-side crank. The system accepts firmware uploads through a smartphone app or through a computer, using a Bluetooth connection.

A rechargeable battery in the axle of the crank provides power. Users can recharge it with a small magnetic adapter without removing covers or casings.

Shimano claims an accuracy of plus or minus 2 percent.

The FC-R9100-P uses technology from bikefitting.

com, a Shimano-owned company that specializes in advanced static and dynamic bike fitting. ■ **GE**



Shimano Dura-Ace power meter



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Overview: Off-road apparel

Trail riding apparel that graduated with honors from the school of hard knocks

Things get messy when you're racing down a dusty mountain trail or sliding across a muddy field. But while the newest off-road garments won't keep you clean, they use cuts and materials that help you stay comfortable despite the dirt and bumps, and can even keep you looking sharp.

For apparel makers, the trick is making off-road garments that are flexible and breathable, yet durable enough to cope with dirt, sweat, and even a nasty fall or two. The latest ranges on display here in Friedrichshafen are increasingly consumer-oriented and target specific types of off-road riders.

Ion A7-204 starts from the bottom with its new Paze shorts. The light, well-ventilated shorts are made for performance riding, from marathon races to cross-country rides. The cut and shape are athletic enough for gravel or mountain bike races.

If the Paze name sounds familiar, that's because Ion introduced shorts under the same name last year. But Andreas Lipp, Ion's international marketing manager,



Ion Paze shorts

said the two versions have almost nothing in common.

The newer Paze shorts have a slim fit and are made with a chemical process that leaves tiny holes in the fabric for extra breathability. "Countless small holes inside the fabric allow for airflow and help to prevent heat accumulation," Lipp said.

From **Leatt B4-204** comes a new range for trail riders. The South African company, famous for its protective gear, expanded into apparel last year with a range for enduro and gravity riders.

This year, Leatt is launching a nearly complete line for trail riders that includes a helmet, jerseys, shorts and gloves.

"We are moving down the mountain with a range targeted at more mainstream mountain bikers," said Bastian Dietz, global marketing



Endura Single Track shorts



Leatt trail riding apparel

manager for Leatt.

The trail shorts have a much slimmer fit than the enduro version. They are made of a four-way stretch fabric and a robust construction that, Leatt says, provides significant protection against abrasion.

The jersey, made with breathable mesh at the back, also takes on a slimmer profile. Dietz said Leatt sources its own fabrics, allowing it to offer technical



Evoc Enduro shirt

apparel at moderate price points.

Endura A7-201 has a particularly robust take on trail riding apparel. The Scottish company claims it "owns bulletproof trail wear." While its Single Track range continues to mix elements of performance apparel with enduro wear, Endura this year "increases the sturdiness quotient further" by using influences from motor sports apparel.

The Single Track shorts purposely have an angular appearance, backed by triple stitching, a reinforced seat panel and motorbike-style pintucks. It uses the same pintucks on its Single Track pants, because Endura believes they offer better freedom of movement than a more typical stretch

fabric.

Evoc Sports B4-301 takes care of the upper body with its enduro shirt. It's lightweight and breathable but goes beyond padding by including certified shoulder protectors. "We created the Enduro Shirt as a second skin that protects the rider without appearing bulky," Evoc product designer Marcus Kern said.

Kern said the Enduro Shirt is as flexible as a functional shirt and is the only protective top that is completely treated with Polygiene, which prevents the growth of bacteria that cause funky smells.

The Transit shirt is the newest addition to the Explorer range, launched last year by **Shimano B5-300**. Intended for more leisurely trail rides, Shimano describes the Explorer as a cross-over shirt that borrows some of the performance features of its technical road and mountain apparel lines in a more casual garment. Shimano said the Transit is also appropriate for city or light off-road riding.

Shimano applies the Silvadur anti-bacterial treatment to the Transit. "If



Shimano Transit shirt

you ride into town for a coffee you may



Maloja seamless jersey

be a bit sweaty when you get there, but you won't be smelly," said Cecile Lijding, marketing officer for soft goods at Shimano Europe.

Maloja FG-B6/4 prides itself on the seamless technology for jerseys that it is launching at Eurobike. It developed the technology with a Portuguese manufacturer. Maloja said the jerseys are suitable for off-road rides as well as running or even yoga classes.

The pieces are knitted from Nilit Breeze, a flat yarn that is flexible and smooth. The seamless jerseys are well suited to summer riding because they are breathable and dry quickly.

Just as the Maloja range includes fashionable designs for women, so does the new line from **Zimtstern B1-309**. The Swiss maker of snow and cycling apparel has put plenty of zeal behind its range for female mountain bikers, with two jerseys and one pair of shorts.



Zimstern Zeldazz shirt and Lofzz shorts

The Beritz and Zeldazz polyester shirts have a lift pass pocket and a zippered pocket for valuables, a drop tail and flatlock seams. The Lofzz shorts include a contoured and mesh-lined waistband, a seamless crotch panel and a stretchable insert at the back.

Riders may also appreciate knowing that the garments are Bluesign-approved, which means they meet certain requirements for sustainable and environmentally friendly production.



Vaude Moab Hybrid jacket

Vaude Sport A7-300 is another brand that has made significant efforts to reduce the environmental footprint of its apparel and equipment. This year it is launching what it says is an ultimate hybrid jacket for mountain bikers.

The Moab Hybrid jacket is a versatile piece that is most useful in fluctuating temperatures. Vaude said it was made for the kind of conditions that riders may find on the Canary Islands or on Madeira, where it may be warm at sea level but chilly up in the mountains.

The Moab Hybrid is light and compact, so it's easy to carry along just in case the weather changes. The insulated jacket weighs 172g (6 ounces) in a size large. The eco-friendly touches, to be expected from Vaude, include Primaloft insulation, made entirely of recycled polyester, in the



7Mesh Guardian jacket

chest and shoulders and a water-repellent finish that is made without harmful fluorocarbons.

7Mesh Industries A7-108 says its Guardian jacket is made for "the hardest of mountain bike rides." Gore-Tex Active fabric makes the garment breathable. 7Mesh said the Guardian has a relatively relaxed (but still athletic) fit and the longest cut of any of its hard shells, so it is suitable for less energetic pursuits.

7Mesh has incorporated such functional items as chest pockets with watertight zippers that are anchored away from the chest and abdomen, and a hood that fits over most enduro helmets.

"We chose an over-the-helmet [design], as most mountain bikers are looking for a hood they can quickly flip on while waiting for a buddy at the bottom of a trail," said Brian Goldstone, marketing manager at 7Mesh. He said that the hood also works well off the bike because the extra fabric can be cinched down with drawstrings.

The Ahn jacket from **Triple 2 Sportswear FG-A5/2** is another versatile garment. The soft shell jacket is constructed mostly of merino wool so it is warm and breathable. For additional wind and rain



Triple 2 Ahn jacket

protection, Triple 2 uses a Schoeller corkshell fabric, while a soft material on the collar keeps chilly winds from seeping in.

All cyclists will appreciate thumbholes that help keep hands warm without gloves, and integrated reflective material for more visibility.

The latest shorts from **Ziener A7-301** use its clever Pro Mapping technology to combine two materials with distinct properties. The backside of the shorts is reinforced with an abrasion-resistant and robust stretch fabric. It seamlessly transitions into a light and breathable fabric, which allows the rider to manoeuvre comfortably.

Ziener's range includes the Efron all-mountain shorts for men. Another piece of stretch fabric is used at the end of the short legs, to make this area abrasion-resistant and to make it easier to wear protectors under the shorts. The waist is adjusted with an integrated belt, without uncomfortable pressure points or Velcro. Two-way zippers on the side allow for extra ventilation. ■ BS



Ziener Efron shorts



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Overview: E-bike tires

Tire makers grapple with demands of heavier e-bikes and less adept riders

Conventional bike tires are unable to withstand the extra weight and forces associated with electric bikes, so tire makers are increasingly offering tires made expressly for e-bikes.

The heavier bikes increase tire wear, but tire makers also have to make allowances for e-bike riders. Because



Tannus solid tire

e-bike owners are often less experienced and less technically capable cyclists, longevity and puncture resistance are especially important in an e-bike tire. An e-bike owner may not want to grapple with a heavy bike to change a flat.

Tire companies are offering tires made specifically for e-bikes, or are designating sturdy tires already in their ranges as suitable for pedelecs. For speed pedelecs, which have a maximum assisted speed of 45 kph (28 mph), the European Union requires that they be certified with the ECE-R75 mark to show they are capable of carrying the heavier loads at faster speeds.

Schwalbe A5-300 has two tires that include Performance Double Defense: a full-carcase puncture-protection layer with a further Raceguard layer under the tread.

Schwalbe says the tires are well suited for e-MTBs and are certified under ECE-R75 as well. The Nobby Nic is available as a Performance Double Defense tire in a 2.35-inch width in 26-, 27.5- and 29-inch sizes. The Smart Sam is available in 27.5 x 2.25-inch, 27.5 x 2.6-inch and 29 x 2.25-inch.

On the road side, Schwalbe's biggest-selling tire, the Marathon Plus, is recommended for e-bikes in all sizes and is ECE-R75 certified in the most popular ones. The 5mm SmartGuard

layer all but eliminates punctures from road debris. Schwalbe's Energizer Plus and Energizer Plus Tour are also certified for S-Pedelecs.

Solid tires, once confined to children's bikes, are seeing a revival with the advent of e-bikes. They are durable and impossible to puncture, and the penalty



Schwalbe Nobby Nic with Performance Double Defense

of higher rolling resistance, compared with a pneumatic tire, is offset by the motor.

Tannus, A1-419 from South Korea, has developed a specific tire for Alton e-bikes. The 26 x 2.0-inch OEM tire has been given a larger base to fit the wide rims

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Mitas Flash

on the Chevrolet e-bike. The tire has the same Aither 1.1 compound used on its full range of tires.

Tannus Tires has also been working with the ground-breaking Iris eTrike, created by Grant Sinclair. The trike will be shown publicly for the first time at the Tannus booth at Eurobike. The eTrike comes with one 26-inch Tannus rear wheel and two 20-inch front wheels.

The Mitas **B2-205** Flash tire is designed for e-bikes and incorporates a hard-wearing tread compound. It's available with a 3mm rubber strip beneath the tread for increased puncture protection, and also with reflective sidewall trim for better visibility after dark. Mitas says that the reinforced construction offers a service life that's around twice as long as a

standard tire.

Like Schwalbe, other conventional bicycle tire companies are busy rolling out e-bike-specific tires.

The Flint e-bike tire from **Innova A3-710** is available in a 700 x 38c size, with a design and construction that's been optimized for pedelecs. The Flint's flat tread is designed to reduce rolling resistance, improve grip and save battery juice. Beneath the tread is a 3.5mm Sport Guard for puncture protection.



Innova Flint

Continental B3-100 offers two ECE-R75-certified road tires. Continental describes its Contact Plus as "an all-rounder that offers everything that



Continental Contact Plus

you would expect from a comfortable touring tire." The E-Contact, meanwhile, is an economical alternative that also saves energy. Both use a rigid bead and are available in a wide range of sizes from 24-inch to 700c.

Continental worked with the Zedler Institute to develop the Contact Plus and to benchmark the tire against competitors by testing their susceptibility to being pierced by a blade.

The company says the Contact Plus was found to be "distinctly more resistant" to damage caused by glass shards and other sharp objects that might be lurking on a road or bike path. It says the tire offers up to 30 percent better puncture protection than comparable tires from competitors.

WTB A3-304 doesn't make an e-MTB tire per se, but recommends its TCS Tough plus-size tires for e-bike use. The Ranger 2.8/3.0 TCS Tough tires are especially well adapted to power-assisted

riding: The additional volume of the plus size boosts traction and is more forgiving in rough terrain even when under power, while the tires' tubeless-ready construction allows them to run at lower pressures for better off-road grip.

"The additional forces and weight of e-bikes make them more likely to fold tires or for a rider to notice more squirm," said Clayton Wangbichler of WTB. "The thicker casing of TCS Tough tires help minimize any squirm in the tire. Additionally, the stout casing helps protect the tire from rips and gashes." ■ DA



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Overview: Lights

Bike lights were plenty bright already; now they're becoming more versatile

Now that bright LEDs dominate the lighting market, powered by compact, durable Li-Ion batteries, manufacturers have stopped chasing brightness records.

that might be too pricy for conventional bikes.

Some e-bike lights offer outputs of 400 Lux or 700 lumens, along with innovative combinations of front lights and powerful horns.

German market leader **Busch & Müller** **AG-400** is dedicated to designing lights that meet the country's StVZO standards.

Its new flagship, the IQ-X Speed, boasts an impressive output of 150 Lux. That's enough to light up the road for up to 50 meters, or a third of a mile. And it won't blind oncoming traffic.

That front light is compatible with GoPro mounts and comes with a universal handlebar mount as well.

A separate battery has enough power to keep the high beam going for at least five hours. Cut the light back to 30 Lux and it will shine for 25 hours.

S-pedelec manufacturers can buy an OEM version without battery to complement their speedy e-bikes. Busch & Müller offers them the option to combine the light with a horn that's controlled by a handlebar remote.

The company offers the same bright beam in the Ixon Space, a self-contained light with a battery. A touch slider lets riders choose a beam output of between 10 and 150 Lux. The display shows remaining battery time and even has a clock.

Busch & Müller isn't neglecting entry-level products. It's offering the Upp, a 30 Lux front dynamo light with an optional sidelight and a sensor-activated daytime running light.

The Toplight 2C rear light features the company's characteristic parentheses-style LED lights arranged



Busch & Müller IQ-X + horn

Instead, they are finding ways of making bicycle lights more useful. Cyclists can choose among pure safety lights that are made to be seen, or modular systems that combine powerful lights with such options as power banks to charge a phone or tablet, or outdoor-oriented features as camping lanterns or a Bluetooth speakers.

Lights for electric bikes, and especially fast speed pedelecs, have almost become a separate market segment thanks to a different set of regulations.

With e-bikes, light manufacturers don't have to worry about maximizing energy efficiency because their lights tap into the bike's onboard battery. And because e-bike owners are often more well heeled, light makers can add features



Knog PWR family of bike and outdoor products

around an integrated reflector.

Topping up B & M's latest model range is the new IQ-XS, with an output of 70 Lux. It comes with a silver or black aluminum body, and is powered by a dynamo or an e-bike battery.

Japanese computer and lighting supplier **Cat Eye** **B-403** modified last year's innovative Rapid X2G taillight so it would qualify for the sought-after StVZO certification, making it officially legal on German roads.

Offering a little less technology at a much lower weight is the new Loop 2G taillight, at 20g (1 ounce).

Cat Eye also has a wide range of sport lights, including its Duplex range. A new and compact base model fits onto a helmet with Velcro straps and has front and rear LED lights for visibility in traffic.

The Volt400 Duplex is a high-power headlight and integrated taillight for mounting on a helmet. The rider can change the output from 50 to 400 lumens depending on ambient light conditions.

From California, **Lezyne** **A1-312** takes a different approach to lights. Known for offering stylish products at reasonable prices, Lezyne's new Laser Drive taillight



Cat Eye Duplex

sponsored by



M99 Mini

A2-309

The M99 Mini is the world's first headlight with high and low beam compliant with the new German Road laws in effect since June 2017. The revolutionary new law now permits a real high beam on 25 km/h e-bikes, like on cars! A high beam is essential for off-road use. It dramatically improves the illumination of corners and it helps to recognize low-hanging branches. You can go on an off-road

evening ride with the high beam blasting at full power and simply switch to the integrated low beam to ride home without blinding anyone. Supernova is starting a completely new trend with this headlight: road legal lighting on an E-MTB!

www.supernova-lights.com



sponsored by



PWR Trail

B1-303

PWR Trail is more than just a bike light. Not only is it a high power headlight, but simply take this modular product apart and you have much more. A PWR Bank to charge devices that is also the battery for all products in the PWR range. And a lighthouse for other PWR bike and camping lights.

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www.knog.com.au/pwr

Importantly though, there are no compromises when examining its bike light features: 2 hr runtime at 1000 lumens; elliptical and halo beam patterns; interchangeable mounts including under-stem and helmet/bar extension mounts; twist operation – no more





Lezyne Laser Drive



Herrmans H-Trace Mini

uses four very bright LEDs for visibility. It also beams two "safety strips" onto the pavement, providing a kind of visible boundary lines so drivers can keep a safe distance when overtaking the cyclist.

Up front, Lezyne has two new high-performance lights, the Power Drive 1100i and Deca Drive 1500i, delivering 1,100 and 1,500 lumens, respectively.

The Power Drive 1100i relies on

two first-class LEDs whereas the Deca Drive 1500i has three ultrahigh-output LEDs. Both lights have integrated Li-Ion batteries and rugged rubber straps that mount to all standard bar shapes, including aero bars.

Riders can tune both for longer runtimes using the Lezyne Infinite Light Power Pack. With a 20Wh battery, the power pack also serves as a backup USB charger for smartphones and other compatible accessories.



Roxim X7

Another brand that's synonymous with style is the Australian company **Knog B1-303**. It may be looking to garner yet another design award with its new range of modular products for bike and outdoor use.

The range, which Knog calls PWR (pronounced "power"), is designed so that the same battery can provide the juice for each of the components. The battery also doubles as a power bank with a USB port to charge other devices.

Knog's bike light range starts with the PWR Rider and Commuter at 450 lumens; and includes the Trail (1,000 lumens) Mountain (1,800 lumens) and Road (600 lumens).

By year's end, Knog expects to launch other products in the range including a flashlight, Bluetooth speaker and camping lantern — all of them compatible with the same battery.

The German lighting specialist **Lupine, A2-400** known for its insanely bright off-road lights, is debuting its first product to be certified for use on German roads.

The Lupine SL comes in designated versions for the most widely used mid-drive motor systems from Bosch, Brose, Shimano and Yamaha.

When mounted in front of the handlebar stem, the Lupine SL has a sidelight that shines automatically and increases a rider's visibility in traffic. Another automatic feature activates the 700-lumen high beam as soon as daylight turns to dark. Take it off-road, and the beam illuminates a wide section of trail.

Roxim, A5-211 from Taiwan, is also known for its wide-beam lights. Its new Raptor X7 generates a 180-degree near field and 90-degree wide light spread, so riders can always see what's beside them. With an output of up to 700 lumens, it makes sure riders can see far ahead.

All that power comes in a 120g package, including an integrated 2200 mAh battery.

Roxim also offers its panoramic lighting technology in the Z4E series for s-pedelecs. With an output of 400 lumens, it meets the relevant ECE R113 Class 3 regulations.

For the same kind of e-bikes, Dutch lighting specialist **Spanninga B4-212** has designed a special set, consisting of the Axendo 100 Speed and the Flexio Speed. The stylish Axenda headlight, featuring an optical system made by Philips in a classy aluminum housing, generates 100 Lux (500 lumens) of light. And in case cyclists worry that they aren't being seen, they be heard with the companion Decibel horn can use the companion Decibel horn. It issues a 97-decibel blast.

The matching Flexio carrier rear light features COB LEDs for a unique, edgy design. Two



Spanninga Speed e-bike set

LEDs serve as brake lights, and there's a discreet, ultra-flat light for the license plate.



Lezyne Laser Drive taillight

Finally, Finland accessories brand **Herrmans A6-403** wraps things up with a new carrier rear light that generates an enormous light field of 220 degrees. The H-Trace Mini is designed for regular



Lupine

dynamo bicycles as well as e-bikes with a 6 to 12 volt system. Herrmans says it is the smallest rear light on the market with an approved reflector. ■ CD



Knog PWR front light

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rechargeable via USB (cable supplied). Both have an ECO mode allowing to spare 30% power and thus burntime in the best conditions, and a FLASHING mode as a safety feature.

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No longer constrained, BMC moves into mountain bikes

BMC Switzerland, which once focused on high-end road bikes, is actively moving into the off-road and electric categories now that its parent company no longer owns the Bergamont and Stromer brands.



BMC Speedfox

The Swiss company is launching its first-ever electric mountain bike, the Trailfox AMP (see related story, page 18), a well-designed bike with clean lines.

Although the Trailfox AMP will likely be the highlight at **BMC B3-400** — and may well be one of the highlights at Eurobike — the Swiss bike manufacturer has other MTB news to talk about.

Its new conventional mountain bike, the Speedfox, incorporates a unique technology that BMC calls Trail Sync.

“It’s the first system where the dropper seatpost communicates directly with the rear shock,” said Hans-Peter “Hape” Kuner, marketing manager for north Europe. “If the rider lowers the seatpost, the rear shock automatically opens up.

That means when you lower the seat before going downhill, the rear shock opens into a more cushy mode.”

In other words, it’s one less hassle for riders, because they don’t have to manually adjust the rear shock to fit riding conditions.

The one downside with the new system is that the dropper post allows only three pre-set heights and a maximum travel of 120mm for large and extra large frame sizes; 100mm for medium frames, and 80mm for small frames.

Like its electrified sibling, the Speedfox keeps things tidy and streamlined by routing cables internally.

The corporate changes at BMC’s parent company have cleared a path for the brand to move into these new segments. Bergamont, a full range supplier, also covered mountain bikes, and Stromer the premium e-bike market.

But Scott Sports bought Bergamont in 2015 and, earlier this year, Stromer founder Thomas Binggeli and a group of Swiss investors acquired Stromer.

With no corporate siblings holding it back, BMC is now free to move into new segments. ■ JB

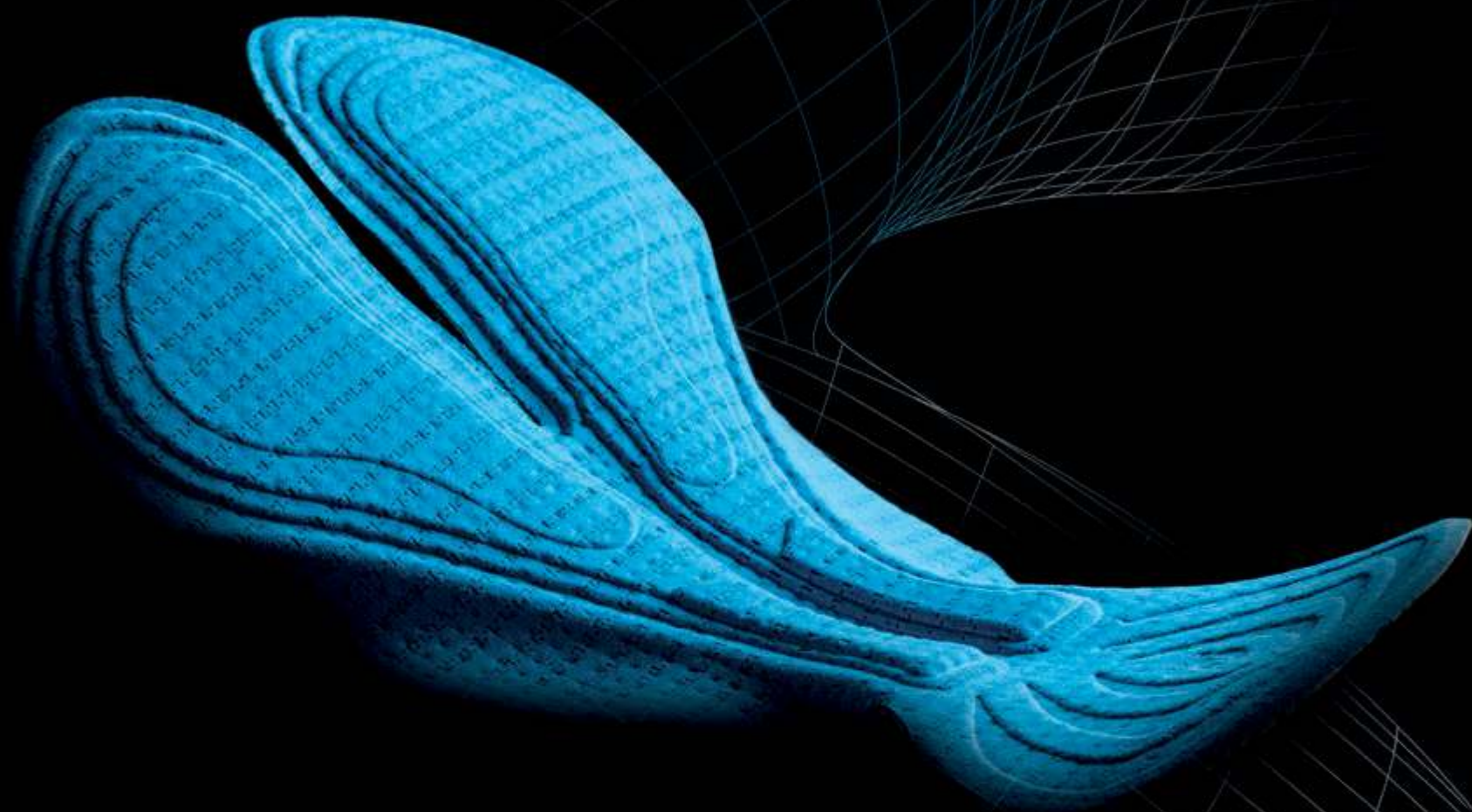
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VISIT US: A7-106

Overview: Pumps

Hyperinflation: New pumps that let cyclists mount tubeless tires at home

Death, taxes, and the fact that punctures always strike at the least opportune moment are the only certainties in life. Good thing there's help for at least one of these.

Static for years, the pump market, like Elvis, is suddenly all shook up. While compact pumps have become steadily more efficient and floor pumps more robust, the advent of tubeless tires has required an entirely new category of inflator.

At first, the need to rapidly blast a tubeless tire onto the wheel rim in order to assure an airtight seal meant a trip to the bike shop. But as home mechanics sought to take tubeless setups into their own hands, pump suppliers began creating products that filled the gap between professional workshop compressors and standard floor pumps.

The **M-Wave A5-100** M-Wave Air Bullet is a good example of this new style of accumulator-type floor pump. Functioning



M-Wave Air Bullet

as a standard floor pump that's able to inflate tires up to an impressive 18 bar / 260 psi, it transforms into a compressor with the flick of a switch. The built-in accumulator is filled by the same pumping action that would normally send air into the tire.

Instead, the air is stored up in a separate tank, where it is ready to be released in one blast. Able to seat tubeless tires, it can also fill a conventional tire quickly when needed. Compared to a compressor, the M-Wave Air Bullet has the obvious advantage of portability. It's rounded off with non-slip pads for stability and a universal pump head that allows it to be used with all valve types.

Following the creation of the accumulator-type inflator, brands have also started experimenting with portable products that use the power and convenience of rechargeable compressed air. These combine the speed of a CO2 cartridge design with the repeat usability normally associated with a mini pump.

RideAir A1-210 debuts a kind of portable air capsule for all of a cyclist's inflation needs. With the speed of a pressurized CO2 inflator, but without the waste of disposable canisters, it lets riders fill a tire at the push of a button.

The RideAir recharges with a standard floor pump or can be hooked up to an air compressor at a bike shop or gas station. It charges up to 16 bar / 230 psi.

Because the RideAir capsule fits into a standard bottle cage, it's easily transportable so it can handle



RideAir

inflation needs wherever they may be. The capsule includes a pressure gauge, push button operation, and a combination lock to keep it secure.

RideAir says it isn't just for bicycles, but is suitable for strollers, wheelchairs and anything else needing speedy and easy inflation. And, of course, it will seat those tubeless tires as well.

Regardless of how clever compressed air products become, most riders prefer to rely on a trusty mini pump as their last line of defense when out on the road or the trail. Those pumps used to span the entire length of a toptube, but now they're small enough to slip inside a jersey pocket.



Topeak Mountain TT Twin Turbo

One of the smallest of these micro-sized pumps is the Pocket Mini Pump from **Beto. A5-507** Compact at a length of 16cm (6 inches), its dual barrel design means it still manages to push a sizable 30cc per stroke despite its diminutive dimensions. The slimmed-down head caters only to Presta valves and works via

sponsored by



RideAir™

A1-210

RideAir™ is a refillable and portable air capsule that lets you inflate bicycle tires at a push of a button. An effortless air supply for the cyclist's daily use and emergencies.

RideAir™ is the perfect solution for tubeless tires and can also be used for many additional applications such as: Strollers, Wheelchair, Balls, Inflatable toys, etc.

Once charged with a standard air compressor (in any gas station or bike shop) or with floor pump, RideAir™ capsule is ready for use. RideAir™ is designed to easily be placed in any water bottle holder on your bike. It also comes equipped with a gauge for the capsule pressure indication and a

combination lock to keep the RideAir™ where it belongs.

The functionality is simple: To inflate a tire, you screw the hose onto the valve (Presta or Schrader) and press the silver button on the RideAir to release all or part of the compressed air.

www.ride-air.com



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Carbonaria

A4-513

From Barbieri, Carbonaria is the world's first Presta valve for tubeless made in carbon fiber. Safety and lightness are combined with excellent performance.

The aluminum ring features an innovative self-lock system. The rubber base is interchangeable allowing mounting with the provided round or squared rubber, ensuring compatibility with all rims.

Available sizes: 45 mm 4 g; 35 mm 3.5 g.

www.barbieripnk.it





Beto Pocket Mini Pump

Twin Turbo uses the pull and push of every stroke to transfer air between the two barrels. Pulling the handle up moves a large volume of air from the larger barrel into the smaller one. Pushing the handle down compresses the air in the smaller barrel into a powerful burst that fills road tires to high pressure, or MTB tires with large volume.

While the floor pump is great for home use, it isn't much help

means of filling your tire. The Mikrobo from **Barbieri A4-513** is one of the simplest. It fits all threaded cartridges but weighs a scant 35g. With a chunky wheel on the top to control the flow of gas, it's easy to operate when while wearing gloves. Its ability to regulate the rate of inflation makes for safer repairs.

Integrating an inflator into the levers needed to remove the



Silca Pista Track

on the trail. The Mountain TT Twin Turbo, however, is one of the first compact hand pumps designed for this new breed of plus-sized and fat bike tires. It inflates up to a solid 120 psi.

Not to be outdone, **Lezyne A1-312** has also updated its popular Micro Floor Drive design to meet the demands of these larger tires. Featuring a flip-down foot stand and an easy-to-grip T-type handle, it bridges the gap between stay-at-home floor pumps and portable mini-pumps.

In its newest incarnations as the Micro Floor Digital Drive XL, it gains an up-scaled volume to suit the biggest tires. Along with its rugged, CNC-machined aluminum and stainless steel construction, the pump has an ABS Flip-Thread chuck and an advanced digital gauge to ensure precise inflation.

Usable either by itself, or in conjunction with a conventional mini pump, CO2 canister-type inflators still offer the quickest and most compact



Barbieri Mikrobo



Azonic Dominator

tire, the Handy-E from **Airace A5-107** provides everything needed to fix a puncture and get rolling in double-quick time.

It is comprised of two ergonomic tire levers, with an inflator on top of one featuring a simple twist-back for controlling the air release. The kit, which comes with one CO2 cartridge, pops into a jersey pocket for minimalist insurance against flats.

While CO2 inflators can't be beaten for speed, most riders still like to carry a mini pump in case their flat tires start hunting in packs. Luckily, Airace makes both: its Windpro V2 mini pump comes in MTB and road versions, tailored to high-volume or high-pressure applications, respectively. With an aluminum inner barrel for durability, a reinforced plastic exterior helps keep weight down and improves the ergonomics.

Once back home, most riders rely on a floor pump for everyday inflation. A full-sized pump is a cycling essential because it remains the best way to quickly and accurately inflate your tires. Yet because it can take up a decent chunk of space at home, why not choose one that looks

good enough to leave on show?

With its unique punk graphics and wooden handle, the Dominator Pump from **Azonic B4-207** is way too cool to consign to a cupboard or the garage.

Aesthetics aside, the simple physics of its long-travel piston, combined with a reduced barrel diameter, minimize the required pumping effort. The Dominator reaches a pressure of up to 160psi (11 bar). An extremely long 130cm hose means it can reach wherever needed, while a thumb lock lever ensures it fits securely to Presta, Schrader and Dunlop valves.

The recently reinvigorated **Silca A3-103** is also making display-worthy track pumps. Reportedly produced at the request of Fausto Coppi's mechanics in the late 1950s, the original Pista Track pump is now a collector's item, with examples commanding serious money when they occasionally turn up on eBay.

The newly re-released version

features a slightly shorter barrel and flatter profile to aid storage, but otherwise retains the look and performance of the original, including the classic ash wood oval handle with two grooves for holding the hose. Rated to 220 psi despite its smaller size, it features a high strength steel barrel, brass valve assembly and a push-on alloy Presta chuck with bleeder valve. ■ JD



Airace Handy-E

a dead simple push-on mechanism. Despite a robust aluminum construction, the Pocket Mini Pump weighs just 50g (2 ounces).

From **BBB A3-106** the Samurai BMP-50 is another diminutive pump that packs a trio of recent mini pump innovations into a design you'll barely notice you're carrying.

With a dual function that switches between high volume and high pressure, it'll happily match the capacity of whatever tire is being inflated. In either mode, its telescopic design packs a far larger and more efficient stroke length than would normally be associated with such a small pump.

A screw-on head covers all three valve types, and ensures none of the pressure generated is wasted. An extractable hose makes quick work of inconvenient angles and helps avoid accidental frame damage. Made mostly of aluminum, the Samurai is robust but weighs an easily pocketable 123g.

Every rider appreciates speedy inflation, but if you ride a fat bike or one of the new crop of 650b-plus bikes it's an absolute necessity. With huge volumes, the tires on these bikes can take an age to inflate even with a decent pump. Several new designs are specifically taking on this problem.

Topeak B4-102 has crammed the technology of last year's Joeblow Twin Turbo floor pump into the new, compact Mountain TT Twin Turbo. The Joeblow



BBB Samurai BMP-50

Overview: Children's bikes

Parents don't need to make concessions when choosing wheels for their children

Parents who are into cycling do not want to compromise when they are deciding what kind of wheels to put their kids on. The industry is catering to this market with an increasing selection of high-quality children's bicycles.

For many parents, only the best will do when it comes to their children. Strangely, bicycles have long been an exception to this rule. Parents view children's bikes as a utility that their kids outgrow quickly and treat carelessly, so they shy away from spending good money on one.

That is partly the industry's fault. Bike makers have tried to mimic the look of adult bikes in their children's versions, ending up with bikes that were way too heavy and complicated to be much fun. Kids don't need confusing drivetrains, and a suspension system tuned for an adult body mass doesn't work very well with a featherweight in the saddle.

But the tide is turning. Many cycling enthusiasts want their children to enjoy riding from the start. And these parents are ready to pay for quality. Product managers are often parents themselves, and some have made a commitment to



Marin Hawk Hill JR

make better youth products.

A fitting example is Jim "JJ" Jamieson of Norco, the Canadian brand. As the father of five children, Jamieson has an entire test team in his household, which may explain why Norco offers such a wide range of performance bikes for kids and teenagers.

The keys to performance-oriented children's bikes are ergonomics, reduced complexity, low weight and sturdiness. From the handlebars and grips to saddles, pedals and crankarms, many parts need to be downsized to fit the needs of young riders.

When it comes to making things simpler, one-by drivetrains are a great place to start. Thanks to modern wide-range cassettes, children can still enjoy a wide gear range but only need one hand to shift.

A fine example is the Hawk Hill JR from **Marin B4-100**. Offering 120mm of travel on both axles, a Shimano 1x10 drivetrain and hydraulic disc brakes, this bike originally comes with 24-inch wheels but can be upgraded to 26-inch wheels for growing kids.



Fuji Dynamite Elite 24 Disc

With its 24-inch Bayview Trail and 20-inch Hidden Canyon, Marin is launching two new hardtails for children with aluminum frames, seven gears and disc brakes.

The Dynamite Elite 24 Disc from **Fuji Bikes B2-100** is a quality mountain bike for children. It's built around a durable aluminum frame with plenty of standover clearance. The top model includes hydraulic disc brakes with short-reach brake levers, a 20-speed drivetrain and an air-sprung suspension fork from SR Suntour. Two more affordable Dynamite models come with coil-sprung forks.

With its R'Bock 24 Team model, **Centurion A3-201** is proving that a bike can accommodate small riders with a triple chainring setup and hydraulic disc brakes. By combining a light aluminum frame with a rigid fork and a selection of lightweight parts, this model weighs just over 10kg (22 lbs).

Following a route of its own, **KHS A1-417** presents two mountain bikes for children that roll on plus-size tires: The 24-inch Syntaur Plus and the 20-inch Raptor Plus. While the former comes with a triple chainring and the latter with a single chainring, both models rely on aluminum frames, V-brakes and 2.8-inch-wide Knobby tires from CST.



KHS Syntaur Plus

Last year, kids' bikes specialist S'cool presented a 24-inch e-mountain bike with a Brose mid-drive motor and a battery integrated in the downtube.

For 2018, two brands known for their adult e-MTBs are also showing models for children and teenagers as well.

Haibike B2-300 rolls out the S-Duro HardFour Life 40 hardtail, which rolls on 24-inch wheels and comes equipped with a Yamaha mid-drive motor to deliver assist for speeds of up to 25 kph (15 mph). In other words, it's a full-featured e-MTB



Frog bikes

that's been bite-sized.

"Children from age eight and up can ride with their parents, without differences in strength and range playing a role," said Tom Specht, a spokesman for the Winora Group.

KTM A6-200 is also launching a motorized model for children aged 11 and older. The Macina Mini Me 24 uses a Bosch Active Line mid-drive motor that, for safety reasons, restricts the



Merida Mission Road

They're equipped with a Shimano Claris 16-speed groupset and Pro Max mechanical disc brakes. For better ergonomics, Merida adds 152mm crankarms and compact handlebars.



KTM Macina Mini Me 24

assist to speeds of up to 20 kph.

At a weight of about 19kg, neither the Haibike nor the KTM e-MTBs can be considered lightweight bikes. Both bikes are marketed mainly for recreational use.

While e-MTBs are all the rage right now, parents looking for a high-quality drop bar model for their children should check out **Merida A3-200**. Its Mission Road and Mission XC models are built around lightweight aluminum frames in a 39cm size and with 26-inch wheels.



Centurion R'Bock 24 Team

For the very youngest cyclists, balance bikes have widely replaced models with training wheels or other stabilizers. Balance bike specialist **Strider A1-509** has a large selection on display, with wheel sizes

of up to 20 inches to serve children with special needs. The brand also has a wide range of accessories including knee and elbow pads, snow skis or a rocker so the



Haibike 5-Duro HardFour Life 40

first pedal bike. The 20-inch bike weighs just 7.7kg and for ease of use has a single gear and brakes. The cranks and pedals on the 52s can be removed to transform it into a balance bike.

A new children's bike brand is **Ollo A1-101**. Founded last year, this German brand has been selling its models through online, but is looking to work with distributors and bicycle dealers.

Ollo's goal is to build the best and most beautiful kids bikes, putting an emphasis on lightweight, safety and design and relying on quality aluminum components for mountain bikes. Apart from a 12-inch balance bike, Ollo also has a selection of single-speed pedal bikes featuring 14-, 16- and 20-inch wheels.

Based close to Vienna, **Woom A1-501** also focuses entirely on bikes for children. For 2018, Woom has improved its entire model range by focusing on such details as hubs and integrated headsets.

New for 2018 is the Woom 2, which rolls on 14-inch and is intended for

kids who are making the transition from a balance bike to a pedal bike.

With a single gear and brakes on both wheels, the Woom 2 combines safety with ease of operation. Another interesting new product on display at Woom's booth is its new ergonomic kids' grips.

Component makers are also catering to these smaller riders.

Velo A4-103 began offering high-quality, featherweight saddles for



Woom 2

Tire B4-203 is offering tires for high-end children's mountain bikes.

Its Crown Gem tire comes in 12-, 14-, 16-, 18-, 20- and 24-inch sizes and a width of 2.25 inches. Even the smallest sizes share the casing and sidewall technologies of Vee's adult bicycle tires. ■ **LvR**

bikes can be used all year.

Another children's bike specialist, **Frog Bikes, A1-503** is showing the new Tadpole Mini and 52s at Eurobike. The former is Frog Bike's smallest balance bike, rolling on diminutive 10-inch wheels but offering a brake.

The latter is designed to be a child's



Hope Academy bike



Strider with skis

children last year, while **Hope Technology A2-209** is showing lightweight aluminum crankarms in lengths of 135mm and 150mm. In an interesting move to make high-end children bicycles more affordable for parents, Hope, through its Hope Academy program, lets parents rent bicycles for a year at a time through IBDs.

Living up to its reputation of reacting to trends quickly and identifying niches, **Vee**



Ollo 16-inch balance bike

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Overview: Child seats

Hauling lass: Polisport and Thule see big opportunities in little passengers

Little passengers are a growing focus of the bike industry.

In the last two years, the **Polisport Group A4-402** and **Thule A7-400** have snapped up Dutch child seat brands Bobike and Yepp, respectively, giving them a generous helping of the pie for the child bike seat market.

Polisport, which celebrates its 40th anniversary this year, continues to sell child bike seats under the Polisport name but has applied its expertise, along with its clever mounting systems, to the higher-end Bobike brand.

Thule, meanwhile, has merged the Yepp Maxi and Mini front- and rear-mounted seats with the Thule brand. The acquisitions have also given Bobike and Yepp expanded international distribution.

Norwegian company **Hamax, A4-503** which has been making bike seats for children a lot longer than either of its rivals, has also staked claims in equally promising markets such as Denmark and Austria.

As more consumers in more countries adopt bikes for use as transportation, brands like Bobike, Yepp and Hamax have the distribution muscle to target new markets beyond the usual suspects.

Comfort zone. Of course, the person using a child bike seat isn't the one who buys it. But while children don't care about safety certifications, manufacturing materials, or how the seat is secured to the bike frame, they do care about comfort. And these passengers typically won't hold back from making any discomfort known to the pilot.

So while parents seek to ensure that a child seat is safe, durable and practical, buying one that's also comfortable means they will have an easier time convincing a child to go for a bike ride.

A well-made child bike seat features an injection-molded seat free of sharp edges and exposed bolts; waterproof back and seat cushions that are easy to clean; a 3- or 5-point safety harness, and, most

important, a failsafe system for attaching the seat to the bike.

Because a parent may own more than one bike, it's important to be able to quickly mount the same seat to a different bike.

Polisport, the worldwide leader in child bike seats, recently elevated the basic requirements for the category by introducing several new features. A new carrier plate fits a greater number of commuter bikes, specifically e-bikes, and now can accommodate carriers up to a width of 185mm (7.2 inches). What's more, the carrier plate can be installed straight out of the box, without tools, by engaging a simple left/right mechanical system: left to lock, right to release.

At Eurobike, Bobike is launching the Dutch-designed Go for the Scandinavian market, while Polisport debuts the Joy, for rear mounting systems on the frame or carrier. The Joy also offers options for smaller frames and 29ers.

Like other Bobike seats, the double-walled shell of the Go offers better protection for precious cargo. New on the Go is an integrated mounting system for racks ranging from 120mm to 185mm, and a frame mounting system with a safety holder for 28mm to

40mm round or oval frame tubes.

"We've called our newest addition the Polisport Joy to celebrate the 'Joy of Cycling,'" said Adriana Santos, marketing coordinator for Polisport. "The seat brings Polisport's 27 years of expertise in manufacturing child seats, and was conceived to celebrate Polisport's fortieth anniversary, which kicks off here at Eurobike." The company got its start in 1978 by designing and manufacturing motorcycle parts.

Fast fasteners. One of the most important components on any child bike seat is the device used to fasten the seat to the bike frame. Hamax debuted its fastening bracket in 2016, while Polisport recently launched a similar solution.

Like the Hamax bracket, Polisport's new safety holder has indicators that turn green when the seat is correctly installed. Mounting hardware is concealed inside the holder for a smoother and more aesthetically pleasing fit.

The Polisport safety holder fits round or oval frame tubes, while the Hamax model is certified only for round tubes.

Polisport's Groovy and Guppy models each come with a safety holder, but parents who want to be able to transfer the seat to other bikes can also buy extras as aftermarket accessories.

Yes to Yepp. Thule bought Yepp in July 2016 for €10 million (\$11.4 million). With only six employees, the child seat brand had posted sales of €6.1 million in the prior year, mostly in the Benelux countries.

Yepp's formula for success seemed obvious: design and manufacture a few products and do them well. That may explain why Thule kept the Yepp name.



Bobike Go



Bobike Go



Thule Yepp Mini



Thule Yepp Mini



Tout Terrain Singletrailer

The child seat line is now sold as Thule Yepp.

At Eurobike, Thule is showing the front-mounted Thule Yepp Mini and Nexxt Mini, and the rear-mounted Thule Yepp Maxi and Nexxt Maxi. The Nexxt versions feature upgraded seat designs, harnesses and fastening mechanisms.

The Mini series is intended for children from nine months to three years of age, or up to 15 kg (33 lbs.). Once they outgrow the Mini, kids can upgrade to the Maxi series, which fits children up to 6 weighing up to 22kg.

Both the Mini and Nexxt Mini are compatible with 20mm to 28mm diameter normal and Aheadset stems with the use of either a SlimFit or Ahead adapter. Both are also available as aftermarket products so seats can be installed on multiple bikes. The Mini has a suggested retail price of €99.95,

and the Nexxt Mini €109.95.

The differences between the Maxi and Nexxt Maxi are slightly more profound in order to justify the €20 price gap between the Maxi (€119.95) and the Nexxt Maxi (€139.95). The Nexxt Maxi adds a solid shell, a ratchet belt system for securing the child seat to the bike seat post, and an adjustable rack mount mechanism.

Both Maxi versions also have a perforated seat

back, nylon straps and buckle for securing the seat, and mounting system for racks with an EasyFit window.

Thule also sells the Thule Yepp Maxi EasyFit Adapter as an aftermarket accessory for swapping a seat to another bike.

To keep those riders even safer and more comfortable, Yepp offers accessories including rain covers and rear lights (for the Maxi line) and windscreens and handlebar padding (for the Mini line).

Off track. Bike trailers are another longstanding solution to hauling lads and lasses around, and trailer brands are also upgrading their offerings.

With its Singletrailer, **Tout**

Terrain A2-111 has earned the applause of mountain biking parents. The company says the Singletrailer was designed to go off — way off — the beaten bike path, where “adventure” bears either a blue square or a black diamond.

The Singletrailer features up to 200mm of air-sprung suspension, a crash-proof CroMo roll bar, low rolling resistance, and high-quality CNC'd parts. It's also compatible with 29ers.

Because the Singletrailer is only 45cm (17.7 inches) wide, it will clear any trail that's wide enough for the bike's handlebars. Tout Terrain says the Singletrailer is made to flow through

banked turns.

One parent claimed that the Singletrailer “changed our lives,” and said she and her husband now load their son's bike on top of the trailer for climbing and then let him shred the descents with them.

Burley A4-110, another leader in bike trailers, introduced its new Minnow this year to meet demand for a single-seat, bike-only trailer. The Minnow is available only in North America and Asia, but Burley hopes to offer it in Europe by early 2018. **WB**



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Overview: Saddles

From spare to plush, new saddles try to be more things to more riders

When you meet the perfect saddle, it's a partnership you'll want to keep for life.

However, nothing stays static in cycling. New riding styles place new demands on the perches we put atop our bicycles. While racers will ever be searching for whatever is lighter and more comfortable, the increasing popularity of e-bikes has created a whole new range of requirements.



Selle Royal eZone

Selle Royal B4-309 is one of the first brands to bring out a saddle for e-bike riders. It conducted a comprehensive study of e-bikers to identify what kind of saddle makeover would most benefit them.

Selle Royal came up with the eZone, whose most obvious change is a saddle profile that was adapted to provide more security when accelerating.

An elevated rear section prevents backsliding, and a shorter nose aids mounting. As in Selle Royal's other comfort saddles, the eZone uses 3D Skingel, a three-dimensional gel structure that the brand claims reduces pressure peaks by up to 40 percent. Flexible wings provide enhanced control and balance.

Because carrying or maneuvering an e-bike can be a pain due to the extra weight of battery and motor, the eZone includes a useful grip. It's made of lightweight fiberglass so it doesn't weigh on the saddle.

Velo A4-103 has for some time been tweaking its saddles to accommodate e-bike riders. Its new Wing Bow Technology adds extra suspension through a bow-shaped structure that sits between the rails and the base of the saddle. The "wing" flexes under normal riding conditions for comfort and then



Velo saddle with Wing Bow Technology

provides progressively more resistance as it compresses. This means the saddle accommodates small vibrations as well as bigger hits like potholes and curbs. That's especially beneficial for e-bike riders, who are likely to be traveling faster when they encounter the flotsam and jetsam of city streets and bike paths.

Also pouring its energies into the pursuit of the perfect saddle is the German brand **Ergon**. **DA-310** Its research and development team used X-rays and CT scans to analyze female riders. The research team consisted of a sports scientist and two industrial designers, who worked with the Canyon-SRAM professional women's cycling team, which includes World Champion Pauline Ferrand Prévot.

By using team riders to create an ergonomic model, the researchers concluded that women are on average more flexible than men. This means that, in the saddle, a woman rider's pelvis rocks further forwards, increasing pressure on soft tissue. This informed the design of Ergon's new saddles.

The SR Women Series, for road riding, has a center relief cutout that is positioned far toward the front. It combines with wider saddle flanks to distribute pressure across the bony structures of the sitting area. Hidden inlays beneath the cover provide further relief in the seat and genital area. A matching mountain bike model is also



Ergon SR Women Series

available. The saddle comes in two widths.

ISM A5-509 also performed exhaustive ergonomic modeling yet reached a very different conclusion. Never a brand to follow convention, it produces a side range of nose-less saddles, designed to relieve pressure on soft tissue areas and increase blood flow to protect against numbness and discomfort.

New this year is the PN 3.0, which takes as its starting point the narrow chassis popular with the brand's professional athletes. Featuring a newly tweaked shape with a slightly wider rear end, it retains the thigh and hamstring clearance necessary for faster riding. Designed for road, triathlon, and time trial bikes — essentially any riding where you might push on with your head down — it also allows movement around the saddle



Monochrome leather saddle

and is great for diving into fast corners.

WTB A3-304 describes its new saddle as "female-focused without being women's-specific." It's made for all-day comfort on extended mountain bike missions. An open channel divides outer support zones to alleviate pressure on one's sensitive bits, whatever shape they might be.

A relatively stubby nose allows for

easy on-off transitions when moving in and out of the saddle, while a swooped shape provides enough material to push back against when putting down the power. It's available in two widths to fit more behinds. WTB's Personalized Saddle Fit System allows riders to visit their local bike shop and see which saddle width and shape is best.

sponsored by

A1-210

Seatylock Gel

Seatylock is a comfortable bicycle seat that quickly transforms into a solid lock. The Seatylock Gel is a new comfortable seat from the makers of the Seatylock that takes riding comfort to a new level.

The Seatylock Gel is a perfect solution for E-Bikes, OEM customers and urban riders, with a universal adaptor that

enables perfect compatibility with any bicycle. It locks your bike to a fixed external object and after simple installation it can be adjusted to your preferred saddle position.

info@seatylock.com
www.seatylock.com



Tioga Undercover Stratum

The radical Spyder saddle from **Tioga A5-407** does away with all padding, instead relying entirely on the lattice-like shell structure for comfort. The brand's new Undercover Stratum saddle steals that trick from the Spyder, but adds a modicum of foam padding. The result is a saddle that at 150g is almost as light as its sibling, yet looks a good deal more conventional.

It uses Tioga's Carbonite SpyderWeb Base for an impact-resistant shell with a cutout pattern that looks like a spider's web. Designed to flex and rapidly rebound for continuous shock absorption, it's covered with high-density foam. The shell varies in thickness and supports the sit bone and inner thighs during seated pedaling.

A cutout down the center provides pressure relief, along with some of the air flow that made the original Spyder so popular. Rails are full carbon or hollow chromoly.

Beast Components B1-208 is a gang of Dresden-based cycling obsessives that makes some very nice carbon components. They've transposed expertise in motorsport and aviation to the bicycle industry to produce a compact range currently covering handlebars, stems, seatposts, and accessories — and saddles, of which they currently make three.

Covering road and MTB segments, the saddles all are derived from the



WTB saddle

textures providing a uni-directional or square finish.

Slightly less minimalist are the Alcantara leather-upholstered Grip, and the Comfort, with 3mm of cushioning. All are made in Germany.

Almost as racy, for the triathlon and time-trial market, the **Essax B5-401a** Oahu saddle is named after the site of the first triathlon. A comfortable, stable base reduces excess movement and a pressure relief channel insures against the numbness that can sometimes occur when riders maintain the low, stretched positions required in their disciplines.



ISM PN 3.0

A wide, flattened nose gives extra support to riders holding themselves far forward on the saddle.

The Versus Evo Range from **Fizik B4-309** debuts at Eurobike. It combines the band's Versus central relief channel with the Spine Concept Evo system. For the first time, Fizik's channeled saddle models will be available with the same underlying rider profiles as the Spine Concept Evo. The spine concept matches the rider's body shape and level of flexibility to one of three different saddle curvatures, from flat, to dramatically flared. Users who prize the ability of the brand's channeled saddles to decrease pressure on soft tissue areas will also be able to match themselves to the correct Spine Concept

same base design. The most minimalist of the trio is the extremely light Pure Saddle. Composed entirely of carbon fiber it weighs as little as 87g. Relying on the inherent flex of its carbon shell for damping, it's available in three tints; black, red, and blue, along with two different

Evo profile. The Versus Evo technology will be available across the popular Arione, Antares, and Aliante models.

Taking a totally different route towards saddle design innovation is **Seatylock A1-210**. If bike thieves are unable to steal the whole bike, they often settle for the saddle.



Beast Pure saddle

But what if one could secure the other? That's the premise of the Seatylock, a lock that's integrated into the underside of the saddle. Mounting to a standard seatpost, the Seatylock cunningly hides an articulated shackle beneath an otherwise conventional saddle. Removed via a quick-release mechanism it's slim enough to be unobtrusive. Yet once unclipped it expands to an entire meter in circumference, making locking the bike easy, even to oddly shaped street furniture.

New this year is the Gel model, which combines the gel with memory foam to cater to riders who prefer their perches plushly padded.



Essax Oahu

For a refreshing throwback, look to South America's **Monochrome Bikes. A2-508** Its new saddle is inspired by classic equine saddles. Like the products that inform its design, the natural leather that makes up the saddle's top will wear in and develop an attractive natural patina with time and use. Handcrafted in Argentina, its rails are stainless steel models that should be both long lasting and also complement the traditional look of the saddle. ■ JD



Seatylock



Fizik Versus Evo

German/French/ECE approval

JY-7008 20LUX / 10LUX

Bicycle Front Fork Light
1 Watt LED

JY-7008F 7LUX

Bicycle Front Fork Light
1 Watt LED



German/French/Danish/ECE approval

JY-523T

Seatpost version
1 Super Bright Red 0.2W LED



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Booth No.
A3-503

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JY-006AF/T

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Overview: E-bike connectivity

Everybody's talking at me: E-bikes morph into communication devices

In the beginning was the smartphone and the e-bike, and never the twain did meet. The bike was for riding, and the phone was for calls, texts, music, and perhaps a map for guidance.

Not anymore. Now, smartphones and other devices are often integral to the e-bike. Some e-bikes require a smartphone for full functionality.

As e-bike manufacturers hardwire more sensors and wireless transmission devices into their systems — Bluetooth, to connect with other nearby devices; GPS, to access navigation satellites; GSM, to connect to mobile phone networks; and WiFi — smartphone and other devices become essential components.

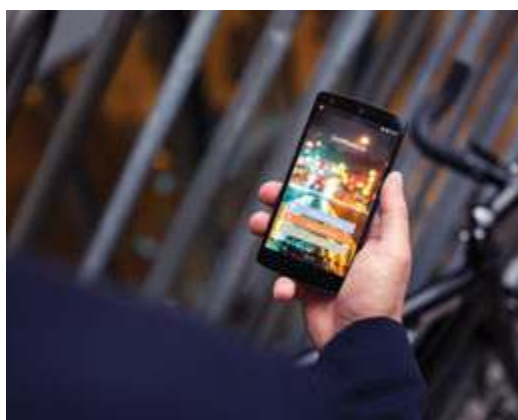
Soon, e-bikes may begin “talking” to cars and other vehicles on the road, as carmakers and infrastructure experts begin laying the groundwork for autonomous vehicles. A car that drives itself, after all, needs to know what’s around it, and one solution may be for cars and other vehicles, including bikes, to be in constant communication with one another.

E-bikes are particularly suited to this brave new world of connectivity because they come with a power source, and with wiring already built in.

Call me, maybe. At the simplest level, connectivity between a smartphone and bike lets drive and bike manufacturers keep their firmware up to date and provide more efficient diagnostics, such as reporting on the health of the e-bike battery. It is increasingly becoming standard on mid-level and premium e-bikes.

For example, **Stromer AG-303** has rolled out its cloud-based Omni platform to all of its e-bike models, not just its top-end ST2 bikes. The Omni smartphone app lets riders configure their bikes, and it keeps the bikes’ software updated. The Omni app also incorporates Stromer’s much vaunted antitheft system, which automatically disables the motor of a stolen e-bike and notifies the owner of a theft by text message.

More tellingly, **Bafang AG-406** has



Comodule smartphone app

announced that its M-series mid-drive motor range, which it is launching here in Friedrichshafen, features a display that incorporates a Bluetooth Low Energy chip. That allows it to connect with such peripheral devices as a smartphone, smart watch and heart rate monitor. With Bafang systems more price-competitive than those from higher-end European suppliers, the Chinese manufacturer may have set a new standard where Bluetooth connectivity becomes a base feature of all e-bike systems.

Connectivity is central to the design of a new high-end city bike from **Lavelle** (exhibiting at **Brose AG-301**).

“We consider that an e-bike is already a smart device (it already has electronics on it) and for us it just does not make any sense to not have full control on it,” Lavelle CEO Oscar Espinar said. “Many of the features we consider a must-have,



Pininfarina Evoluzione Limited Edition with a Sitael system

like fitness data logging, antitheft control and navigation, are bound to have connectivity on the bike, so the decision of whether to spec these was easy for us.”

Manufacturers of e-bike systems used to keep tight control on the design and manufacturing of their motor and battery systems. But this digital revolution may require them to increasingly partner with outside software developers and microelectronics engineers.

Comodule, AG-207 a relative newcomer, is an example of these new types of partnerships. Although it is new to the bike market, the Estonian company is in discussions with more than 170 bike companies. Its Comodule system combines all of the elements needed for a truly connected e-bike (or conventional bike), such as built-in Bluetooth connectivity, a GPS receiver, GMS capabilities, and an accelerometer. Behind the scenes, Comodule offers app development and cloud-based backend services.

“Connectivity is a topic that raises huge interest at the moment, so our expertise allows us to get into a lot of very interesting conversations with many big players within the industry,” the company’s Sven Bernhardt said.



Lavelle display

Comodule has already assembled an impressive list of partners including **Ansmann AG-104**, **ASi FG-B7/1** (controller specialists), **Brose AG-301**, **Coboc AG-205**, **Fazua AG-310** and **Klever B2-206**.

BMZ, AG-214 a battery maker that has launched a new drive system, is one of the latest companies to team up with Comodule on the development of the BMZ Connect C app. Apps like the Connect C give riders greater control of their e-bike systems but are also a boon for manufacturers, because it allows them to open a dialog with the customer. These apps also generate a lot of data about their e-bike users, which can help companies like BMZ improve their products and understand how they are being used.



The Cobi system is built around a rider's smartphone.

Connectivity specialist **Sitael AG-210** presents the latest version of its ESB system, which integrates e-bike, mobile and cloud-computing technologies by using custom electronics with embedded GPS and GPRS modules (GPRS is a data service for mobile phone networks). This year, the Sitael app includes new features including navigation, crash detection and integration with e-bike controllers. Clients include Bafang, **Continental AG-304**, and **TranzX AG-307**. **Diavelo FG-A9/2** also uses a Sitael system on its striking Pininfarina Evoluzione Limited Edition.

Bloks AG-217 is best known for its super slick, Bluetooth-enabled, high contrast displays, but is also developing full connectivity solutions for bike brands.



Bloks 20c display

Bloks has worked with **Scott B1-200** and with Specialized on its Turbo Vado.

This year, Bloks delivered its 20 and 20c e-bike displays. For 2018, the company adds full navigation and GPS capabilities to the 20c, which features more intuitive operation when used with the separate Bloks remote. Bloks has developed a mobile app for its displays.

Cobi A2-208 is familiar by now to many Eurobike attendees. A pioneer of “connected biking,” Cobi makes a smartphone-based system for e-bikes and conventional bikes that lets users control LED lights and the e-bike drive from a smartphone.

While details were scant at press time, Cobi expected to have new products here at Eurobike, including a slimmed-down, more compact smartphone mount that is available without lights, and new software that lets third parties develop their own bespoke applications. For example, one company is working on a “buddy radar” app that lets a group of riders track one another in real time on a ride.

Locks that ‘talk.’ From bike computers to helmets and locks, brands are



The Sena X1 bike helmet has built-in speakers

incorporating wireless technologies in accessories so riders can communicate with them, not just with the bike.

Sena, A4-202 a leader in intelligent



Front indicators for the WingBling

helmets for motorcycles, has adapted its technology for bike helmets. Its new X1 helmet has built-in, high-quality speakers. It links to smartphones via Bluetooth 4.1 so riders can listen to music and hear GPS navigation instructions; make phone calls; and receive data from fitness apps. An intercom lets a rider talk with as many as three other riders up to a range of 900 meters, or half a mile. The X1 Pro adds a QHD bicycle helmet camera.

From recumbent specialists **HP Velotechnik B2-113** comes the WingBling wireless light indicators. These elegant front and rear indicators seem to have a wider application in the market, but for now their use is limited (in Germany, at least) by StVZO lighting regulations that limit such products to "multilane cycles" such as the company's Scorpion and Gekko recumbent trikes.

The polyamide switch unit is made using 3D printing, and the turn indicators are flexible to minimize damage. HP Velotechnik says the WingBling can be retrofitted on pedelecs and, with a separate power supply, on conventional bikes. The WingBling uses standard electronic parts that are easy to replace.

Deeper Lock A3-512 is a smartphone-controlled bike lock that locks and



Deeper Lock

unlocks via the associated Deeper Lock app. The lock incorporates GPS tracking, theft alerts sent via GSM, a 110-decibel alarm and a hardened steel locking element. If that's not enough tech for what used to be a simple mechanical product, the Deeper Lock includes two solar panels that keep the unit charged and connected.

The O-synce Coachsmart bike computer from **Momes A6-215** was one of the first to connect with conventional bikes, and e-bikes, with the Ant+ or Ant-LEV device profiles, respectively.

The Coachsmart LEV also serves as a remote control for an e-bike and displays important data from the bike. Users can change the assist level and display any data transmitted by the e-bike system,



O-synce Coachsmart with turn-by-turn navigation

such as speed, ride time, etc.

It also connects to other Ant+ devices such as heart rate monitors. O-Synce offers turn-by-turn navigation worldwide with its Naviki app, which lets users store trips on their smartphones. The unit come off the bike for safekeeping and features a waterproof, high-resolution display.

Garmin A5-201 recently updated the Turbo Levo features on its Edge cycling computers, so Turbo Levo e-bike owners can view data from the bike on their compatible Edge cycling computers or Garmin wrist devices. ■ RP

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Overview: Bikepacking

Bikepacking gear caters to riders who prefer adventure on a budget

Last year at Eurobike, high-end bikes that would normally be flaunted for their sleekness and light weight started sprouting bags like some weird disease: Bags on the bars, under the saddle, even on the frame between the rider's legs.

Welcome to bikepacking, which is gaining traction as a more low-key and less expensive alternative to the growing popularity of bicycle tourism.

Tourism organizers focus more on all-inclusive, supported bike trips that feature stays in scenic resort hotels, gourmet meals, bike repairs, laundry service, and sag wagons for those days when a few hours in the saddle is too grueling or unpleasant.

Bikepacking caters to riders who want more independence and adventure and don't need to pay for the privilege of an all-in trip. It's more about the gear than the bikes, since bikepackers use whatever type of bike fits their intended destination. Off-road or on pavement? It's all good.

Compared to classic bicycle touring setups with front and rear pannier bags, bikepacking tends to be more Spartan,



Apidura Frame Bag Dry

with smaller bags.

Rather than hauling a full-fledged tent, many bikepackers make do with a bivvy bag or even a simple tarp and ropes. The minimal approach means a lighter bike and less work in the saddle, and the freedom to choose one's location and decide how many hours to spend in the saddle.

Bikepacking was a fledgling trend last year, with specific products offered mostly by small specialty companies such as **Apidura [A4-301]** from the U.K. and Miss Grape from Italy.

This year, many more brands have gotten into bikepacking, signaling what could be the early stages of a new movement.

Through its sponsorship of high-profile events and its focus on light, durable packs, Apidura has staked a claim in bikepacking. Last year it showed waterproof saddle and handlebar packs in two sizes, plus an accessories bag. This year it is introducing the waterproof Frame Bag Dry Range, with bags that

have been seam-welded using the same, lightweight four-layer laminated fabric used in its earlier range. Cordura reinforcements bolster durability at stress points.

The new bags use Apidura's proven Velcro loops for mounting on a variety of frame shapes and sizes. They will be available in three sizes.

When bulletproof ruggedness is more important than saving weight, bikepackers turn to **Restrap [B3-313]**. Its British-made bags are sturdy and spacious. Available in three sizes and made of military-grade Cordura, the frame bags mount with rubberized Velcro straps.

For handlebar and saddle bags, Restrap has come up with an exclusive design that combines defined, precise mounting and ease of operation without using a heavy rail construction. Instead, the fully waterproof rolltop bags mount to cradles, made of Cordura, with a patented magnetic buckle. The bags are available in two sizes.

Ortlieb [A4-301] was the biggest pack company to offer a set of bikepacking bags last year. Although its first series, which was fully waterproof and made for heavy loads, lived up to the company's reputation, some enthusiasts found the pieces to be overbuilt and excessively large. European bikepackers often like to do shorter rides when the weather is more predictable.

Ortlieb reacted to the feedback and this year debuts smaller versions of the Handlebar Pack and the Seat Pack. The smaller handlebar bag now fits drop bars easily.

The new Frame Pack Toptube slims down but lets riders use normal bottles and bottle holders. The Cockpit Pack adds extra storage on top of the toptube.

Czech manufacturer **Ace Pac [B1-211]** had bags, tents and a wide selection of accessories at its booth last year, and its bikepacking theme nicely summarized the philosophy of self-sustained, multi-day bicycle trips. This year, Ace Pac returns with a range of more durable and usable bags that it has revised from rider feedback.

With its minimalist Bikamper one-person tent, Frontloader handlebar bag, and two smaller versions of the Midloader frame bag, **Topeak [B4-102]** had laid the foundation for a bikepacking line in its extensive catalog.

The line gets a little bigger for 2018 with two new bags. The Backloader seat bag has a full 15-liter volume so it easily doubles as a mudguard. The second is a more spacious, 6-liter version of the Midloader.

Topeak builds its bikepacking bags



Riding with Ortlieb packs

from durable, light materials. Materials and zippers are water-resistant, while hook and loop fasteners permit fast, flexible mounting on different frame types.

Given its broad interest in cycling apparel and outdoor gear — including a number of packs and bags — **Vaude [A7-300]** was



A fat bike equipped with Topeak bikepacking bags

sponsored by

ORTLIEB WATERPROOF

ORTLIEB Seat-Pack M - Compact saddlebag bikepacking

A4-301

Seat-Pack M is compact but still quite large, ideal for bikepacking, your next microadventure or the next gravel grinder or MTB trip. With 11 liters/ 671 cu.in. volume the waterproof Seat-Pack M offers enough storage capacity for everything you need to bring along.

reinforced fabric at contact points with the saddle and mountings on the saddle rails keep the Seat-Pack M in the correct position. The compact Seat-Pack M is PVC-free and made in Germany.

www.ortlieb.com

The pack is fixed to the saddle rail or seat post. A simple strong Velcro is sufficient for fixing it to the seatpost, only 6 cm/ 2.4 in. mounting height is required; therefore the pack is perfect for small sized bike frames, fullies or bikes with submersible seat post.

A valve and adjustable straps assist in quick and easy compression when packing the bag. A sturdy internal stiffener ensures safe transport of your gear also in offroad use. The





Vaude 2018 bikepacking line

ords to hold extra gear.

The XL Caddy, a medium-sized seat bag, shares many features of the handlebar bag and adds reflective features and light mounts.

With the Stuff Caddy, Lezyne offers small bags for extra gear that attach to the handlebars, fork or frame.

Finally the Energy Caddy XL sits on the toptube just behind the stem, with room for snacks, change and a smartphone.

Riders who like a splash of style with their bags should check out **Vincita**,

B4-317 a bag and accessories brand from Thailand. Its new, three-bag Strada bikepacking collection is made of sturdy Cordura fabric with a signature print.

The Strada handlebar bag has a panel with an adjustable length so it fits drop bars as well. It uses the proven Klickfix mount on the handlebars, and accommodates a tent and tent pad

predestined to enter the bikepacking market.

Sure enough, the German brand launches three bags in Friedrichshafen: the Trailfront, Trailsaddle and Trailframe. The Trailframe boasts a spacious capacity of eight liters and mounts to the frame with rubberized



Restrap bikepacking bags



Lezyne XL Caddy

hooks and loops.

For its Trailfront and the Trailsaddle bags, Vaude uses a cradle similar to that used by Restrap, along with waterproof bags and roll closures. Vaude's solution is lighter and less rugged than the Restrap

on top.

The Strada saddle bag mounts with a single strap and has a rolltop closure. An additional zipper allows quick access from the top.

Rounding out the collection are the large-capacity Strada frame bag and the lightweight, water-resistant Strada toptube bag.

Most bikepacking enthusiasts prefer to carry a minimal amount of equipment that they can fit into some combination of handlebar, frame and saddle bags. But bags aren't enough for longer trips or colder climates, which is why the one-wheeled Yak trailer from BOB Gear has been a popular seller.

Riders looking for a more compact solution should see the Fritz Cargo trailer from **Roland Werk**. **A5 403** The German-made trailer runs on one 20-inch wheel and mounts directly to the rear axle of many types of bikes.

The mini trailer accommodates two large panniers and more. It's made of sturdy 10mm steel tubing and has a maximum capacity of 35kg (77 lbs) while weighing just 3.6kg.

products.

With a 12-liter capacity for the Trailsaddle and 19 liters for the Trailfront, Vaude's first bikepacking range has plenty of room to support multi-day adventures.

Lezyne, **A1-312** known for functional and beautiful tools, lights and GPS devices, is another newcomer to bikepacking.

For 2018, Lezyne expands its Caddy range with four new bags made of durable, high-quality materials.

The Bar Caddy is a medium-sized, water-resistant handlebar bag with double-sided rolltop enclosures and external draw



Knog camping/bikepacking accessories

Bikepacking isn't just about bags. **Knog B1-303** the Australian light and accessory maker, is launching accessories meant to make a night in the outdoors a little more civilized. The line comprises an LED camplight and headlight and a Bluetooth speaker. They will be on the market in 2018.

■ LVR



Vincita Strada handlebar bag

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Overview: Cycling pads

Most of the world's premium cycling pads come from one region of Italy



Demis Furfaro, general manager of TMF

Many cyclists like to say that bib shorts are just a pad with a pair of shorts around it to keep the pad in place.

While apparel brands like to talk about the high-tech fabrics they use in their cycling shorts, it's the pad that does the heavy lifting — or, if you will, the heavy sitting. It's the pad, after all, that protects an athlete's most vulnerable and most stressed body parts. And at the end of the day, it's the pad that can make the difference between a good ride and a miserable one.

Introduced in the 1930s, cycling pads were made of leather, typically from sheep or deer. Anti-chafing creams were the loyal ally of every cyclist.

Beginning in the 1980s, the advent of microfiber changed the rules and boosted the comfort quotient of bike shorts. Even though cyclists still refer to the "chamois" in their shorts, today's pads use engineered foams and microfibers, not natural leather.

Extensive research and development has since led to a remarkable diversity of pads for different types of riding and for different types of riders.

Yet the pad industry is concentrated in the Veneto region of northeast Italy. Four companies in the region, located within

100 miles of one another, account for the bulk of the global market for cycling pads.

TMF A7-324 in Villafranca di Verona, was founded in 1984 by Antonio Furfaro and Patrizia Turrini. The company's first pads were made of traditional deer and chamois leather. But TMF was one of the pioneers that had to reshape its business because of the technological revolution brought about by the emergence of microfiber technology.

TMF, now run by the founders' four children, produces some 2.5 million pads a year. The company typically works hand-in-hand with apparel brands to create new pad concepts and find tailor-made solutions, and can bring a pad from concept to prototype in five days. TMF's customers include such brands as Pearl Izumi, Mavic and Trek.

General manager Demis Furfaro leads TMF's research and development center in Sommacampagna, a few minutes from the company's headquarters, where he and his team put their pads through a variety of tests including their ability to maintain shape under pressure as well as breathability, pH readings, moisture retention and ability to control temperature.

TMF researchers have concluded that, in addition to the obvious differences between a rider's gender and riding style, his or her weight also plays a crucial role when defining an ideal cycling pad.



TMF pads in production

Every additional 10kg (22 lbs) of rider weight increases the pressure on the saddle by about 15 percent, the researchers found. That requires different foam thicknesses.

At Eurobike, TMF is showing the new Caronte pad, made for "adventure cycling" that involves riding in hot and wet weather and other extreme conditions. TMF developed a new, highly breathable fabric for the Caronte pad.

The core of Italian cycling pad production is in the province of Treviso. One of the leading manufacturers there is **Dual Press A7-410** best known for its Dr Pad brand of cycling pads.

Dual Press has produced thermoformed products since the early 1990s and invented what it calls Cutting Technology to manufacture the cycling pads.

Leonardo Bortolato, CEO of Dual Press, said the process involves heat treating several layers of polyurethane to smooth out the rough edges that could hinder riding comfort.

Dual Press also developed the ability to inject a silicon-based gel directly into the pads, which protects the gel from aging and warping.

Dual Press conducts tests with researchers from the University of Padua, and also supplies professional cycling teams. Dr Pad customers include System, Trek, Endura and other

apparel brands.

At Eurobike, Dr Pad is showing new women's versions of some of the pads it introduced last year, including the Doc 124 for track and time trial races; Doc 125 for endurance riding; and the light and breathable Doc 126.

Dual Press is currently in development of a new pad for endurance riders — but the industry will have to wait until the 2018 Eurobike to see it.

A few miles from Dual Press, in the village of San Vendemiano, is the headquarters of the **Cytech A7-216** known for its Elastic Interface pad brand.

The Cytech Group has grown into a small empire. It has sister companies in Mexico, to serve the North American market, and in Croatia, for entry and mid-level products.

Its high-end pads are made in Italy, where Cytech also conducts research and development and handles sales and administration.

Elastic Interface is one of the biggest fishes in the pond of pad manufacturers.



There are no sharp edges on Dr Pad cycling pads

sponsored by



Road Performance Force Men

A7-216

Intended for ultracycling and extra-long distance rides, Road Performance Force is Elastic Interface's newest cycling pad. Its design is developed for male anatomy with a central channel improving blood flow and reducing pressure and numbness. The multidirectional curvature provides greater fit and saddle stability, while the innovative air-mapping concept increases air permeability for reduced heat and increased wicking properties. Road Performance Force comes with the Elastic Interface® X-FIFTY fabric: its REPOC construction and the polyamide and polyester yarns guarantee cooling functions and quick dry. Plain, soft wings allow for greater freedom of movement and protect the inner-leg area from chafing. The Road Master Insert with Hybrid Cell System is also

added to the perineal area of this cycling pad, making it the best solution for those who want breathability and extra-protection at the same time.

www.elasticinterface.com





The team at Elastic Interface

Its pads are used by some of the best-known apparel brands on the market, including Rapha, Assos, Specialized, Wiggle and RH+.

The catalog is also impressive; while



Cytech Endurance Anatomic pad

most cyclists may think one pad is pretty much like another, Elastic Interface offers 43 different styles for men and 35 for women. It makes pads dedicated to every possible cycling activity, including road, triathlon, mountain bike, 'cross, and urban riding.

Elastic Interface can produce stitched or thermo-molded pads depending on requirements. The company is ISO 9001 certified, and all of its products are certified by Oeko-Tex, a consortium of independent textile research and test labs in Europe and Japan.

All Elastic Interface pads are made with what the company calls the

Hybrid Cell System, which it describes as an "ultra-dense" material with a density of 200 kilograms per cubic meter. It is made of open and closed cells to create a material that is lighter than gel and highly breathable.

Elastic Interface uses the Hybrid Cell System in its newest pad, the Road Performance Force, for long-distance cycling.

The company says the Road Performance Force has been tested in such grueling contests as the Race Across America, a 3,000-mile race where the wrong pad can be disastrous for a cyclist.

The Road Performance Force has a 3D-molded, anatomic shape. Covering the pad is Cytech's Eco Performance Fabric, made of 100 percent recycled materials.

La Fonte Pads AT-106 is the fourth jewel in the Veneto region's necklace of pad manufacturers.

Established in 2006, La Fonte is a young company compared to its peers, but has managed to succeed in a highly competitive market.

La Fonte developed a perforated, high-density foam that it calls SAT, for "Shock Absorption Technology."

According to the testing at the Bioengineering Center of the University Politecnico di Milano, SAT absorb up to 80 per cent of the shocks coming from the ground, much more than traditional foams and gels. There is an impressive test you can make to verify it: just take a steel ball and drop it on a piece of regular foam and a piece of SAT foam. The difference is surprising.

At Eurobike, La Fonte is launching the Skeleton, a minimalistic pad



La Fonte Predator

designed for time trial and track racing.

La Fonte said it set out to remove foam from areas where it is not essential to reduce weight and streamline the design. La Fonte leaves the foam in the important areas — particularly, beneath the rider's sit bones.

The Skeleton follows last year's launch of the Predator, a pad with a unique central channel that split into two wings to reduce chafing and relieve pressure. The Predator was designed for the new generation of saddles with a large central opening. ■ PP

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SLA: Self-Lubrication Material

DHA: Chromium Carbide Surface Treatment

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 QRS 9 Chromium For 9 Speed Chain
 QRS 7-8 Chromium For 7,8 Speed Chain
 QRS 410 For Single Speed Chain

U.S. Invention Patent: US 8540597 B2
 TW Invention Patent: I408297
 China Invention Patent: ZL200920179712.9

EUROBIKE **YBN Booth number**
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Steel Pipe

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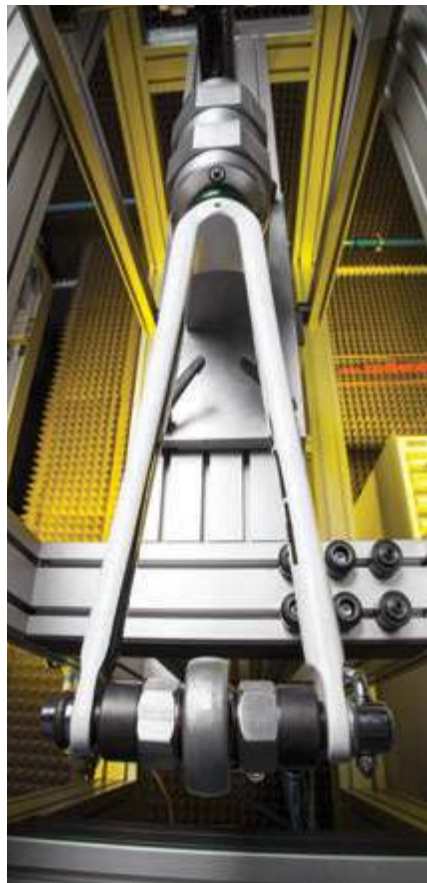
YABAN STEEL PIPE (VIETNAM) INDUSTRIAL

MK 918 - Color

Dirk Zedler

The ISO 4210 standard for bike tests sets a floor, not a ceiling

Since 2015, ISO 4210 has been the established global standard for testing bikes — and that’s a good thing for the entire industry. But testing to ISO 4210 alone does not make for a safe bike. Manufacturers should also know that merely complying with ISO 4210 may not absolve them of liability in case of product failures.



Testing a fork at the Zedler Institute

Here is the background on ISO 4210, along with my recommendations on other steps that bike manufacturers should take beyond the standard for the good of their customers and the health of their business.

ISO 4210 outlines a process for testing the fatigue strength of components. Its testing requirements are built on three pillars: fatigue (caused by recurring loads); overloading; and impacts (which are less frequent events.) With relatively simple test setups, manufacturers can carry out ISO-compliant tests and ensure a certain degree of operational safety. If every bike and component were tested in accordance with ISO 4210, there would be far fewer component failures and subsequent accidents.

Good, but not good enough. However, the standard is inconsistent because it does not apply all three “pillars” to its requirements for testing bike components.

Pedals, for example, are required to undergo impact tests, but cranks are not. Yet there is no denying that a high load on a pedal, caused by a failed jump or a fall, is also transmitted to the crank and bottom bracket.

The standard also requires that some components be tested to different loads,

even if, like a pedal and a crank, they are directly connected to one another.

Frames and forks are one example. Using the standardized falling weight, a carbon fork needs to be tested at a falling height of 640mm, while a road frame must be tested at a falling height of only 212mm.

The ISO standard also contains gaps. Forks must undergo a disc brake load test, but not frames.

One of the most egregious omissions concerns the steerer tube of a carbon fork. Although it is one of the most critical components of a road bike, there is no requirement in ISO 4210 that it be tested. Yet failures of carbon steerer tubes have forced many renowned bike brands to issue product recalls.

Higher standards. While it is crucial to test bikes in accordance with ISO 4210, it is not enough — and does not by itself ensure a safe bicycle. For this reason, some testing labs, including the Zedler Institute, and manufacturers have developed their own testing requirements that go beyond ISO 4210.

Recognized test labs use different criteria to differentiate between a bike’s intended use and permissible total weight, and distinguish between electric and conventional bikes.

Manufacturers that seek to minimize product failures should establish their own, reasonable testing standards. Or, if they choose to partner with a testing lab, they should first ask these questions:

- Does the lab perform individual tests with one test piece — the preferred option — or does it use a new test piece for each load case — a poor practice that, absurdly, is allowed under ISO 4210?
- Does the lab complement the ISO-required tests with tests on such essential components that aren’t mentioned in the standard, such as disc brakes, fork steerer tubes, the rear triangle on full-suspension frames, and, for impact tests, the rear triangle of all mountain bike frames?
- Does the lab vary test loads to account for different types of use? For example, mountain bikes should be tested at different loads depending whether they are intended for cross-country, all-mountain, enduro, freeride or downhill use.
- Does the lab use more realistic load types and levels beyond those stipulated by the standard?
- Does the lab perform material-specific tests?

Mechanical accuracy is another important and often neglected aspect of a test procedure. Test pieces must be mounted as realistically as possible —

something not always specified by the standard.

For example, dropouts should be tested only when they are clamped on the actual thru axles or quick-releases they are paired with, so that the loads acting on them better reflect real-world riding conditions.

Courting trouble. Why should manufacturers take these extra steps? One is to make safer bicycles, of course. If that is insufficient reason, manufacturers should also realize that merely complying with ISO or EN standards is not enough to protect them from liability.

Establishing a new standard is a sluggish process. By the time it become effective it is invariably outdated because the state of the art has evolved.

The Product Safety Act, which is in force across the European Union and, in almost identical form, in Australia and New Zealand, clearly states that a product must be designed, manufactured and, of course, tested to ensure that it and its components will continue to meet minimum strength and fatigue requirements for at least 10 years of normal use. (See Wednesday’s *Eurobike Show Daily* for my column on the Product Safety Act.)

A judge can — and, indeed, must — take current research and reports in professional journals into account when determining whether a manufacturer should be held liable for a defective



Setting up a frame for testing at the Zedler Institute.

product.

I know of a number of judgments against manufacturers in cases like these. One manufacturer was fined for using a technology that it knew was dangerous when it introduced the product on the market. Because there was no way to remedy the danger, the court ruled that the manufacturer should not have used the component as designed.

So while the ISO 4210 standard is a solid foundation for testing bicycles, it is not enough. Manufacturers must test far beyond what is stipulated by the standard, or a court may still find them liable for product failures. ■ DIRK ZEDLER

Dirk Zedler

Since 1993, Dirk Zedler has been an analyst and expert witness on bicycle accidents and product failures for courts, bike and insurance companies, and private individuals. He got his start in the industry by working for a large bike shop in 1986, and now holds the respected advanced engineering degree known as a “Diplom-Ingenieur.”

Courts have recognized Zedler as an officially appointed and sworn expert on bicycles since 1994, and on electric bicycles since 2014. His staff prepares some 800 expert’s reports every year.

Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH (the Zedler Institute for Bicycle Technology and Safety) has used this wealth of knowledge, derived from its work in thousands of court proceedings and expert’s reports, to enhance research and development in the bicycle industry.

The Institute sets the standards for the bicycle industry. It develops and builds testing equipment that is used by manufacturers to improve the riding quality and safety of their bikes, and by



leading European bicycle magazines to test them. The Institute’s work provides a basis for European and American manufacturers to communicate with their Asian suppliers. Manufacturers can buy test equipment from the Institute or use its state-of-the-art testing lab.

The Zedler Institute also prepares user manuals for bicycles and pedelecs. These manuals, now available in more than 35 languages, help consumers use their bikes properly — and in many cases have protected manufacturers from liability.

For more information, visit www.zedler.de.

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ALLEGION 

Safety meets security as Kryptonite® expands its range of light products. As a leading brand in the security category for more than 40 years, we now provide additional peace of mind to riders by focusing on both their primary **security AND safety needs**. The new Street Light Series includes 7 sets of high quality lights that offer a wide variety of functions providing multiple **to see/be seen** options for riders.

New Products 2017

Chosen Boost 150T Hub



A new boost standard hub set for bikes using super wide plus-size tires. The rear hub's 150 teeth high-ratio driving system should provide secure and near instant power transfer. This quick pick-up helps riders maintain momentum and ensures the bike responds the moment they put the power down. **A5-202**

Bevato BCA-005 Saddle mount cage holder

For riders wanting to add extra water carrying capacity to their bicycles Bevato make a range of mounts allowing the fixing of additional bottles. This model fits to the back of the saddle rails and can carry two further bottles. Kept out of the wind, the position is both convenient to reach and aerodynamic.



A5-410

Bianchi Aria

A new performance-oriented aero road bike from Bianchi. Based on a highly aerodynamic frame-fork system it's ready to race and can easily be set-up for triathlon events. Extensive wind-tunnel testing helped inform the shape of the tubes' profiles along with their structural combination, while the rider's position has also been considered to allow for the lowest possible air resistance.

B3-403



DT Swiss HXC 1200 Spline

An e-MTB specific 29-inch wheel from DT Swiss featuring a full carbon, hookless rim. At its center is a reliable straight pull interface housing lightweight spokes that are e-MTB strong. Rim and spokes are coupled with a freehub designed specifically to deal with the high torque loads produced by modern electric motors.

A3-400



Alexrims ALX 845C and 845D rims

New carbon road wheels with a disc option from Alexrims. The 845C and 845D aim to strike a balance between straight-line aero performance and nimble handling. On the 845C the newly shaped 45mm deep full carbon rim with rounded cross sectional profile is laced to proprietary ultralight hubs, while the 845D utilizes light centerlock disc hubs.

A5-205



Astro AFSEE Frame

A five-inch travel all-mountain frame designed around the unique capability to switch between 27.5-plus and 29-inch wheel standards. Created from 6061 aluminium it's made to be used alongside the Shimano's STEPS E8000 system and employs the robust 12x148 rear axle standard.

A4-307



HTP srl Windscreen Cic-Ciac

A clip-on, clip-off polycarbonate windscreen for bicycles. Providing protection from wind and rain for the rider, along with any small passengers they might be transporting, a simple lever allows the user to unclip the single piece screen without the need for tools.

B5-102



Fox Factory Fox 32 Step-cast Ax

Replace a rigid gravel grinder fork with the additional plushness of a suspension alternative. Featuring a short-travel specific Float Evol air spring, the Fit4 damper allows for three on-the-fly settings; open, medium, and firm. A lightweight chassis with lockout means you won't suffer on stretches of fireroad and pavement, while 40mm of travel provides confidence when the route gets rough.

B1-500



FreeFlow Technologies E-Bike System

FreeFlow's mid-drive E-Bike System promises to be lightweight, compact, and energy efficient. Neatly concealed within the frame, it's also small enough that designs employing the system look like normal bikes. With rider and motor inputs driving the chainring independently, bikes using the system feel like conventional alternatives when ridden unpowered.

DA-406



BESV PSA1

Light but with full suspension comfort the combination of an aluminum frame and small wheels keeps the weight of the PSA1 low so as to make it easy to lift and fit into most spaces. The large backlit LCD display helps the rider see information quickly, while the BESV smart app shows practical info like ride history and can activate the anti-theft alarm.

A6-216/DA 507



New Products 2017

GPS Tuner Tahuna +Tds

GPS Tuner's latest release is Tahuna, an application for bicycle navigation with e-bike support. Available for Android and iPhone it contains a feature set allowing for precise range calculation and user assist management. Total Data Sense (TDS) also gives the capabilities of a true back-end service infrastructure for all the data related to the engine, battery, and peripheral components.



AG-407

Düsen speed Model 2 Café Racer

An e-bike interpretation of England's Café Racers of the sixties, but using state-of-the-art materials. Constructed of carbon fiber the bike employs a hub motor to provide either 25 km/h 500 watt (Pedelec) or 45 km/h 1000 watt (S-Pedelec), with higher performances on request. Finished using Shimano XT gearing, Saint brakes, and an 80mm RockShox Bluto RL fork.

B4-316



Edco Engineering AeroSport Umbrial

Born from an examination of real-world conditions the AeroSport is designed to perform on the road, not just in the wind tunnel. The Airfoil shaped rim is constructed from proprietary 9K twill weave carbon with a 3K carbon rim bed. Its brake track is designed to dissipate heat. The Aperta III hubs feature a light-action MultiSys freehub body that cleverly fits both Campagnolo or Shimano cassettes.

A1-308



GP Motion Add-e Motor

A compact add-on motor kit for bicycles, the Add-e weighs only two kg including the battery and provides 600 watts of power. Fitting to any bicycle, the motor attaches at the bottom bracket while the bottle style battery is fixed to the frame. If support is not needed it's possible to decouple the device and ride the bike without additional resistance.

FG-0/100



Favorit Lifestyle Collection

Favorit's Lifestyle collection offers four models covering different riding styles, with each based around a made-to-measure carbon frame. Handmade in the Czech Republic these come fitted with features like carbon belt drives, reliable disc brakes, planetary hub transmissions with 11 gears, integrated lights, and saddle and grips made of genuine leather.

A3-605



Novatec R3 Disc

A carbon fibre tubeless-ready disc clincher wheelset. Using Toray T-700 unidirectional fiber and a disc brake specific resin it promises performance characteristics that are equally at home on a long mountain descent or blasting around a muddy cyclocross race. Made using a proprietary lay-up process the rim features OCR spoke drilling for balanced tension and a super wide 20.5mm internal width.

B1-201



Ortlieb Back-Roller Free



The Back-Roller Free is based on Ortlieb's popular Back-Roller Classic. The familiar truck tarp looks and touch are maintained, but they're made without PVC. Fabricated in Germany, the sturdy polyester fabric should make them long-lasting and durable, while the hermetical roll-top closure makes sure that your gear is safe and dry.

A4-301

Hexlox Bike Security System



Hexlox can secure saddles, wheels, stems, brakes, lights, and pedals from theft. Using already existing bolts on the bike, the Hexlox is quickly inserted into the steel bolts and provides instant protection against illicit removal. With additionally developed anti-spin skewers and wheel nuts (3/8, M9 and M10), both quick release wheels and solid axles wheels can also be secured.

A2-507

Kenda Nevegal2 Pro

Paying homage to the original Nevegal which was launched back in 2003, the new Nevegal2 Pro takes advantage of the latest compound and casing technology to offer improved rolling resistance along with downhill level cornering and braking characteristics. Now weighing a scant 810 grams it's supple enough to allow the tread to flex under load, yet still provide protection against pinch flats and tears.

A5-501



Komperdell Thermo Vest with Back Protector

Komperdell's new Thermo Vest combines a test-winning back protector with a thermo-insulating gilet. Protecting from both windchill and crash impacts, it includes rear cushioning and an integrated kidney belt. This is built into an insulated vest that remains compact enough to roll-up for easy storage when not being worn.

B1-207



New Products 2017

Velo Microtech Cycling Grips



Velo has developed a new moulding process to create the Microtech handlebar grips. This results in detailed texturing on the grips that increases friction, especially in wet and sweaty conditions. This should particularly suit e-bike riders, who often stay seated during accelerations and require extra traction through their fingertips to keep control of the bicycle at higher speeds. **A4-103**

Kind Shock LEV Carbon Family

Both LEV Carbon and LEV-Ci seatposts feature a carbon fiber mast that's reinforced with an aluminum endoskeleton. The result is a light-yet rigid platform based around proven internals. A molded carbon fiber head clamp and titanium bolts secure the saddle, while the newly designed remote with carbon lever is optimized to reduce weight yet still maintains compatibility with ODI's lock-on grips. **B1-503**



Fantic XF1 Integra

An enduro e-MTB based around the powerful Brose Drive S engine and custom integrated 630Wh battery. The XF1 Integra mixes wheel sizes, with a 29-inch front tire for improved rollover, and a rear 27.5-inch for enhanced drive and grip. The top-spec Enduro Race features a Rockshox Lyric fork, Sram EX1 groupset, Code R brakes, and height-adjustable dropper post. **B5-66**



Neco Neco5 Manual Pedals

A securing latch allows these clever pedals to be mounted and removed without tools. This provides two main advantages. Firstly; when storing or transporting the bike, the pedals will not take up space. Especially useful for folding bikes. Secondly; when locking the bike the pedals can be easily removed to reduce the chance of it being stolen as the thief won't be able to ride it away. **A1-409**



Douze Cycles Douze U5e

Douze Cycles introduce two new models. The first with a Brose middle motor paired with a Nuvinci hub. The second a high-end cargobike with a Pinion gearbox and a GO SwissDrive hub motor. Both will feature the brand's standard cable steering system for easy control, a low center of gravity, and a frame which can be quickly disassembled into two parts. **B2-112 & DA-214**



Linus Bike Sac

Available in six colorways this smart bag is both functional and fashionable. With a spacious 14 litre volume and durable coated canvas material, it easily mounts to a rack with rubber finished metal hooks. Including a detachable shoulder strap the bag also locks securely to the bike with the included padlock, while the magnetic closure and interior pocket ensure your valuables stay safely stowed. **A1-207**



Marudean E Pyrenees Plus

Edge Design have developed this new 27.5-inch plus full suspension frame to be compatible with the Shimano Steps E8000 system. With rear wheel travel of either 130mm or 150mm paired to plus-size tires it should be able to cover a huge range of terrain, while still being able to accept slimmer conventional 29-inch wheels. **A1-323**



GSG Graphene cycling bib-shorts

Graphene is an innovative carbon nano-material. Stronger than steel, extremely flexible and an excellent thermal conductor, GSG claim including it in the fabric stimulates microcirculation and facilitates the expulsion of lactic acid, while also imparting improved abrasion resistance. GSG's shorts are available with two pads, one suited to long distance rides and one intended for races. **A7-322**



Merida Silex

Merida's most comfortable and versatile road bike. With MTB-inspired geometry comprising long top and head tubes paired with a short stem it offers nimble, confidence inspiring handling. Coming with 35mm tires it will happily accommodate even wider rubber, or even beefy 2.2-inch 650b wheels. Available with either a carbon frame or a more budget-friendly aluminum alternative, the majority of models are fitted with 1x drivetrains. **A3-200**



Fidlock Bottle Twist

Let your bicycle escape its cage. Magnets on both the bottle and mount secure the two together, while the snap-fit ensures a strong and definitive connection that's safe even on the bumpiest of trails. Removable with one simple twist to the side, the system can be attached to even the smallest bike frames where normal bottle cages can't be used. **A4-406**



New Products 2017

BionX 170 mm D-Series motor

BionX is expanding the compatibility of its flagship motor. Using the same low noise and vibration design, and featuring a regenerative braking mode, its D-Series Motors pair a sporty maximum torque of 50 Nm with proven strain gauge technology. They're now available for fat, beach, and recumbent bike models using a 170 mm axle width.

AG-404



Five Momodesign

A new line of urban and trekking e-bikes under the brand Momodesign. All are made in Italy at Five bicycle's new Bologna factory. The model shown here sports a 417Wh integrated battery twinned with a 48V central motor. Shimano Alfine provide the internal geared hub and hydraulic disc brakes, while up front a unique suspension fork imparts additional comfort and security.

B5-308



Rudy Project Protera

Already well established in the road market Italian brand Rudy Project is making a concerted push into the mountain bike segment. The Protera is its first helmet designed specifically for mountain bikers to feature an innovative strap quick-change system allowing a simple and user-friendly removal of the straps.

A4-304



Vaude Men's Moab Rain Suit



With a tiny pack size and minimalist features this lightweight 2.5-layer jumpsuit is quickly stowed in a backpack. As the overall is designed for warm seasonal conditions, it comes as a short-sleeve version with articulated legs that extend just over the knee. It features waterproof zips, a sternum pocket, and Velcro adjustment at the bottom hem. **A7-300**

Marchetti Automatic Sleeve Cutting Machine

An efficient automatic sleeve cutting machine from Italian bicycle manufacturing machine makers Marchetti. Compact in size it's ideal for any production facility where space is at a premium. With the potential to increase productivity and reduce labor costs, it's easy to operate and features an automatic machine stop when its raw materials are at an end. **B5-515**



Nicolai Argon-TB



Nicolai created the Argon-TB 29-er with one goal in mind; to provide fun times while riding. To achieve this they've stuck the bottom bracket down low and slackened the head angle. Available with derailleur gears or a Rohloff hub, each Nicolai is made to order. This allows customers to tweak everything from the geometry to the color and cable routing to suit their tastes.

A2-204

X-Bike HP series carbon wheels

X-Bike claim its five spoke carbon wheel has a strong capacity for acceleration. The addition of a basalt surface and high TG carbon fiber means that it should also exhibit improved heat transfer properties for safer braking. Lightweight at around 850g, the wheel is based on a solid PMI foam structure and comes with a two year warranty.

B4-609A



Marin B-17



Marin's all-new B-17 line combines its 120mm travel MultiTrac rear suspension system with 27.5+ tires to create an all-day, all-conditions trail bike. The most capable of the MultiTrac models the B-17 is available in three builds with every bike featuring the same durable Series 3 6061 aluminum frame and enduro bearings for many miles of service. **B4-100**

Pirelli P Zero Velo TT

Adopting the same P Zero moniker as Pirelli's top-end car tires, the chemists who helped develop the Velo TT are the same that worked on the F1 P Zero compound which features on all the tires currently used in F1 racing. On its bicycle models the red label denotes Pirelli's time trial option. The fastest and lightest of the range, it's available in a single 23c size. **B3-205**



Hodaka FTX E-bike System

Combining force, cadence, and speed information the Hodaka FTX pedelec system's assistive power is computed and supplied automatically to provide an intuitive riding sensation. Believing an e-bike ought to look and ride like a conventional bike, Hodaka's system integrates simply to a range of frame designs without overly affecting its appearance.

A4-403



New Products 2017

Bafang GO app for Apple watch

The new smart watch app joins the company's iOS and Android "BAFANG GO" apps, which offer users of Bluetooth-enabled Bafang-powered e-bikes a powerful interface to access ride and fitness data, as well as bike configuration and maintenance functions. With this wearable technology there's no need to mount your smartphone on the handlebars. As you ride, the Apple watch™ displays all essential ride data such as speed, heart rate, motor output power and range remaining. **A6-406, FG-0/501**



ControlTech Cougar aero handlebar

This stiff and simple handlebar is compatible with Shimano Di2 electronic gearing and the J-Kit hydraulic system, making it easy to integrate unruly cables and wires. An innovative triangle like design at the transition between the tops and lower sections provides an ergonomic fit for the hands to improve comfort and control. **B4-206**



ZC Rubber Chaoyang E-liner tire family

A full e-bike specific tire range covering mountain, city, trekking, road, and foldable bikes all with ECE-R 75 certification. Using a special e-bike compound for increased durability and a sidewall construction that gives plentiful stability over any kind of surface. Each tire also includes anti-flat protection as standard. **A1-606**



Uvex City light



City light is a subtle, sporty city cycling helmet in matt white or black design. It's only when the power button is pressed that this helmet reveals its technical sophistication: 4 LED strips built into the lower helmet shell light up simultaneously – 2 blue at the front, 2 red at the back – and make the cyclist clearly visible in the dark. The wearer selects from 4 modes: on / flash / fade / off. They can be changed, any time, at the touch of a button. The built-in battery lasts 6 to 12 hours, depending on the mode selected, and recharges via USB in just 2 hours, using the supplied cable. An LED indicates battery charge status. Price € 169.95. **A1-504**

RoyalBaby Space Shuttle

RoyalBaby design premium bicycles for young riders. This top of the line Space Shuttle model comes with a magnesium frame and wheels paired with front and rear disc brakes. Extremely light for 16-inch wheeled bike at 8,7kg, it's features are not just for show. The disc brakes add safety, as does the enclosed chaincase. **A1-504**



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New Products 2017

Yaban Chain

Quick Release Safety Link (Reusable)

The patented YBN Quick Release Safety Link allows the chain to be split and rejoined without the need for a chain tool. Safer than traditional rejoining it boasts high strength as well as being repeatedly reusable. Ideal for both workshop use or carrying as spare for fast repairs out on the road. **A4-415**



Sitael

MAT Magnetic Assisted Tap

Using Sitael's ESB electronics, MAT is the first integrated smart holder docking station that wirelessly connects the most widely used e-bike systems and smartphones. A finalist at the Eurobike Awards 2017, MAT means Magnetic Assisted Tap. Using the proprietary magnetic technology it does away with traditional holsters, while providing total control of the bike via your phone with one single gesture. **A6-210**



Jetset HC-E339

This 27.5-inch plus size rim weighs a feathery 418g. Despite low rolling mass it packs in tubeless compatibility and an internal width of 39mm. This allows it to support tires between 2.8" to 3.25" making it especially suitable for MTB Boost and downhill applications. **A5-225**



Tern Bicycles

Vektron Family



The Vektron is a folding electric bike which folds down small in 10 seconds, for electric multi-modal commuting or theft protection. With an adjustable stem and compact geometry it re-sizes in seconds to fit riders from 147 cm to 195 cm, making it possible for a whole family to share. It's also small passenger friendly. The P9 and D7i both come equipped with cargo racks, which conveniently fit the Thule Maxi seat. **B4-405**

M-Wave

Guard Bike Care Products

Protect your bike against the elements. Guard is a new bike care line from M-Wave that comprises a complete range of products for all areas of use. From bike cleaner to brake cleaner, chain care, grease, and wax, M-Wave features options to clean, protect, and lube at a comparably affordable price. **A5-100**



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The new **Bosch Active Line** provides eBikers with moderate support at a torque of up to 40 Nm – ideal for everyday use.

Expand your Life
#streetflow

bosch-ebike.com/streetflow



New Products 2017

Tsinova VeloUp! Pedelec System



Independently designed by Tsinova, the VeloUp's high accuracy torque sensor originates from the automotive world and is unique in the bike industry. Its multi-sensor fusion control algorithm automatically offers precise electric power when needed, while a compact size means it can be used on a variety of different bikes. Its firmware can be upgraded online using the VeloUp app.

B2-103

Varibike Varibike Trike

A full body trike offering three methods of propulsion the Varibike Trike offers a complete workout, allowing the rider to switch between using their arms and legs, or a combination of both. Three different drive styles can be selected. They correspond roughly to rowing, paddling, or cycling. Switching between different drive styles also allows individual muscle groups to recover while riding.

B2-105



Tacx Flux Smart

The Flux combines a direct-drive design with an electro brake in order to offer an interactive virtual ride. Compact and supposedly maintenance-free, the smart electronics and the 7kg flywheel work together to transmit the slightest fluctuations in resistance directly and accurately to your legs. Compatible with smartphones and tablets, along with Ant+, and FE-C devices.

B3-303



Storck Bicycle Aernario Pro

The award winning Aernario range now spans both caliper and disc brake models. Absolutely top stiffness-to-weight ratios are complemented by sharp steering, high comfort and intelligent tube design. On the disc version through-axles at the front and rear provide for enhanced safety, stiffness, and precise installation of the wheels.

A3-100



Miti Gravity DWR fabric

Composed of 66% Nylon and 34% Elastane, combined with a specially-made knit, Gravity fabric promises outstanding compression characteristics. It's designed to support muscles in a variable and modular way, helping promote blood flow and tissue oxygenation to enhance athletic performance. Produced on the latest fine gauge warp-knitting looms, these provide a unique compactness to the fabric.

A7-211



Moustache Samedi 27 Open Xroad 7

The open-framed Samedi gets updated with a new frame and refined components. The hidden integrated Bosch Power Pack battery remains easy to install, remove, carry, and swap. Designed for both off-road and city use the bike's 100mm travel Suntour Mobie25 fork, multipurpose tires, and suspended seatpost should keep you comfy and in control.

B2-201



SKS Velocage

Made of lightweight plastic this delicate looking bottle holder weighs just 40 grams, yet its maker claims it exerts a vise like grip, encasing the drinking bottle on all sides and making it suitable for use on the tarmac or over rougher terrain. Available in matte or gloss finishes, in black or white, each cage is made in Germany.

A5-400



WhiteStone 516 Hardtail

The WhiteStone 516 hardtail mountain bike comes in three different basic configurations. Fitted with an XCite Zero fork running on an air only system, a Trail L wheelset, and Trickstuff Piccola brakes its makers claim it's the the lightest mountain bike in the world at 8.4 kg. Using Sram Eagle 12 speed gearing, it's available with either 29-inch or 27.5-inch wheels.

A2-102



La Fonte Pads Tornado 3x Sat Man

The Tornado 3X Sat's innovative doughnut-shaped support area around the ischiatic bones prevents the constant pressure generated by excessive padding. With a smooth transition between the multiple layers, there are no hard and stiff edges due to squeezed and excessive foams. The special open cell structure bi-density foam, also used for medical applications, features bacteriostatic and antimicrobial properties.

A7-106



Wilier Triestina Cento10NDR

Wilier's Actiflex system allows an otherwise stiff frame to absorb rear vibrations generated by bumps in the road surface. With a specially designed endurance geometry it provides the option to fit wider tires and the unique ability to be set up with either calliper or disc brakes.

B5-200



New Products 2017

Sigma Sport

Pure GPS computer

A computer based purely on GPS. With no transmitters to attach and no wheel size to program the Pure GPS is ready for immediate use. With 13 bike functions, including current, average, and maximum speed as well as distance, travel time, and temperature, a simple compass navigation always shows the direction home or to a point selected along the ride. Altitude functions include a profile graph and gradient indicator. **A5-200**



Polisport

Bobike Go

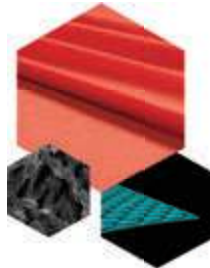
The newest addition to Bobike's collection of safety seats. Just like the other Bobike seats, the Go features a double-walled shell for enhanced safety. There's a specific mounting system for carriers and another one for frames. A sleek design combined with a reinforced protective area mean it's ready to tackle the daily commute. **A4-402**



Polartec

Polartec Delta

Next-to-skin fabrics wick and dry. Polartec claim their Delta material will cool too. It's engineered with radiating surface structures that decrease friction and dissipate heat and moisture at a rate timed to your body's natural cooling response. Created from a combination of Tencel and polyester fibers in a special, radiator-like knit construction. It absorbs as much moisture as the body needs for natural cooling. All excess is transported outwards where it can evaporate quickly. **A7-305**



Airace Enterprise Handy-E



Combining tire levers with a built-in inflator, the Handy-E provides everything you need to fix a puncture in one package. Comprising two ergonomic levers, on the top of one is an inflator with a simple twist-to-release design. Bundled complete with a CO2 cartridge, the kit is easily compact enough to be popped into a jersey pocket. **A5-107**

Hutchinson

Fusion 5 Performance TLR 11Storm

Launching across the new Fusion 5 range Hutchinson's 11Storm compound is the product of years of research and development. It allows the new Fusion 5 Performance tire to boast improved rolling resistance, mileage, puncture resistance, and comfort while achieving the same strong scores in weight and grip. The tire sacrifices some weight for increased puncture resistance with a Kevlar reinforcement. **B3-308**



Crops

K4-88AL Alarm lock

The Crops original double-locking mechanism uses two balls locking into two blades and withstands twisting and pulling while also allowing for smooth locking and unlocking. The additional alarm system can be docked with different K4 locks. Its high sensitivity vibration sensor immediately detects movement and emits an alarm sound when the bicycle or lock are touched. **A5-104**



Shimano

Shimano STEPS MTB firmware

New firmware allowing Steps users to tune their Boost and Trail modes whilst on the trail or at home. Riders can choose from the factory default Dynamic mode, with its high Boost setting, a new Explorer mode, designed to boost normal riding pace but scrub off some top end speed for more control in tight technical sections, or a Custom mode that allows riders balance power and battery life. **B5-300**



Elastic Interface Road Performance Force Men

Intended for ultracycling and extra-long distance rides, Road Performance Force is Elastic Interface's newest cycling pad. Its design is developed for male anatomy with a central channel improving blood flow and reducing pressure and numbness. The multidirectional curvature provides greater fit and saddle stability, while the innovative air-mapping concept increases air permeability. X-FIFTY fabric's REPOC construction and the polyamide and polyester yarns guarantee cooling functions and quick dry. The Road Master Insert with Hybrid Cell System is also added to the perineal area of this cycling pad, making it the best solution for those who want breathability and extra-protection at the same time. **A7-216**



JetBlack Cycling M2O Anti-Chafing Cream

M2O's Anti-Chafing Cream combats chafing in three ways. First it prevents the friction that irritates your skin. Secondly it relieves your skin during physical activity. And finally it restores problem areas, allowing for recovery after you're done for the day. Packed with vitamins, it's designed to respond to body heat and continuously maintains a protective film, no matter how long you ride. **B2-305**



NuVinci N380x

A stepless transmission specifically designed for sportive and cargo models, also available with the Harmony automatic shifting system. Having a ratio range of 380% and a maximum continuous input torque of 100Nm the groupset offers best-in-class performance. Various dropout options provide flexibility alongside compatibility with B+ tires for better traction. The N380x comes with all common thru axle adapter types allowing increased frame stiffness and easy maintenance. **A6-305**



New Products 2017

Haibike

Xduro Allmntn 9.0



With reworked geometry and a clean look thanks to Bosch Power-Tube integration the Xduro Allmntn 9.0 is made for demanding terrain. Its Bosch Performance CX motor provides 250 watts of power, while an uncompromising equipment selection ensures maximum uphill flow, a trait further abetted by the remote controlled dropper post. **B2-300**

Quai

ISOS 29" Pro+ Boost Wheelset

The Golden pin award winning Quai ISOS 29-inch PRO+ Boost wheels combine radially staggered lacing with rims that feature a broad 25mm inner width and a striking variable depth design. At their heart are well proven DT350 Swiss hubs and Sapim CX-rays spokes. With the complete wheelset weighing in at 1,556g,

all Quai wheels are equipped with regular and boost options.

B1-105



Gates Carbon Drive

Rohloff-Bosch Sprockets

Developed for use with the new Rohloff E-14 electronic shifting system, this stainless steel sprocket allows product managers and designers to create e-bikes that combine Bosch Gen2 motors and Rohloff hubs with Gates Carbon Drive belts. The front and rear sprocket

can be matched 1:1 to maximize engagement and efficiency, while providing aesthetic symmetry to the drivetrain.

A2-204



Beto

Pocket Mini Pump

One of the smallest micro sized pumps available Beto's Pocket Mini Pump is short on length but big on pressure. Despite its diminutive size an efficient dual barrel design means it creates a sizable 30cc per stroke. The simple push-on head fits only presta valves. The result is a weight of just 50 grams despite a robust aluminium construction. **A5-507**



Schwalbe

Marathon GT Tour

The new Marathon GT Tour completes the product family that previously consisted of the Marathon GT and GT 365. With its delta shaped mid section and pronounced side area it should roll easily on road while also remaining composed away from surfaced cycle paths. Its Endurance compound, anti-ageing side wall, and DualGuard puncture protection promise sustained, puncture-proof riding. **A5-300**



Kryptonite

Evolution Mini-5

With a broad hardened steel shackle and double deadbolt design, the Evolution Mini-5 is a robust lock. Rated a 7/10 on Kryptonite's security scale and holding certifications from SSF, ART, Varefakta and Sold Secure, it's eligible for Kryptonite's anti-theft protection offer of up to €2,250. It's also covered by their key safe program, meaning should you lose the keys, they'll send two replacements free of charge. **A4-200B**



Pro-Movec

Bluetooth App

Designed for mid-sized e-bike manufacturers Pro-Movec has developed a smartphone app to communicate with its products and allow customers to customize its functions. Standard features include a speedometer, power usage, battery capacity, on/off switch for lights, assist level, and an info display. Moreover the app has an adaptive feature which continually allocates power usage to the e-bike based on changes in conditions. **A1-209**



SQLab 610 Ergolux active saddle

A saddle for the sporty trekking or comfort-oriented MTB rider. The 610 Ergolux's two-step wave shape has been adapted especially for a more upright seating position. The SQLab active-saddle technology lets the saddle follow the pedalling motion to increase comfort by mobilising the vertebral discs and reducing pressure on the seat bones. Especially on longer tours this can help reduce pain in the lumbar spine. **B3-103**



Burley Design

Coho cargo trailer

A single wheel cargo trailer with a variable width yoke allowing installation on a wide range of bikes, the Coho also features an integrated kick-stand capable of holding both trailer and bike upright. The trailer's design accommodates numerous wheel sizes allowing users to change wheels depending on the terrain. Capable of carrying larger items, removable side panels allow for storage without the use of a dry bag. **A4-110**



Bosch

PowerTube 500

For e-bikers who prefer a clean look. Integrated into the frame of a pedelec the lithium-ion Power Tube 500 is invisible from the outside. Compact dimensions and minimalist design mean it can be installed horizontally or vertically. When unlocked it pops out of the frame for easy removal. With an energy content of around 500 Wh it weighs 2.8 kg, making it among the lightest on the market. **A6-201/202**





SHIMANO



ROUTE



ULTEGRA

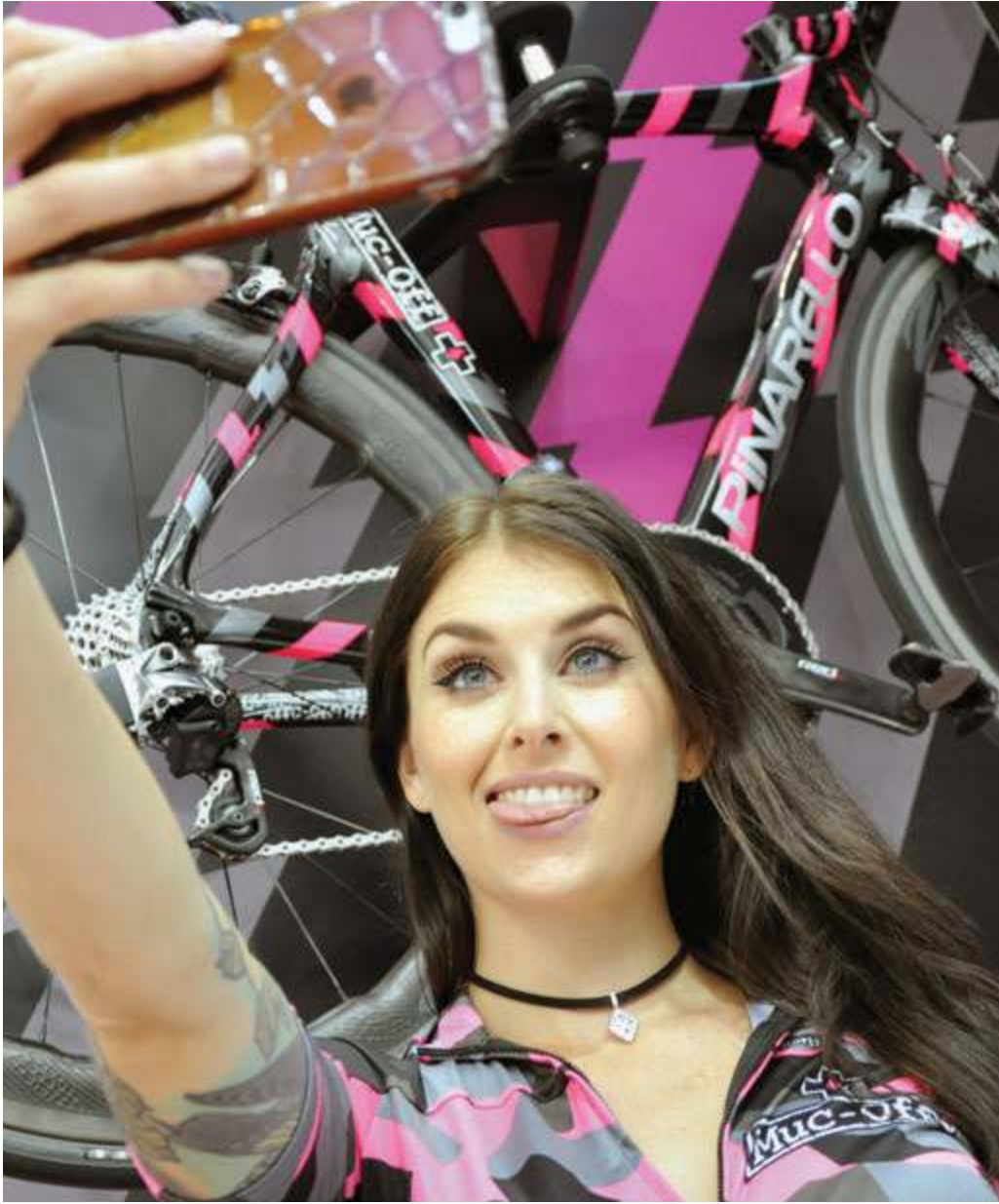
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Photos from Day 1





Purists, take cover: Electric drives are moving into road

Purists may shudder, but road bikes are about to become the next category that will be taken by storm by electric assist systems. It isn't a distant prospect, but is already happening this year at Eurobike.

"When Haibike went all-in with e-mountain bikes, these bicycles were not considered a real thing by many. The market development proved the doubters wrong, and I expect the same to happen in the road bike category," said Brian Hoehl, director of Protanium, speaking Wednesday at his booth.

Through the Protanium brand **Diavelo, FG-A9/2**, Hoehl is showing e-road

bikes. Among the standouts at this year's booths are bikes that Diavelo is producing in cooperation with brands including Maserati and Bugatti.

The Bugatti e-road bike in particular demonstrates both the incredible promise of e-road bikes, and the eye-watering price it now requires to achieve that promise: While the Bugatti weighs an almost unbelievable 8.5kg (18 pounds,

12 ounces) while offering a range of 55km (34 miles), it will cost an almost unaffordable €65,000 (\$76,685).

But Hoehl believes e-road bikes have big potential as the technology becomes better and more affordable.

"I really expect this market to become big, as we already see a high demand from mostly older riders in Southern Europe," he said.

Powering the Bugatti is an optimized Evation drive made by Munich startup **Fazua, AG-310**. Many of the e-road bikes at Eurobike, in fact, feature the compact and lightweight Evation system, which won a Eurobike Gold Award at Wednesday's ceremony.

The system's bottom bracket weighs 1.3kg and requires an adapted frame, but the motor and battery pack are detachable, which reduces the bike's weight by 3.2kg.

Fazua assembles the Evation drive system in Munich, and its current production capacity is 3,500 units a year.

Focus FG-0 202 uses the Evation on its



Bianchi Impulso e-road bike

Project Y e-road bike, which also scored a Eurobike Gold Award Wednesday. Including electric assist, the bike weighs about 13.5kg. The battery and motor can be removed, lowering the weight to 9.3kg.

Although it is currently a concept, Focus expects to launch the Project Y commercially, said Martin Schamböck, director of brand management.

"Don't expect Focus to launch a finished product for the 2018 model year yet, but it's more than likely to happen for 2019," he said.

The Evation also appears on an eye-catching gravel bike prototype from **Fantic, B5-212**

Willier Triestina B5-200 is showing the e-Adventure bike, which is not quite a pure road bike but an e-gravel bike. It's equipped with a Shimano Steps E8000



PG for Bugatti e-road bike

HUTCHINSON

CONEC'TIRES
Air monitoring concept

CONNECT
CHECK
RIDE

Powered by
HUTCHINSON

HUTCHINSON
SINCE 1890

mid-drive system.

Because pedelecs are limited to an assisted speed of 25 kph (15 mph), Wilier believes gravel bikes are the most likely type of road bike to adopt electric drive systems. The company believes that EU regulations governing speed pedelecs are too cumbersome to appeal to road bike enthusiasts.

Bianchi B3-403 is another iconic Italian manufacturer that is rolling out two aluminum-framed e-road bikes for 2018. Its new Impulso line includes one e-road bike and one e-gravel model.

Instead of using one of the existing mid-drive systems, Bianchi has teamed up with another famed Italian brand, Polini, which developed a brushless 36V motor that delivers 250W and 70Nm of torque.

Polini, known for performance motorcycle components, created a drive with a splined axle that accommodates dual chainrings. It developed the new engine specifically for e-road bikes.

Another pioneering drive system used on e-road bikes is from **Vivax B3-107**. The Austrian company relies on a motor built into the seat tube that directly drives the bottom bracket axle. The system is cleanly integrated and has zero drag when idling.

Vivax has seen a growing demand for its complete bikes, not just retrofit kits, and is open for OE cooperation with other

manufacturers.

At this year's Taipei Cycle Show, **Sunny Crown A3-600** won a d&i Award for the CKT Grade, a 14kg carbon road bike with an elegantly integrated mid-drive motor and an external battery. This model is available commercially already.

Bosch, Brose and ContiTech and other big drive-system manufacturers are staying tight-lipped for now concerning their plans for the e-road bike market, although many say they are having conversations with bike brands.

In other words ... expect to see a lot more e-road bikes at next year's Eurobike. ■ **LVR**



Fantic e-gravel bike concept

2 urban mobility pioneers team up on new e-folder

The brand is Chinese, but the inventors are two Europeans who are well known for their commitment to bikes for urban mobility.

The two, Marc Sanders and Han Goes, said their compact electric folding bike from **South Point B2-306** is not "just another e-folder."

"Electric bikes have a great deal of potential, but that potential isn't always being reached by what's currently available on the market," Sanders said Wednesday. "Too often, electric power is seen as an afterthought rather than an integral part of designing a new bike."

Sanders is the inventor of such distinctive bikes as the Strida, iF Mode and, with Goes, the Mando Footloose. He and Goes teamed up with iRiding (Xiamen) Technology Co., Ltd., a Chinese start-up, on the Mk1 bike. The company developed the QiCycle e-folder for the Chinese market but wanted to design a higher end model for Europe.

They said the Mk1 was designed to be affordable to everyone, although they were not ready to set a suggested retail price.

The Mk1 uses a monocoque aluminum frame, made of two halves that have been robotically

welded together. The frame houses both battery and control unit.

Its distinctive 18-inch wheels are made of clear plastic. The bike sports a small front hub motor from Ananda, engineered by Goes and Sanders, and a new four-speed internal gear hub from Sturmey-Archer.

Goes notes that the Mk1, which weighs 14.85kg (39 pounds, 6 ounces) is made to fit riders between 150cm and 190cm in height (4 feet, 11 inches to 6 feet, 3 inches). "This means we cover about 90 percent of the world's population," Goes said. ■ **JB**



Marc Sanders (left) and Hans Goes with the South Point e-folding bike (Photo: JB)



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Smart Pro 2

Smart turbo trainer



SIMULATES SLOPES UP TO 20%

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WINORA



WINORA SINUS

The new Winora SINUS models with integrated Bosch PowerTube battery are not only elegant, they also have great sporting spirit. The combination of Bosch mid-motor and the broad gear ratio ensure a sufficient boost. The powerful motor supports you where your own power needs some more training units. The 500Wh battery easily compensates for missing stamina. In order to ensure safe tours, the bikes are equipped with well dosable hydraulic disc brakes, tyres with puncture protection and bright LED lights.

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at EUROBIKE FGO / Demo Area .

www.winora.de

ECF: It's not about the bike, but 'connected' technology



Panelists at the ECF Connected Cycling conference included, from left: Marcello Segato, Zehus; Philip McAleese, See.Sense; Patrick Keating, veliSo; Tom Acland, Cobi; Johannes Stuhler, ListNRide; Marko Matenda, Visiobike.

Instead of the usual litany of successes, Kevin Mayne of the European Cyclists' Federation opened the 2nd annual Smarter Cycling Conference with the declaration, "We could be doing more."

Befitting the theme of Tuesday's pre-show conference, "The Connected Cyclist: The Bike Industry's Next Big Market," the list of attendees and speakers showed just how broad the definition of the "bike industry" is becoming.

They included entrepreneurs, application developers, manufacturers, and other professionals from sectors outside of traditional cycling companies.

Mayne, summarizing current mobility trends, warned the audience that if cycling ignores technology, it would be like going back to the 50s or 60s.

He called the seminar a tech conference, not a cycling conference and issued a rallying call for the industry "to work incredibly hard toward making cycling sexy in [the] tech space."

Speakers listed some of the challenges facing the industry, such as the small number of cycling projects that have received venture capital funding, and industry's absence from table on discussions about the future of mobility.

Oliver Kozak, senior advisor at the Executive Agency for Small and Medium-sized Enterprises, said only a handful of projects, such as bike share systems and the Hövding "airbag" helmet from Sweden, have received backing from venture capitalists. Yet he said there is some €300 billion (\$358 billion) in public support and investment capital available to European SMEs.

Kozak said investors are looking for innovative technology that is disruptive and scalable, from European firms led by great managers who offer long-term business value.

And while good technology is essential, technology alone doesn't guarantee scalable value over the long term, Kozak said. What matters is how a product is used.

Kozak said the underlying technology

is only about 10 percent of total equation when his organization decides whether to invest.

Another buzzword in today's cycling industry is "connectivity," or applications that connect the rider and the bike.

Current connectivity systems seem "primitive," said Kristjan Maruste, co-founder and CEO of **Comodule AG-207**, an Estonian company dedicated to connecting electric vehicles through technology.

Maruste said connectivity is important, but that understanding how people use it is more significant.

Instead of using technology to gather data from bikes and their riders, Maruste said companies should focus on interacting with riders to help build customer relations and see that kind of services they want.

"Who is going to win is whoever can figure out service layers and how to use them," he said.

For example, he said, someone who owns an insured bike could immediately receive a replacement if the bike is stolen. The insurance company, meanwhile, would take responsibility for retrieving the bike by locating it through a concealed GPS tracker.

Mobility means focusing on the "where" people are going, not just how they are going to get there, said Hannah Parish, global director for Urban Mobility Solutions of General Motors.

For example, she said, if someone goes out one evening to have some drinks, how will he or she get home?

"Transportation is no longer transactional. We have to think about the consumer — the traveler — the who — and not the what," Parish said.

The **ECF FIV-214** also hosts today's Advocacy Summit, starting at 4:30 p.m. in Room Paris, Conference Center East. (See related story, page 14). ■ **WB**

To fight off online retailers, brands turn to ‘omni-channel’ strategies

European bike companies are increasingly turning to hybrid retail strategies and alternative pricing structures to adjust to the rise of online retailing.

These “omni-channel” retail strategies were the focus of a pre-show conference sponsored by Bike Europe.

Jorij Abraham, managing director of the Ecommerce Foundation, said online sales will account for an estimated 38 percent of all retail sales by 2020, compared with 19 percent two years ago in the Netherlands. Abraham is also an e-commerce professor at the TIO University of Applied Sciences.

Abraham said the industry needs to rethink its market approach.

“The consumer is driving the changes, the technology is driving the changes, so we have to get on board and reinvent ourselves,” he told the packed conference on Tuesday.

If the online market for bike sales follows the general trend in online sales, it could be dominated by a handful of players.

Because of a “virtuous circle,” big retailers tend to get even bigger because the more customers they have, the more data they collect — and the more data they collect, the more effectively they can target new and existing consumers.

“For the first time ever, big companies might be able to serve customers better than small companies, because they have more data,” Abraham said.

Jack Oortwijn, editor-in-chief of Bike Europe, cited the Dutch retailer Fietsenwinkel.nl as an example of a retailer that is disrupting online bike commerce.

Fietsenwinkel.nl is owned by the International Bike Group (IBG), a company founded by former management consultants with the backing of one of the Netherlands’ richest people.

Oortwijn said Fietsenwinkel.nl is a cost-conscious operator that advertises

discounts of up to 40 percent on leading bicycle brands. With sales of about €40 million (\$48 million) last year, IBG accounts for a sizeable share of online bicycle sales in the Netherlands.

Industry sources estimate that online bicycle sales account for 25 percent of the total Dutch market in volume, he said.

Fietsenwinkel also operates brick-and-mortar stores, and relies on Dutch IBDs to provide service. Another partner offers mobile bike repair shops.

Oortwijn said some suppliers have adjusted their distribution strategy to support IBDs. The Accell Group, for example, has adopted a pricing policy that offers margins based on a retailer’s expertise and service offerings, not just on how many bikes they buy.

Wouter Jager, the Accell Group’s brand and marketing director, said after the conference that Accell is launching the strategy at Eurobike as part of a new omni-channel approach.

Shimano adopted a similar system two years ago and began offering it in the Netherlands a year ago. Erik Naberman, managing director of Shimano Benelux, said that the initiative has been well received by independent retailers.

Conference speakers also said Giant adjusts its retail strategy for different European markets.

Some brands are opening “experience centers” where consumers can try bikes in a more immersive environment. Accell, for example, opened the De Fietser (“the cyclist”) complex in Ede, the Netherlands, last October, which among other amenities has a 400-meter test track.

The Gazelle brand, owned by Pon Holdings, has an experience center in Amersfoort, and Shimano plans to open one in Valkenburg in early 2019. ■ BS



Matthijs Rosman of RevelX also spoke at Tuesday’s conference on omni-channel retailing.

CONTROL



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DISCOVER THE NEW TIMANIA SERIES
AT OUR **BOOTH B4-206**

Eurobites

Treat the whole crew to dinner at these Friedrichshafen restaurants

It's been a long day at the show — now, where do you go to eat and relax? If you are with a big group of colleagues and friends, it's not always easy to find a Friedrichshafen restaurant that can seat everyone.



The Zeppelin Museum restaurant seats 120, with more seats on a lakeside terrace.

We asked the helpful staff at the Friedrichshafen Tourist Information office (<http://en.friedrichshafen.info>) for advice, and they provided a detailed list of the restaurants, cafés and beer gardens on the lakefront in downtown Friedrichshafen, along with other places away from the lake and in the Zeppelin City's suburbs.

Our list shows what kind of food they serve — and, more important, how much seating they have. (A “winter garden,” by the way, usually refers to an enclosed patio.)

Of course, always call and make a reservation before heading out. With nearly 50,000 industry people in town for Eurobike, even the big restaurants fill up fast!

Hours and times apply to the week of the show. Phone numbers are listed for international visitors.

On the Eurobike grounds

Buffalo Steakhouse FN

Messestr. 134
Steaks and seafood, accompanied by a large wine list. Seats 110 in panorama hall; Gondelzimmer room seats groups of up to 60. Accepts online reservations.
+49 7541 700 5868
www.buffalo-steakhouse-fn.de
Open daily

Seepromenade (Lakeside Promenade)

Restaurant-Café-Bar Felders at the k42

Karlstr. 42
Dishes are crafted from locally sourced ingredients.
Sun terrace seats 100; restaurant seats 80.
+49 7541 391955
www.felders-restaurant.de
info@felders-restaurant.de
Open daily

Lammgarten

Uferstr. 27 (by the marina)
Located on the marina with a spacious beer garden and a winter garden.
Restaurant seats 50; beer garden, 400; winter garden, 100; sunshade bar, 20.
+49 7541 9558027

www.lammgarten.de
Open daily in good weather

Restaurant Seehof

Olgastr. 6
Seasonal cuisine with fresh, regional specialties. Seats 100 indoors and 90 by the lake. Also has a winter garden.
+49 7541 27264
www.seehof-friedrichshafen.de
Closed Tuesday

Restaurant Ferdinand at the Graf-Zeppelin-Haus

Olgastr. 20 (on the lakeside promenade)
Fresh local food and international dishes. Accommodates groups of up to 70.
+49 7541 6033930
www.gzh.de
info@zehrer-gastronomie.de
Closed Mondays

Restaurant-Café-Bar at the Zeppelin Museum

Seestraße 22 (on the lakeside promenade)
Regional delicacies, reasonably priced lunches and lake specialties in an historic space. Seats 120, with more seats on lakeside terrace.
+49 7541 9530088
www.zeppelinmuseum-restaurant.de
info@zeppelinmuseum-restaurant.de
Open daily

Town Center

Hotel-Restaurant Buchhorner Hof

Friedrichstr. 33
International fine dining, dishes from the Lake Constance region, fish specialties and wines from an historic wine cellar.
Four rooms seat 120.
+49 7541 2050, www.plazahotels.de

Lukullum Lounge

Friedrichstr. 21
Friendly service in a comfortable restaurant with cozy wood paneling.
Six rooms seat 250; beer garden seats 140.
+49 7541 6818
www.lukullum.de; info@lukullum.de
Closed Mondays

Hotel-Gasthof Schwanen

Friedrichstr. 32
In the pedestrian zone. Serves Swabian specialties, snacks, fresh Lake Constance fish, and fresh draft beer. Seats 80.
+49 7541 38550
www.hotel-schwanen-fn.de
info@hotel-schwanen-fn.de
Closed Wednesdays

SEEhotel Restaurants Bodega and Uferlos

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Seats 100 in three rooms.
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www.seehotelfn.de, info@seehotelfn.de
Open daily

Hotel-Restaurant Goldener Hirsch

Charlottenstr. 1
Regional cuisine with handmade specialties like spätzle and semmelknödel.
Centrally located and within walking distance of the lake. Seats 50.
+49 7541 92330
www.gold-hirsch.de, info@gold-hirsch.de
Closed Sundays

Friedrichshafen and nearby

Hotel Gerbe

Hirschlatter Str. 14, Ailingen.
Fresh, regional and creative food, including an extensive children's menu.
Four rooms seat 100; garden seats 120.
Offers a playground for kids and a bar for adults. Bus parking.
+49 7541 5090
www.hotel-gerbe.de; info@hotel-gerbe.de
Closed Sundays and Monday

Hotel-Restaurant Knoblauch

Jettenhauser Str. 32, Jettenhausen
Serves fresh Swabian and regional dishes, fish and pasta, in a big garden terrace.
Three rooms seat 120. Plenty of parking.
+49 7541 6070
info@hotel-knoblauch.de
www.hotel-knoblauch.de
Open daily

Hotel-Wirtshaus Krone & Tenne

Ettenkircher Str. 28, Ettenkirch
Enjoy Swabian cooking in a big, cozy beer garden. Seats about 120. Smoking and non-smoking areas available.
+49 7546 92320
www.krone-ettenkirch.de
info@krone-ettenkirch.de
Open daily

Hotel-Gasthof Rebstock

Werastr. 35, Friedrichshafen
Serves regional and international dishes

and is close to town.

Three rooms seat 160; beer garden seats 120. Smoking allowed in heated winter garden. Parking for cars and buses.
+49 7541 9501640
www.gasthof-rebstock-fn.de
info@gasthof-rebstock-fn.de
Closed Fridays

Restaurant Traube am See

Meersburger Str. 13, Fischbach
Creatively prepared regional cuisine.
Three rooms seat 200.
+49 7541 4741
www.traubeamsee.de
info@traubeamsee.de

Heuschober Ristorante e Pizzeria

Allmannsweilerstr. 108.
Pizza, pasta and Swabian dishes; menu changes daily. Will stay open past regular hours for groups.
Seats 130; roofed garden terrace seats 90.
+49 7541 9413141
www.heuschober-ristorante.de
Closed Mondays

Ringhotel-Restaurant Krone

Untere Mühlbachstr. 1, Schnetzenhausen
Lake Constance fish, locally hunted game, and regional wines. Menu changes monthly. The Kronenbar serves cocktails.
Seats 180.
+49 7541 4080
www.ringhotel-krone.de
info@ringhotel-krone.de
Restaurant is open daily; Kronenbar opens at 8:30 p.m. Tuesday – Saturday.

Hotel-Restaurant Maier

Poststr. 1-3, Fischbach
Modern country cooking from mostly regional suppliers. Three rooms seat up to 150.
+49 7541 4040
www.hotel-maier.de; info@hotel-maier.de
Open daily

Spicy-Grill Taverne

Zeppelinstr. 140
Pizza and fresh grilled specialties including steaks and burgers.
Parking in front. Seats 100.
+49 7541 31077
www.spicy-grill.de; info@spicy-grill.de
Closed Tuesdays



The Traube am See Restaurant has room for 200 diners

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2017, BOOTH NO.A1-409



Rove (Neco3+Neco4)
Dynamo Hub Power
Generator-UPS System



NECO 3
Intelligent Portable Charger

Patent No.Taiwan: M509473
Germany: 202015104197



NECO 4 Global Maximum Bicycle
Dynamo Generator
Dynamo Hub Power Generator

Patent No.China : 5257748
6Vx2.5A=15W

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