

Show Daily



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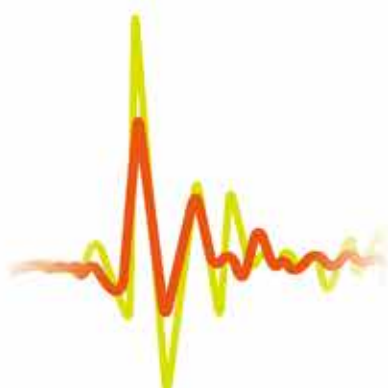
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— Regular stem

Wednesday, October 21, 2015

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TBW to Hold Welcome Party

On the evening of Wednesday 21 October, Taichung Bike Week has organized a Welcome Dinner Party for all exhibitors and visitors. The dinner is for pre-registered guests only and will be held on the 12F floor of the Splendor Hotel. The event will start at 18:30 after the close of TBW day 2.

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Ride On - Taiwan Day

2015's Taiwan Day at Ride On was held at the Nanshan Education and Training Center, exclusively for manufacturers and assemblers from the cross-strait bicycle industry. Exhibitors, including manufacturers FSA, Selle Royal Group, Magura, Mavic, Vittoria, Hayes Bicycle Group, and Fox, took turns introducing new products and industry trends. The on-site amphitheater held a capacity crowd of 200 industry representatives, who came to hear Ride On introduce its brand products. Each brand was introduced for about half an hour, which unfortunately did not allow attendees to receive any in-depth product information. However, the series of lectures provided attendees with a rough idea of what Ride On had to offer. Anyone interested in learning more about Ride On and their exhibitor's products are invited to visit the event at the Millennium Vee Hotel in Taichung, from October 20 to 22.

From this year's product presentation, it's obvious to see that each company has only been able to improve on their original models by making lighter-weight versions of their products, and changes to existing products seen this year have been incremental. What most companies have done, however, is to put their major design efforts into new bicycle trends. For instance, FSA Gravity, Magura, Fox and Crankbrothers have all introduced dropper seat posts; Mavic and Vittoria have enlarged the size of their wheel sets and tire designs. Following the 27"+ trend, Manitou have also introduced mountain bike forks, rims, hubs, and other bike parts for the larger sizing. In addition, another focus is on smart technology. Magura have shown their new wireless dropper post, and Fox have released their electronic suspension control system.



▲ Vittoria Asia-Pacific sales manager Hao Fu emphasized the excellent performance of graphene material.



▲ Mavic team pictured with its latest wheelsets.



▲ Fox (Asia Pacific) Director of sales and marketing, Tony Herdrich and its Taiwan sales representative Tina.



▲ More than 200 industry participation attended Taiwan Day which was held at the Nanshan Education & Training Center.



▲ Hayes Asia Pacific sales manager Yong Jing Chen poses with his colleagues.



▲ Crankbrothers launch brand-new adjustable seat posts.



▲ FSA President, Yudi Wang (second from right); GM, Douglas Chiang (middle); and Sales rep, Felicia Lin do a product presentation together.



▲ Magura team introduce their disc brakes and the latest wireless electronic adjustable seat posts.

Ride On Planning New European OEM Event

After several years of success at its Taichung OEM-centric bicycle event, Ride On organizers are working on a new project to bring a similar event to Europe.

"The idea is to create a similar event in Europe for such brands that cannot come to TBW, or for some brands, European and American, that want to see the new products at an earlier time," explained Ride On Organizer, Luca Conte. "For the moment it's a project that needs some time to be finally approved and realized." 



▲ 'Ride On' Organizer, Luca Conte.

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KS introduce Dropper Cyclocross Seatpost

Dropper seatposts are already very popular on MTB bikes, and with many years of experience in their manufacture, KS have brought their strength to bear in developing a dropper seatpost, named Zeta, for cyclocross and gravel bikes. Coming in either 35 mm travel or 50 mm travel, the Zeta is a hydraulically locked air sprung system. Unlike other droppers, the Zeta is always fully installed down to the collar into the frame. Once seat height is established, the hollow alloy stanchion is cut to size and the over-mast seat clamp is installed much like integrated masts found on high performance road and XC framesets. The sleek good looks of the Zeta have led to many using the product on not only cyclocross and gravel bikes but also cross-country bikes. 🌐WG



▲KS General Manager, Martin Hsu said KindShock will continue to develop various dropper posts and improve product lines.



▲KS' dropper post Zeta has a performance and appearance suitable for Cyclocross, Gravel as well as other types of bike.

Massload Find New Location for Kickstands

Most kickstands are mounted either on the chainstays at the rear or the middle of a bike via a clamp, however Massload have developed a kickstand that is mounted onto the QR at the rear wheel. The CL-094, requires the QR to be switched so that the release handle is on the drive side of the bike, and then it can be securely attached to the QR skewer on the non-drive side. The length of the kickstand is adjustable in length from 24"~29".

Massload are introducing this and their other new products to customers at The Tempus Hotel, A-B1-A Hall, Booth 15. 🌐WG



▲Massload's new kickstand attaches to bicycles via the rear QR skewer

SR Suntour e-Bike Drive System

This year sees world-renowned fork manufacturer, SR Suntour, take a step in a new direction, into the world of e-bike drive systems. SR Suntour's has developed a rear drive, in a system which they believe still offers advantages over mid motors, not least of which is the reliability that comes with less strain being placed on the chain.

Unlike most rear drives, SR Suntour's powerful rear drive is available either in 250W or 500W. Both are geared motors which offer greater efficiency, especially over hilly terrain—a feature sure to appeal to the ever-growing eMTB market.

Other features of the rear drive include a freewheel mechanism which provides riders with a superior feeling not enjoyed with energy recovery systems, and an easy method of removing the drive from the wheel without have to disassemble the entire wheel.

Torque, speed and cadence sensors connect with the controller to offer optimal pedalling-assistance. There are five modes of pedal assist: Normal mode, offering no assistance; Eco mode, for extended battery life; tour mode, offering long battery use over long distances; climb mode, for hills; and sports mode, which



▼SR Suntour President & CEO, Daisuke Kobayashi proudly presents SR Suntour's new e-bike drive system.

gives the maximum level of power assistance to the rider.

The key-locked battery, from the German manufacturer, BMZ, is downtube mount style

and has a recharge cycle lifespan of 600 times. The 4.5" touchscreen LCD display has a GPS, accelerometer, light and magnetic sensors. 🌐WG



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JH Present High Quality Hub Dynamo

In response to the worldwide environmentally-friendly trend, JH have developed a high-quality, durable hub dynamo. The JH-KD3F is designed specifically for disc brakes to extend disc life. It utilizes a Teflon coating on the surface of the copper wires to help prevent damage from high temperatures, and a unique patented design for the standard 6-pin rotor mount, to give better biasing and endurance. Additionally, use of more costly heat-resistant high-strength magnets, that have undergone

significant testing for high temperature tolerance, ensure that the magnet will not lose magnetism quickly because of high temperatures.

Given exclusive permission to manufacture by JH, Kun Teng General Manager, Hubert Chen said that although the JH-KD3F and other products use a 6061 aluminum shell, the remaining components are made from high quality 7075 aluminum with 100% CNC machining. Even though the pricing is not so high, he is still determined to provide

customers with good products at reasonable prices. 



▲ Material and manufacturing processes have been carefully thought out for the JH-KD3F to provide durability at a reasonable price.



▲ JH General Manager, Eagle Rau and Kun Teng General Manager, Hubert Chen are committed to working together to research and manufacture high-quality products.

KMC Addresses Growing Markets



◀ KMC have focused in on meeting the needs of 1x MTBs with their new 10s chain.


Leading Taiwanese chain manufacturer for all models of bicycles, KMC has been looking closely at

two segments of cycling that are rapidly rising in popularity—e-bikes and 1x drivetrain MTBs. KMC has looked carefully at market needs to develop some of its latest chains.


'One by System' chain for 1x MTB

For the ever-increasing 1x drivetrain MTB market, KMC are introducing their new 'One by System' 10 speed as an upgrade over existing chains. The chain pins are specifically designed and strengthened to give faster, quieter and smoother shifting. Furthermore, the new design helps the chain smoothly connect with the teeth of the chainring through all gears. Additionally, a special coating protects the chain from dirt and rust, for easier maintenance.

KMC upgrades the X-eBike Series

In response to the rising use of speed pedelecs and eMTBs, primarily equipped with mid-drive motors—which exert even higher torque and torsion on the chain, KMC have launched an upgraded X-eBike Series, which has a 150% increase in chain roller hardness and a 66% increase in pin hardness—improving their wear resistance. The latest X-eBike Series chains are recommended for Bosch systems and other motors with 850W nominal power output and 120NM motor torque. 

ADK Show Aero Frame

ADK are showing their latest aero bike frame, with every part aerodynamically-shaped. The frame features internal cable routing in order to create an exceptionally low drag coefficient. The frame also features thinner seatstays which reduce road vibration, giving a more comfortable ride. As required by today's market needs, the frame also uses Shimano flat mounts and e-thru axles. Apart from this frame, ADK also have new disc brake versions of all their wheelsets. 



▲ ADK Group COO, Kenneth shows the company's latest road bike frame.

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2015

**Taichung
Bike Week**

Date:

**October
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Wellgo Release Economy-Level Pedals For All Bike Segments

Top Taiwanese pedal manufacturer, Wellgo is launching a line up of economy-level pedals for MTB, city, BMX, and road bikes. Apart from road bike pedals which utilize self lubricating bearings, all the other pedals have polymer bearings. Included is a high durability, single piece MTB pedal made from Lithium alloy. BMX and city bike pedals all have a non-slip design, and to keep costs down are made with injection molded plastic. The complete line up has been developed to meet Wellgo's customer pricing needs. 🌐WG



▲ Wellgo are offering a complete line up of economy level pedals for all cycling categories.

Hutchinson's All Purpose Tires

With over 150 years of elastomer processing, Hutchinson have a very long history manufacturing tires. The French company has an annual turnover of 5 billion euros and also make products for the aeronautical and automotive industries. It is this depth of resources that have allowed their engineers, when given a brief to develop a tire to suit all types of asphalt riding, came up with the HDF>5 compound. Two years in development, the compound has allowed Hutchinson to develop the Fusion 5 Series, three new tires designed to give riders the perfect combination of grip, puncture protection, efficiency, longevity and comfort.

The Fusion 5 All Season utilizes the new compound with a greater grain size for more grip and puncture resistance, and a striated tread designed for optimum evacuation of water. The Fusion 5 Performance uses the HDF>5 technology with Kevlar reinforcement suitable for extra puncture protection. The Fusion 5 Galactik is the lightweight speed and performance model that takes full advantage of HDF>5's unique grip and efficiency properties.

All three tires in the Fusion 5 range are available in either tubular or tubeless options, and can be seen at the Hutchinson booth in the Evergreen Hotel. 🌐WG



▲ Hutchinson Sales & Marketing Director, Jerome Dumartin show the company's new Fusion 5 tires.

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DT Swiss Introducing Track Wheels

Leading spoke and wheel manufacturers, DT Swiss, are renowned for their high-end MTB and road bike products, however they are also introducing products aimed at more niche cycling segments, and are introducing, amongst their other wheels, a new track wheel.


The RC Track has been developed in order to widen the DT Swiss market range, and features a 55mm deep aero profile rim, cold forged blade spokes and a hub with special tolerances for the bearings' seat. The wheel is already being used by the Swiss National cycling team, and according to DT Swiss Vice-President, Daniel Berger they have been surprised at the demand for the super-light track wheel.

DT Swiss manufacture & assemble wheels at four plants worldwide, the head office in Switzerland employs 100 people; a factory in Taichung employs 200; a factory in Poland employs 200, and smaller facilities in the US employ 25 people. The manufacturing set up of the company allows them great flexibility in supplying to worldwide markets. 



▲DT Swiss Vice President, Daniel Berger introducing products at the Evergreen Hotel.


Kenda Push 27.5+ Tires

For the 27.5+ market, Kenda is presenting their Havok Pro series of tires. They have two types, 27.5 x 2.8 and 27.5 x 3.0, each with a different tread pattern to meet the needs of different riders. Kenda representatives said the 2.8 tire has a good balance between weight and performance. Kenda have also developed the new Saber Pro 29 x 2.2 tire for cross-country bikes, utilizing their specially formulated R3C rubber compound offering optimal low rolling resistance. A recent German performance test, also showed the tires rolling resistance was exceptionally low. 



◀Kenda Vice President, Jimmy Yang shows Kenda's new Havok Pro and Saber Pro tires.

Chosen Introduce 150-Tooth Hub

Many years ago, Chosen introduced their 120-tooth hub which received glowing market reports. This year they want to uphold that spirit of excellence by introducing 150-tooth hubs. The new hubs also feature a 3 pawl design, although the internal structure has been given a special design resulting in the hub having an even crisper feeling and being quieter than before, and it also has better acceleration and pedaling efficiency. Also, since high-tooth count hubs are gaining popularity, Chosen are introducing a 4 pawl 72-tooth hub for mass market MTBs, offering less rotational resistance and better pedaling efficiency. 



Chosen's new 150-tooth hub.



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▲ Leader 96 GM, Dimitar Zlatanov is also the current chairman of ABPB.

An Update on the Bulgarian Bike Industry

Bulgaria does not produce its own parts, and depends almost entirely on imports.

Bulgaria produced 950,000 bicycles in 2014, which made it the EU's fourth largest bicycle producer. Six major Bulgarian companies are responsible for most of this output: Maxcom, Cross Bike, Leader 96, Balkanvelo Ad, Velomania, and Passeti. These six companies are also the main members of the Association of Bicycle Producers in Bulgaria (ABPB). Passeti only joined the ABPB in 2014. Another company, Robifir, was originally one of the top six bicycle producers, but declared bankruptcy in 2010. The Bulgarian bicycle industry produces bikes on an OEM basis for Western European and even Asian brands; employees' monthly wages average €250-350. Most bicycle makers are located near the capital of Sofia or Plovdiv, the country's second-largest city.

Although Bulgaria is a member of the EU, it does not use the euro, and its currency is the leva (€1=1.94 leva). The leva's exchange rate naturally tends to fluctuate in pace with changes in the euro. The major depreciation of the euro since the beginning of this year has put pressure

Bulgaria's population has fallen from 7.8 million to 7.0-7.4 million in recent years. Many young people have moved to Western Europe to find work, and typically do not return to Bulgaria. But while this country has a small population, its bicycle industry is very high-spirited, seeks to learn from Western Europe, and hopes to emulate Taiwan. While the members of this industry are competing with each other, they are also regularly in contact. The position of chairman of the Bulgarian bicycle association is filled by personnel from six leading companies in alternation. The current chairman is GM Dimitar Zlatanov of the company Leader 96. According to Zlatanov, the industry expects to enjoy 10-15% growth in 2015, and will produce 1.05-1.1 million bikes during the year. Parts used by cycle-makers in Bulgaria include frames, which are mostly imported in CP form from China and Taiwan, and are painted in-house. A smaller quantity of parts is imported from Italy.



▲ Leader 96 GM, Dimitar Zlatanov. In the background are the company's six new under-construction assembly lines, covering an area of 1,200 m².

on Bulgarian importers and has sharply increased costs. Most prices are consequently provided in US dollars.

Maxcom:

Maxcom became the Max Europe Group in 2010, and consists of seven companies, of which Maxcom is one. The company produced 400,000 bikes in 2014, and expects growth of 5% in 2015. As much as 95% of the company's output is exported, and only 5% of its bikes have sold within Bulgaria. Employees number 800, and there are five assembly lines. According to President Maxim

Mitkov, Maxcom is an OEM manufacturer for many brands, and also has its own "Sprint" brand, which is chiefly sold in Bulgaria and nearby Romania.

Leader 96:

Dimitar Zlatanov took over as general manager from his father Georgi in 2006, and his father still runs a farm and makes cheese. Leader 96's new factory has already gone into production, and currently has two assembly lines, but supply still cannot meet demand. As a result, the company has embarked on a crash campaign to expand the new plant, which



▲ Maxcom became the Group (Max Europe) in 2010, CEO, Maxim Mitkov leads 7-8 companies under this group.



▲ Left to right: Commercial Director, Nikolag Videnov; CEO, Maxim Mitkov; Director of Purchasing, Planning and Sales, Iliia Mitkov.

has a warehouse and six assembly lines. New assembly lines will occupy an area of 12,000 m², and are expected to be completed in April 2016. The warehouse occupies 3,000 m². It has been speculated that Leader plans to produce aluminum frames, but Zlatanov indicated that the company is still considering this, and wants to complete the new plant first. The company has a total of 55,000 m² of plant space, employs 600 persons, and produced 190,000 bicycles in 2014. The largest number of its bikes was exported to Britain. With six new assembly lines and its two existing lines, Leader 96 plans to have eight assembly lines operating by next year. The output target for 2015 consists of 260,000 bicycles. Since Bulgaria's domestic market for bicycles is not large (only a bit more than 80,000 bikes are sold there annually), most bicycles are exported to Western Europe and neighboring Romania. Mountain bikes account for the largest share of Leader's production, followed by trekking bikes with 30%, children's bikes with 10%, and road bikes with 5%. Because prices are still quite high, few e-bikes are currently sold in Bulgaria, but some e-bikes are nevertheless produced in the country. Leader produced a total of 5,000 e-bikes in 2014, and 8,000 in 2015, of which 90% are e-city bike models. Zlatanov indicated that the coming five years will be a new chapter in Leader 96's journey.

Cross Bike:

Cross Bike has an annual output of roughly 270,000



▲ Cross Senior Deputy President, Lukan Lukanov stated that each year they produce nearly 270,000 bicycles, of which 261,000 were exported—less than 10% of production was for the domestic market.



▲ Cross Sales and Purchasing Manager, Stefan Ivanov stated their major European export markets were Germany, Austria, Switzerland, Netherlands, Poland and Romania.

bicycles. According to deputy CEO Lukan Lukanov, the company produced 276,000 bikes in 2014, of which 261,000 were exported, and less than 10% were sold on the domestic market. The company's brand is "Cross," and employees number 560 persons. Cross Bike's bicycles are exported to Germany, Austria, Switzerland, the Netherlands, Poland, and Romania. Cross Bike has established a subsidiary near the German city of Hamburg, and also has a subsidiary in Romania (approximately 5,000 bikes are sold in Romania annually). The company's bicycles have unit prices of €400-600, and chiefly consist of trekking models, which account for roughly 60% of the company's output. Another 30% consists of

mountain bikes, and children's bikes account for around 10%. Sales and purchasing manager Stefan Ivanov noted that Cross Bike began producing e-bikes four years ago, and has an annual output of 5,000 units, of which 2,000 employ Shimano components.

Velomania:

Velomania emphasizes its company brand "Drag," and also boasts high-quality, lightweight products. This company produced 44,000-45,000 bikes last year, said President Dragomir Kouzu, and almost all of these bore the Drag brand. Velomania sold 14,000 bikes in Bulgaria last year, and has 100 distributors; 80% of its output is exported to the EU, and it also exports bikes to Russia and the Ukraine. It was a sponsor of France's Franceize De Cyclisme team in 2015, and is an agent for numerous Taiwanese brands, including SR Suntour, Ice Toolz, and Zoom. Velomania has established a new plant in Macedonia with one assembly line to produce mid-/high-end models. It established a subsidiary in the Romanian city of Bucharest in 2012, and also has bicycles stores and a warehouse in that country.

Bulgaria's bicycle industry has been a fast learner and is highly cohesive. Workers command monthly salaries of €250-350, and white-collar employees typically earn €500 per month. Thanks to GSP, proximity, fast deliveries, and low shipping fees, the Bulgarian cycle industry is poised to develop rapidly. One looming cloud on the horizon is the



▲ Velomania President, Dragomir Kouzu, an avid cyclist who rides at least twice a week in the suburbs, stated that Velomania only produce their own brand, Drag bicycles.

potential for competition from other GSP members in Eastern Europe, southern Europe, and Southeast Asia, including Poland, Portugal, Cambodia, Vietnam, and Bangladesh. But while, for instance, Cambodia is an OEM producer for numerous Western European brands, and the three leading Taiwanese companies that dominate its industry—J&D, Asama, and Strongman—pride themselves on quality, R&D, and innovation that no firm in Bulgaria can match, Cambodia is far from Europe, and shipping fees are high. As a result, Bulgaria can continue to take advantage of its geographical proximity. However because of the small size of Bulgaria's domestic market, bicycle firms have sought to increase their sales in neighboring countries, particularly Romania. Because a growing number of Romanians ride bikes, and Decathlon also assembles bikes in Romania and is actively looking for dealers, the domestic market has grown to 380,000 units; as a result, some members of the Bulgarian bicycle industry have established subsidiaries in Romania or near the Romanian border. 🌀WG



▲ On the assembly line, different color uniforms represent different positions, ▲ Maxcom's fork painting line.
for example, pink is for inspection personnel.

Eurobike Announces Altered Concept and Timetable

Eurobike has released its final report on the 2015 Friedrichshafen show. This year's event attracted 45,870 trade visitors from 103 countries—down slightly from the 46,300 visitors who attended in 2014. 1,350 companies from 53 nations exhibited at the show this year. Industry representatives praised the excellent contacts at the show, which also attracted 1,766 media representatives, and 20,730 bike fans on public day.

"The response this year was very good. Our customers are pleased with the excellent discussions and the good business - with the best possible weather and flanked by the trade show flair at Lake Constance that is unique in the world," summed up Messe Friedrichshafen CEO, Klaus Wellmann, summing up the 24th edition of the trade show.


New Concept

The 25th Eurobike will implement some changes in

concept for next year, so that the testing opportunities of Demo Day, which until now took place on the day before the trade show, will now be integrated as a permanent component of the Eurobike.

Additional Day

Another innovation for Eurobike 2016 will be the introduction of a second public day on the Sunday, so that even more consumers can come indulge their love of all things bike. As a result, the 25th Eurobike will be held with the altered timetable of Wednesday, August 31, to Sunday, September 4, 2016. Wednesday to Friday is reserved for trade visitors while the weekend is specifically dedicated to consumers. "We've initiated these changes in concept as a way to help further stimulate worldwide enthusiasm for two-wheeled mobility. We are pleased that numerous influential partners are already firmly convinced

that this is a step in the right direction. Of course, all the Eurobike participants are fully aware that this also presents new challenges that will need to be overcome," explained Klaus Wellmann and Eurobike Head Stefan Reisinger. 



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Continental Presents Entry-Level Belt-Drive Systems

With more and more bicycle manufacturers equipping their bikes with maintenance-free belt drives instead of chains, what was previously the preserve of premium bikes is now also available for entry-level models, as Continental launched a new eco belt drive system to complement its premium Conti Drive System (CDS).

Whereas the premium version features belt sprockets


made of aluminum and stainless steel, for the new eco version Continental is using a newly developed, synthetic material combination of high-quality plastic. This makes the belt sprockets even lighter, while offering practically the same degree of durability. The new CDS eco plastic belt sprockets are also manufactured more economically.

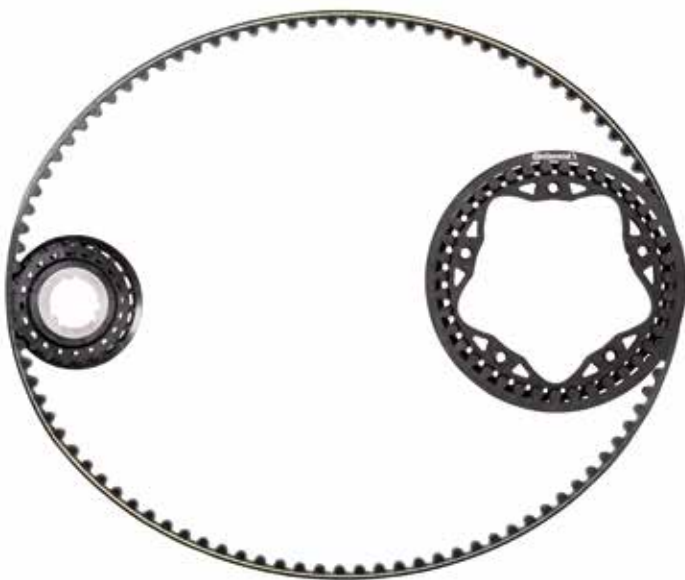
Whereas the front belt sprocket is made entirely of

high-quality plastic, the smaller rear belt sprocket uses a special patented material combination of plastic and stainless steel. This is designed to counteract the higher level of abrasion on the small rear belt sprocket.

"CDS eco is therefore positioning itself alongside the CDS premium as a cheaper entry-level variant so that it can offer bike concepts featuring

a belt instead of a chain in the budget segment, too," says Regina Arning, who is in charge of drive systems for bicycles, e-bikes, and pedelecs at Continental's division ContiTech.

A press release has claimed that some 30 manufacturers were exhibiting bicycles equipped with the Conti Drive System at this year's Eurobike show. 



▲ Suitable for the budget segment, the Conti Drive System eco uses belt sprockets made of plastic and a metal/plastic combination.

CHINA LANXI WHEEL TOP CYCLE INDUSTRIES LIMITED

兰溪轮峰车料有限公司



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Hotel address：No.1049, chien-hsing Rd., Taichung



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Kent Introduces S. Carolina Facilities to Suppliers



▲ South Carolina Governor, Nikki Haley.



▲ Bicycle industry figures from Taiwan and China with South Carolina Governor Nikki Haley.

The Bicycle Corporation of America (BCA)—a subsidiary of the Kent Group—established a bicycle assembly plant in South Carolina in 2015. On September 21 and 22, Kent invited its Asian parts vendors to South Carolina to visit the BCA plant and get a better understanding of the state's investment environment. A total of more than twenty companies visited the plant, led by China General—Kent's main OEM manufacturer and participant in a mutual shareholding arrangement with Kent.

According to China General General Manager, Ge Lei, Kent sells approximately three million bicycles annually, of which roughly 95% are produced by China General, which was the largest vendor to

take part in this visit. It can be expected that a bicycle cluster will eventually grow up around the Kent plant in South Carolina, and the close proximity of suppliers will cut costs and boost the plant's competitiveness. Kent can currently assemble approximately 15,000-20,000 bicycles each month in the United States, but labor costs are high, and the bikes are mostly mid-/low-price models. While the South Carolina plant is currently not very profitable, it is advantageously placed to supply the US market; as a result, it will have great promise if it shifts toward higher-priced models and a cluster of parts suppliers emerges around it.


After visiting the Kent factory, an industry figure from Taiwan noted that the plant has opted to use Taiwan-made folding pedals in order to reduce volume and facilitate the loading of bicycles into boxes. While this highly efficient approach is relatively costly, it also allows bike shops to assemble each bike in about five minutes. From BCA's perspective, while the retail prices of its whole bicycles are not absolutely as low as possible, it has found



▲ China General and Kent have a tight partnership.

other advantages of assembling and selling bikes in the United States. For one thing, it can mark its bicycles "Assembled in the USA" when sold in the US, and can mark them "Made in the USA" when exported to other countries. One drawback of the BCA plant, however, is that it must import parts such as rims, frames, and front forks, which is costly and requires large inventories to be held. Nevertheless, if BCA expands its production lines in the future, or an industry cluster emerges and forms a supply chain, the plant may be able to achieve an

output of one million bicycles annually, while also allowing it to raise prices. The plant, therefore, is considered to have great potential.

South Carolina Governor Nikki Haley declared: "Anything can be produced in South Carolina. We have five world-class tire factories and three auto manufacturing plants, and now hope to develop even more industries. Customers care strongly about where products are produced, and the state of South Carolina has always been an optimal place for foreign capital investment." 



▲ Assembled in the USA.

FEATURES

- *NEW SHAPE MAXIMIZES STRENGTH WHILE MINIMIZING WEIGHT
- *NEW CHAINRING PINS IMPROVE SHIFTING FOR SMOOTH AND ACCURATE SHIFTS

ROAD RACE ETERNAL-721C-TT

- .Crank Length: 170,172.5,175mm
- .Crank Material: Forged AL-6061-T6
- .Crank Finish: HP Black Ano.
- .Chainring: 52-36T/50-34T
- .Chainring Material: AL-7075-T6
- .Chainring Finish: 100% CNC Mach., Black Sand Ano.
- .Compatibility: 11S
- .Chainline: 43.5mm
- .BCD: 110mm
- .Q/I-factor: 160/129mm
- .Weight: 946g
(50-34T,170mm)



PW-BB68+
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BB86

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Taiwan(R.O.C.)
Tel:886-6-2825791/92
Fax:886-6-2825746
E-mail:prowheel@ms13.hinet.net
sales-tw@pro-wheel.com

Haomeng Bicycle (Shanghai) Co.,Ltd.
8553 Chuannanfeng Road,Situan Town,
Fengxian District,Shanghai,China.
Tel:86-21-57532846/47
Fax:86-21-57536961
E-mail:sales-sh@pro-wheel.com

Whole Man Enterprise (Tianjin) Co.,Ltd.
NO.8 Xinmin Road,West area,Developing Zone,
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The Murky Future of China's Economy



▲The problems in China's economy are deeply affecting bike sales.

Difficulties in the Chinese economy sent stock markets around the world on a roller coaster ride this year. Their economic growth has slowed to approximately 6.7 percent, according to The Organization for Economic Co-operation and Development (OECD). This growth slowdown, while still above the International Monetary Fund's predicted world economic growth rate of 3.3 percent, represents a significant reduction from the 10.6 percent growth rate enjoyed by China only 5 years ago. Questions are being raised about why this is happening, and what it means for the future of this populous nation.

Hurt by weakening demand, as well as overcapacity, China's investors have been slowly but surely shying away from investing in the manufacturing industry, which has had a ripple effect on both China's domestic and the world economy. Shares in manufacturing companies in China have dropped sharply, and, when combined with a sudden devaluation of the yuan, in the words of Reuters, it has formed a 'perfect storm' of economic instability within that country. This, in turn, could theoretically lead to increasing tensions among China's trading partners. Japanese finance minister Taro Aso has recently agreed with China's leaders that structural reforms and economic cooperation between their respective countries will be necessary in order to preserve any kind of sustainable growth over the long term.

China's current plan to counteract lowered business and real estate investment

with increased infrastructure investment, along with a large increase in service industries, may continue to support China's economy in the future, while, according to the OECD, the overcapacity of China's heavy industry will continue to suppress consumer price and producer cost inflation.

While the immediate future of China's economy is reasonably secure, doubts remain about its long-term survivability. New domestic orders for products produced in China fell, from 49.9 percent in July to 49.7 in August of this year. New export orders dropped in August as well, the eleventh straight month this has happened. Layoffs in the manufacturing sector have increased as orders have dropped; businesses have been attempting to preserve their profitability by cutting back on workers. Complicating matters, a massive chemical warehouse explosion in August of this year in Tianjin, which killed 173 people, has led to several accusations of corruption within the financial and economic wings of the Chinese government. In addition, several major food poisoning scandals have rocked China, prompting investigations that have done nothing to calm the jittery nerves of international investors.

Many of these factors have been leading China towards liberalizing their economic practices in recent years. There has been a strong push to allow market forces to play a greater role in resource allocation, in an attempt to create a more level playing field for Chinese businesses. This shift away from guaranteed

contracts with state-owned businesses is hoped to achieve this goal, but it continues to face some stiff opposition from several members of the political ranks.

In terms of the bicycle industry in China, a report published by IBISWorld has indicated that the manufacturing of bicycles in China has been growing at an annual rate of 3.9 percent over the past five years. They cite increasing domestic demand and import growth as the leading causes of industrial growth in this area. They note, however, that despite the continuing growth of this industry, profitability has been steadily declining, due to such elements as strong international competition and the rising costs of raw

materials. IBISWorld predicts this industry to grow by a rate of 6.0 percent per year until fiscal year 2020. What is not known, however, is if that will be enough to keep the industry profitable in the face of increased international competition.

China's recent attempts towards liberalizing their economy may hold the key to their future economic development. For now, these changes have not had very much of a positive effect on China's slipping economy, but it remains to be seen if these overhauls will achieve a measure of success in turning China's economy, and its manufacturing industry, around to a more sustainable growth pattern. 

Helmet Makers Gearing up for Speed Pedelecs


Earlier this year, the Dutch Government passed legislation that by January 1st, 2017 all riders of Speed Pedelecs—Pedelecs able to go over 25 km/h, be required to wear an ECE 22.05 compliant helmet, meaning a moped helmet, similar to the legal requirements in most other European countries.

However, with speed e-bikes representing an important part of the Dutch market, bike industry organizations and representatives, worried that the requirement to wear bigger-style moped/motorcycle helmets on speed e-bikes will negatively affect sales growth, are lobbying the Netherlands government to amend the law.

Helmet manufacturers however are increasingly gearing with helmets that are ECE 22.05 compliant. At Eurobike this year, German manufacturer, Cratoni, was displaying several ECE-R 2205 compliant helmets including its Eurobike award-winning Vigor.

The move by the Netherlands government comes during a year which has seen increasing harmonization of e-bike legislation within EU member states. Earlier in the year, the UK government passed its Electrically Assisted Pedal Cycles (Amendment) Regulations 2015, which



defined a pedal-assisted electric bicycle with maximum power output of 250 watts and maximum assisted speed of 15.5 mph (25 kmh) as a bicycle. The amendment finally clarifies many legal gray areas on e-bike use within the UK. However twist-and-go (throttle powered) vehicles will require type approval, and all electric bikes with motors more powerful than 250W (rated) will be required to display a tax disc, with insurance and vehicle registration becoming mandatory. Electric bikes will also need to display a number plate and carry an MOT certificate. 



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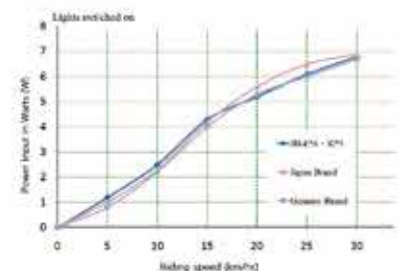
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Prowheel Develops Advanced Customization Plants

In its more than 20 years of existence, Prowheel has established a competitive advantage on the basis of its solid foundation and attention to differentiation. Looking ahead to the future, Prowheel will continue to increase its breadth and depth. Under the successful management of second-generation leader Stanley Kao, Prowheel is determined to be the world's best and most flexible customization plant, and offer the fastest delivery times.

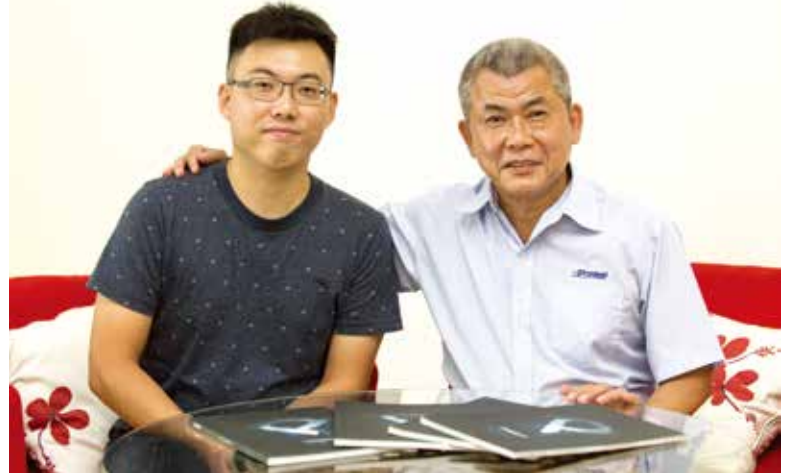
Thanks to President Tim Kao's influence, Prowheel has consistently maintained a high local content rate in order to control costs and shorten delivery times. It has therefore invested in many types of advanced equipment, including a tubing drawing line and even plastic bag machinery. Prowheel's willingness to invest in all stages of the production process, starting with the purchase of raw materials, has given it a sturdy manufacturing base.

Prowheel has established plants in both Tianjin and Shanghai, as well as a warehouse in Shenzhen. The Shanghai plant went into production in 2000, occupies approximately 100,000

square meters, and employs 700 persons. This plant's output is roughly split among exports and products intended for the domestic market. The Prowheel Group has an overall annual output of around 15 million cranksets. Backed by a high local content rate and up-to-date production technology, Prowheel can offer shorter delivery times than its competitors and greater flexibility in design development. As a result, it has become the global leader in fast shipment and optimal customization capabilities.

Largest, strongest, and best

Prowheel has accumulated an outstanding sales record in China, and its export performance is also impressive. Most of Prowheel's exports are currently destined for Europe and the Americas, but it also ships its products extensively to Asia. Prowheel's sales to Latin America are particularly notable. Its products chiefly consist of sprockets and other parts for mountain bikes, and it is currently developing 11-speed products that are attuned to the market's present needs and trends, as well as sprockets for e-bikes. Prowheel has been highly successful in its cycle industry niche, and it has the ability



▲ Prowheel founder Tim Kao (right) laid Prowheel's cornerstone, and current CEO Stanley Kao (left) is charting its future course.

to provide customers with optimal choices, excellent quality, and dependable supply, which accounts for the company's popularity and support among customers.

Prowheel is now devoting great effort to creating a "factory brand." As part of this campaign, it is establishing an energy-saving production model at its plants, and has already committed upwards of 100 million RMB for further upgrades to its plant equipment. Prowheel's plants are also striving to offer even faster service by quickly receiving and satisfying customers' needs and issues. As it continues toward its goal of being the largest, strongest, and best, Prowheel is acquiring even greater competitiveness.

According to CEO Stanley Kao, Prowheel has currently attained a certain level of manufacturing capability, and has turned its attention to creating a factory brand. Thanks to the company's fast service and ability to satisfy customers' needs, the factory brand is sure to have high standards and a good reputation, and this is certain to pave the way for a product brand. Prowheel is also devoting great effort to the development of higher-grade products, hopes to offer even lighter and sturdier sprockets, use different logos to differentiate products, and offer products meeting the needs of different levels of customers. 🌟WG

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Japanese Domestic Bike Market Volumes Poor

The Japan Bicycle Promotion Institute recently released its latest statistics indicating that both Japanese domestic bicycle production and bicycle imports are down in volume during the first six months of 2015 in comparison to the same period in 2014. In fact, in the first half of this year domestic unit production levels are the lowest in the last ten years, and bike import volumes are at the lowest six-month year-to-date levels since 2001. However, it is not all doom and gloom from Japan, as the statistics show that while volumes are low, the total value continues to be high. The total value of Japanese domestic production from January to July is the second highest in the last ten years, and bike import value is at a 15-year record high. The Institute believes that the exchange rate of the Japanese yen is having a large effect on the market.

Domestic Market

10-year history of 6-month Japanese domestic market by unit volume

Year	Domestic Production	Unit Import	Domestic Market
2015	460,063	3,940,565	4,400,628
2014	508,373	4,537,063	5,045,436
2013	501,246	4,471,862	4,973,108
2012	572,870	4,798,280	5,371,150
2011	573,193	5,331,948	5,905,141
2010	571,753	4,723,113	5,294,866
2009	554,590	4,821,939	5,376,529
2008	582,440	5,067,152	5,649,592
2007	614,441	5,564,067	6,178,508
2006	755,461	5,176,318	5,931,779

Source: Ministry of Economy, Trade and Industry (METI) Current Production Statistics Survey, Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis
("Electric power assist bicycles" is included in unit production; "Other Motorcycles" is not included in unit import)

Imports


The total volume of bicycles imported into Japan over the first six months of 2015 was 3,940,565 units, which is a decrease of 13.1% compared to the same period in 2014. However, as the average value of imported bikes rose by a large 23% to JPY12,914 (US\$107), this meant that total CIF value for imported bikes

was JPY50,889 million (nearly US\$425 million)—an increase of 6.9% compared to the same period in 2014.

The institute noted that huge increase in total CIF value is in large part due to dramatic fluctuations in the currency market. The average dollar-yen exchange rate during the first six months of 2014 was US\$1=JPY102.70; however, it was US\$1=JPY119.99 during the same period in 2015. Consequently, the yen has effectively become 16.8% weaker against the US\$, thus increasing the value of imports.

China continues to be the biggest source country for complete bike imports into Japan, capturing 96.1% of total units, and 84.3% of total CIF value, with an average CIF unit value of JPY 11,330 (approx US\$94.5). Taiwan captured 3.7% of total bike import by total volume, and 14.4% of total CIF value. The average CIF unit value of bikes imported from

complete bicycle production in the six-month year to date 2015 was 460,063 units, and JPY 23,570million. Table 1 shows that total unit production decreased 9.4%, and total production value also decreased

5.4% compared to the same period of the previous year. Average production unit value in the six-month year to date in 2015 was up 4.4% from JPY 49,076 in 2014 to JPY 51,232 in 2015.  WGA

Japanese bicycle imports Year to Date 2015 compared to Six-Month Year to Date 2014

	Total Units	Total CIF Value	Average CIF Value
6- Month YTD 2015	3,940,565	50,889,066	12,914
6- Month YTD 2014	4,537,063	47,623,581	10,497
Variance	-596,498	3,265,485	2,418
Variance %	-13.1	6.9	23

Source : Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis

2015 6-month imports by category

HS Code	Category	Total Units	Total CIF Value	Average CIF Value
871200100	Mountain bikes	107,818	2,720,434	25,232
8712.00211	Mini-cycles	65,025	761,265	11,707
8712.00218	Infant bicycles	254,851	2,006,546	7,873
8712.00219	Children bicycles	901,826	9,597,185	10,642
8712.00291	Light bicycles	1,329,178	14,616,972	10,997
8712.00299	Miscellaneous	1,281,867	21,186,664	16,528
	Total	3,940,565	50,889,066	12,914
8711.9	Other Motorcycles	24,216	952,837	39,347

Source : Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis

15-year history of 6-month year to date Japanese bicycle imports:

Year	Total Units	Total CIF Value	Average CIF Value
2015	3,940,565	50,889,066	12,914
2014	4,537,063	47,623,581	10,497
2013	4,471,862	43,332,516	9,690
2012	4,798,280	41,064,255	8,558
2011	5,331,948	41,315,173	7,749
2010	4,723,113	36,870,424	7,806
2009	4,821,939	41,444,013	8,595
2008	5,067,152	42,007,396	8,290
2007	5,564,067	43,338,309	7,789
2006	5,176,368	37,205,484	7,188
2005	5,066,553	31,690,477	6,255
2004	5,136,236	30,997,096	6,035
2003	4,696,630	31,062,819	6,614
2002	4,558,983	32,773,081	7,189
2001	3,755,778	28,556,556	7,603

Source : Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis. ("Other Motorcycles" is not included)

2015 6-month main sourcing regions for Japanese bicycle imports

Region	Total Units	% Share	Total Value	% Share	Average Value
China	3,785,631	96.1	42,890,064	84.3	11,330
Taiwan	145,023	3.7	7,318,925	14.4	50,467
Others	9,911	0.3	680,077	1.3	68,618
Total	3,940,565	100	50,889,066	100	12,914

Source : Ministry of Finance Japan (MOF) Trade Statistics of Japan, Japan Bicycle Promotion Institute Processing and Analysis Due to round off, Total may not match.

	Total Units	Total Production Value	Average CIF Value
6-month YTD 2015	460,063	23,570	51,232
6-month YTD 2014	507,928	24,927	49,076
Variance	-47,865	-1,357	2,156
Variance %	-9.40%	-5.40%	4.40%

Source : Ministry of Economy, Trade and Industry (METI) Current Production Statistics Survey
(2014 figure is revised) Japan Bicycle Promotion Institute Processing and Analysis

Production

According to the Ministry of Economy, Trade and Industry (METI) Current Production Statistics Survey, Japanese

Testing Five Aerodynamic Handlebars

Which type of handlebars gives riders the greatest aerodynamic advantage? Cycling Update's wind tunnel tests will give you the answer.

Cycling Update collaborated with CHC in subjecting five different types of aerodynamic handlebars—all of which were products of well-known brands—to wind tunnel laboratory testing. For the purpose of wind tunnel testing, handlebars and stems were considered to form a set, which allowed us to test one-piece handlebars (including stem) and handlebars + stems on the same basis. The tested handlebars had the following specifications: handlebar width: 420 mm, stem length: 100 mm, inner diameter of front forks compatible with the stems: 1-1/8"; the horizontal angle of the stem was unrestricted.

Wind tunnel laboratory testing methods

Handlebars were first mounted on a special jig custom-made at CHC, and no other components, such as brake

handles or tubing were installed. This process compared wind resistance during actual riding with values calculated using computational fluid dynamics (CFD). Apart from using a special device to measure the drag coefficient during actual riding, we also used a rotating platform to measure the drag coefficient when the wind was blowing from different angles. A wind speed of 48 km/h was used during testing, and the measured values represented air resistance (in units of grams (g)) encountered when the handlebars were in forward motion; the greater the value, the larger the wind resistance. Because handlebars are symmetrical on the right and left, the range of measurements extended to the left from 0° to 20°, and measurements consisted of the average values obtained at increments of 5°.



Content of CHC laboratory testing

A. Stiffness testing

After the handlebar units were mounted on the jig, a force of 200 N was applied to a point 50 mm from the end of the bars, and the measured displacement was used to calculate the stiffness.

B. Weight measurement

The handlebars were placed on an electronic balance scale with an accuracy of 1 g, and the actual weights of the handlebar sets (including stems) were obtained, in units of grams.



▲ After handlebars were installed on a jig, a special device was used to measure the drag coefficient; the handlebars were also mounted on a rotating platform in order to obtain the drag coefficient at different angles.



▲ Wind tunnel laboratory personnel at the Architecture & Building Research Institute, MOI adjust wind speed in the wind tunnel control room.





Pro Vibe 7S

These handlebars provide three curve options: the most popular CT small-curve bars (Compact), large-curve bars (Round), and ergonomic bars (Anatomic). The CT small-curve bars are available in lengths of 38, 40, 42, and 44 cm, and the large-curve and ergonomic bars are available in lengths of 40, 42, and 44 cm. These handlebars are made from 7050 aluminum alloy, which increases stiffness, and feature an integral dual cable routing design (brake cables and shift cables). The stem employs A7075 alloy, and the inverted triangle tubing

profile achieves an optimal ratio of weight to stiffness. The unique Pro clamp and front cover system ensures secure attachment. Angle: -10°, suitable for 1-1/8" front forks. Handlebar clamp diameter: 31.8 mm.

Test result data

Wind tunnel testing:	220 (g)
Stiffness testing:	66 (N/mm)
Overall weight:	403 (g)



Pro Vibe 7S handlebars

Features:	Tough, lightweight, sturdy
Material:	AL-7050 aluminum alloy
Width:	380, 400, 420, 440 (mm)
Color:	Black

Pro Vibe 7S stem

Features:	Tough, lightweight, sturdy
Material:	A7075 aluminum alloy
Length:	80-140 (mm)
Color:	Black



Vision Metron

The Metron family of 4D handlebars is designed specifically to minimize wind resistance, and also embodies numerous ergonomic features. For instance, the upper section of the bars is tilted forward at an angle of 10°, which helps to create a natural, comfortable cycling space. The handlebars are designed to reflect the arcing movement of the human arm, and ensure that the cyclist's wrist maintains an angle of 90°. In addition, the lower section of the bars extends out horizontally by 5 mm to enhance control and improve handling. Furthermore, the upper section of the bars has an airfoil profile, and an enlarged grasping area increases support for the hands. The upper position has an ergonomic design, and is suitable for different palm widths

corresponding to different shoulder widths.

Another feature aimed at minimizing wind resistance is the hidden cable routing, which is compatible with electronic shift systems. In order to complete the Metron family, the company has also introduced the Metro Aero aerodynamic stem (ST-KO-132C). The handlebars and stem are both made of one-piece carbon fiber. Compared with conventional stems, the Metro Aero can reduce wind resistance by a dramatic 86%.

Test result data

Wind tunnel testing:	160 (g)
Stiffness testing:	63 (N/mm)
Overall weight:	411 (g)



Vision Metron 4D Compact HB-KO-237S/Di2

Features:	Innovative styling combined with functional design
Material:	Carbon fiber
Width:	400, 420, 440 (mm)
Color:	UD carbon fiber black, red & white coating, gray coating

Vision Metron Aero Carbon Stem ST-KO-132C

Features:	One-piece UD carbon fiber body
Material:	Carbon fiber
Length:	100-140 (mm)
Color:	Red & white, charcoal gray





FSA Extra Light OS-99 CSI

FSA Extra Light employs a brand-new high-modulus carbon fiber material and angled FAW plates to achieve the world's lightest high-strength, comfortable handlebars. The partnership of professional teams throughout Europe, Asia, and the Americas attests to the safety and stability of FSA's handlebars. The upper hand position on the bars makes it easier to apply force when climbing and sprinting. The unique lower hand position greatly improves cornering ability. The OS-99 CSI ultra-

light one-piece carbon fiber stem is designed to match these handlebars, which also meet stringent weight and strength requirements, and facilitate a highly aggressive competitive riding posture.

Test result data

Wind tunnel testing:	212 (g)
Stiffness testing:	74 (N/mm)
Overall weight:	296 (g)



FSA Extra Light HB-RK-170NS

Features:	Lightweight design & one-piece molding
Material:	High modulus UD+3K carbon fiber
Width:	400, 420, 440 (mm)
Color:	UD carbon fiber black, red & white coating, charcoal gray coating

FSA OS-99 CSI

Features:	One-piece molded UD carbon fiber
Material:	Carbon fiber
Length:	100-130 (mm)
Color:	Red & white , charcoal gray



Profile Design

These handlebars possess a highly innovative ergonomic low-drag design, and support the internal-routing Di2 electronics shift system. The grip distance of the short, small-curve bars enhances cornering and sprinting stability and comfort. The stem is made from 3D 6061 aluminum alloy, and combines light weight with a high level of

stiffness; angles of -7/7, 17/-17, and equal angles.

Test result data

Wind tunnel testing:	160 (g)
Stiffness testing:	54 (N/mm)
Overall weight:	401 (g)



Profile Design Canta Ergo

Features:	Ergonomics, low-drag design, short-length, small-curve design, increased stability and comfort
Material:	High modulus carbon fiber
Width:	400, 420, 440 (mm)
Color:	Black, white



Profile Design 1/Seventeen

Features:	3D-6061 aluminum alloy, lightweight design and manufacturing
Material:	Aluminum alloy
Length:	60-130 (mm)
Color:	Black

New Products 2016

ergotec

Ray/35,0

To go with their latest 35 mm handlebars, ergotec are also releasing the Ray/35,0 stem to match up with it. It is available with extensions of 35, 55, 70 and 90 mm, and an angle of -7°. The weight of the stem is about 150 grams and it is available in a black sandblast finish.



ergotec

Ray

The Ray is a new seatpost from ergotec made from aluminum 6061. Length is 350mm and it is available in diameter options of 27.2, 30.9 and 31.6 mm. Weight for the 31.6 mm version is 285 grams.



Gearcop

Transformers Adapter


This adapter's distinguishing feature gives it its name—the adapter is just like a Transformer. With a small body it has great abilities holding riders' cyclo computers, sports cams, or front lamps. The all-metal adapter offers superior strength while also remaining very lightweight.

Splendor Hotel #1136



Giant Contact SLR Aero

Fine-tuning in accordance with key performance and riding quality guidelines has improved these handlebars' aerodynamic performance and cycling posture, while maintaining a high level of overall comfort. Apart from offering ultra-light weight, these handlebars also readily absorb jolts, provide a high level of stiffness and comfort, and achieve superlative aerodynamic performance, ensuring that riders can enjoy the thrill of extreme high-speed riding. The ultra-large square stem

increases stiffness and twisting-resistance. The dual-curve bars have specific-size reach/drop sections.  WG

Test result data

Wind tunnel testing:	167 (g)
Stiffness testing:	45 (N/mm)
Overall weight:	395 (g)

Giant Contact SLR Aero

Features:	Ultra-light one-piece aerodynamic handlebars
Material:	Carbon fiber composite
Size:	380×70, 380×80, 380×90, 400×80, 400×90, 400×100, 420×100, 420×110, 420×120, 440×100, 440×110, 440×120 (mm)
Color:	Black/white, black



New Products 2016

Controltech

Affilado

Controltech's Affilado has already won a iF design and Taipei cycle d&i award in 2015, and it is easy to see why. The light, one-piece construction melds seatpost and saddle in a design that immediately turns heads. A turned carbon saddle shell offers the just the right amount of compliance to riders. Controltech are now introducing Affilado with a new 27.2mm size and black on black decal design to the market.



Tempus
Oxford Room

HL Corp

Tequilla Series

HL Corp is presenting Tequilla series steering components designed to offer riders more steering control. A 35mm Bar Bore provides 15% more clamping and connection between stem and handlebar and helps the cyclist get steady steering. The Tequilla handlebar is 800mm wide while having the weight of a 700mm handlebar. The stem comes with a short extension from 40 to 70mm with a negative 12 degree angle for a more aggressive riding position.



Rubar

Shadow Stone ZAC50

Rubar's Shadow Stone ZAC50 is a super quiet wheel offering, what Rubar refer to as, triple superior acceleration and a greater range. The wheel features Close Drive System and Smart Hub, and is designed to reduce rotating friction.



TranzX

JD-ST129A

TranzX' innovative antishock stem absorbs the shock vibration riders feel while riding. The stem provides optimal relief and pressure distribution, while at the same time reducing numbness and fatigue of hands, arms, shoulders and neck, over long rides.



TranzX

JD-YSP06

The Micro adjustment on this TranzX dropper post offers quick and easy seat positioning. The reliable and robust technology used in the post ensures that there is virtually no play. A wireless version is also available to allow for absolute ease of assembly without any cable routing hassle.



True East

D15149 (Saddle Bag)

The D15149 is a saddle bag with dimensions of 25.5" x 6.25" x 7.25". The bag features a webbing fixing system and a reflective band.



New Products 2016

True East

K15702 (Top Tube Bag)

True East's K15702 is a tube tube bag with a webbing fixing band, a reflective band and a transparent touch screen. The dimensions are 4" x 3.5" and can fit an iPhone 6 Plus.



Shuz Tung

Wheel truing machine

Shuz Tung's wheel truing machine offers automatic adjustment for different sized wheels. Truing by single hand is available when space between spokes is smaller. The lacing machine also features screens to display reasons for rejected wheels, average truing time, indication sensor for problem etc. Comatible with 16" - 28" wheels, including deep-v type and fat wheels.



Splendor #1323

Gearcop

QR Tail light

Gearcop's rear light features a quick release system to allow for easy battery changing and charging. The light is easy to install.



Splendor #1136

Shuz Tung

Wheel lacing machine

Shuz Tung's wheel lacing machine is good for small scale production and manpower saving. It is available for wheel sizes from 20 "to 29", included fat wheels, and uitable rim upper/down holes' pitch within 20mm. Hourly output is between 30-50 pcs/hr depending on the size of wheel. It also features auto hole-position checking.



Splendor #1323

OlympicPro

Cargo frames

OlympicPro has launched two unique vintage cargo frames, which incorporate the front carrier features of Mixtie and Fat Bike, to achieve the perfect combination of classical beauty and modern chic. By welding the front carrier directly onto the frame OlympicPro's design makes it easier for a rider to steer their bike.



Tempus 11F 1184

ergotec

Ray/35,0

ergotec have increased the diameter in the central area of this handlebar from 31.8 mm to 35.0 mm to provide significantly more rigidity and accordingly more direct steering behavior. The Flat Bar Ray/35,0 is made from aluminum 6061 T6, has a width of 720 mm, a rise of 0 mm, and is back-swept by 9°. A low riser version is also available with a rise of 15 mm.



Bafang Captures the Crown in Germany's 24-hour e-Bike Relay Race



▲ Bafang Motor's employees with the winning bike.



▲ The participants of Bafang's winning team.

A hotly-contested 24-hour race took place in Germany's Nürburgring motorsports center on July 25. This competition—one of Europe's most influential and attention-getting cycling races—attracted numerous top-notch bicycle brands from around the world. A total of 13 e-bike teams took part, and each team

consisted of four competitors. Twenty-four hours after the start of the race, the Suzhou Bafang Motor team was declared the champion. Bafang was the sole team to use the company's own components on its e-bikes—the Bafang Max Drive System—the remaining 12 teams all used Bosch components.

Bafang Motor, which is China's leading manufacturer of electrical components for e-bikes, participated in this race for the first time this year. In spite of it being Bafang's first time in the ring, the company nevertheless managed to out-compete many of the world's top brands and seize the championship. Apart from the superb performance of Bafang's equipment, credit for this impressive feat also goes to the well-experienced professional cyclists on this team. Bafang's "Max" mid-mounted motor systems feature a highly-responsive torque transducer that is suitable for uphill riding, and their brawny motor enables

cyclists to greatly conserve their strength on level road sections. It took a synergistic combination of professional riders and first-rate equipment for Bafang to prevail in this hotly-contested event. 🌐WG



▲ Bafang's latest product, Max Drive System.

Tips: One circuit of the Nürburgring track is 24 km in length. The track has many broad curves, gentle sections, and an approximately 27° climb 500 m in length on its northern side. The 24-hour relay race was an extreme test of the riders' stamina and e-bike performance.

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International Dining in Taichung



Finga's

A combination restaurant/deli/cafe/grocery store, Fingas is a unique dining experience. They offer a fairly large variety of North American, Italian and Mexican meals, from burgers to sandwiches. Owned by New Zealander Dereke Bruce, this restaurant offers excellent western style meals at affordable prices. The freshly baked breads are fantastic, as well. This is a great place for lunch or dinner.

📍 173, Xiangshang S. Rd., Sec. 1, Taichung, Taiwan
 ☎ +886 4 2472-0965
 🌐 www.fingastaiwan.com/index.php/en/



Frog Mexican Restaurant

There are several branches of Frog Restaurant in the downtown Taichung area, and all of them provide a good selection of Tex-Mex foods at reasonable prices. My personal favorites are the beef enchiladas or the chicken tacos. I've never had a disappointing meal here. They also offer a wide variety of bottled and draft beers. This is a great lunch destination, if you're in the mood for some tasty, cheesy, spicy Tex-Mex food.

📍 No. 105, Section 1, Huamei W St, West District, Taichung
 ☎ +886 4 2321 1197



Uzo Bar and Restaurant

Greek/Mediterranean style food is on offer at this popular restaurant, presented in a relaxed, easygoing atmosphere. Go to this restaurant to get your falafel, hummus or baba ghanoush desires fulfilled. Everything here, including the burgers and a wide variety of appetizers, is fresh and tasty, so you can't really go wrong. Two unique things about this restaurant: it is open late (until 1:00am), and no service charges are included in the prices (although tips – somewhat rare in Taiwan – are appreciated).

📍 No. 22, Jingcheng 5th St, West District, Taichung
 ☎ +886 4 2327 3518
 🌐 www.uzobar.com/Home.html

Little Tibet Restaurant

Located just off the famous Feng Jia night market district, this tiny restaurant offers authentic Tibetan dishes in a lovely, cozy atmosphere. Very reasonable prices (especially the \$NT100 lunch specials), the food here is quite unique. In addition, the cooks are very receptive to requests, and the staff is attentive without being oppressive or intrusive. A little gem of a restaurant in the heart of the city.



📍 2 Qinghe St, Taichung
 ☎ +886 4 2452-2452
 🌐 www.facebook.com/pages/Little-Tibet-Restaurant/207351319301460

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Website: <http://www.biketaiwan.com>

E-mail: rep@mail.wheelgiant.com.tw

Head Office: 193 Tze-Chiang Rd., Changhua City 50095, Taiwan

Tel: 886-4-7350500, 7360794~5

Sales Dept Fax: 886-4-7357860 Editorial Dept Fax: 886-4-7360789

Taipei Branch Office: 7F., #80, Fushing North Rd., Taipei, Taiwan

Tel: 886-2-27522477, 27400737 Fax: 886-2-27733028

Advertising: Pelin L. Lee

Shanghai Branch Office: Room 1802 Building 2, No. 999, Bailu South Road, Kunshan District, Jiangsu, China.. Postal Code: 215500

Tel: 86-512-57515789, 86-512-57516309 Fax: 86-512-57515789-8899

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Ningbo Branch Office: Room 2303, Building 1, Homei Garden No.666, Yangmuqi Road, Ningbo, Zhejiang, China

Tel/Fax: 86-574-88210669

U.S. Branch Office: 3630 W. Pioneer Pkwy., Suite 127, Arlington, TX 76013. U.S.A. Tel: (817)860-7299 Fax: (817)860-7499

Reporter: Monica Bostick

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