



SHOW DAILY

The Official Show Newspaper

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ENGLISH

日本語

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2014

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Double Density Base

Inside the same resin shell, there are elastic inserts to provide maximum comfort and carry most of the cyclist's weight on the sit bone area within the polypropylene base. These maintain all the characteristics of strength and durability required by the base structure of the saddle.

ANS
Anti-slip

The ergonomic padding slightly tail up facilitates pedaling. The non-slip and textured cover offers improved rider safety and comfort.



Model No.:

VL-6268

U Carry

In the new product line extension, Velo embellished their well-established ebike / city / trekking saddles collection with integrated "U Carry". It is the main means by which riders can easily carry their bikes.



VL-6263



VL-6268



VL-6269



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Today's Weather

Today

22°C (72°F)

Considerable clouds early that clear later in the day.



Tonight

18°C (65°F)

Some clouds but generally clear overnight.



Tomorrow

27°C (81°F)

Long period of sunshine with clear skies.



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Cover photo by Taipei Show Daily



a new way to move

Pacific Cycles a sectionzero design

Discover more about IFmove at the 2013 Taipei Cycle Show, booth No. N0313



reddot design award
winner 2013

Show Briefs

Taipei Cycle returns to early March dates for next year's show

Visitors, calibrate your watches: The Taipei Cycle Show is shifting back to the first week of March for next year.

The 2014 show will be March 5-8 at the Nangang Exhibition Hall, Taipei Cycle spokeswoman Andrea Wu said yesterday.

Wu said Taipei Cycle alternates between the first and third weeks of March because of a conflict with another show that runs every other year.

The Taipei International Machine Tool show, which takes place in odd-numbered years, monopolizes the convention center for two weeks because it involves big, heavy machinery that requires time to set up and take down, Wu said.

"Including move-in and move-out, they need 15 days," Wu said.

The annual shift in the Taipei show dates is unrelated to yesterday's proposal for moving the show to July. (See related story, page 7).

Darfon keys into bike industry with Lion drive system



Darfon Electronics made millions as the world's top computer keyboard manufacturer. Now, the \$887 million company — one of Taiwan's largest public corporations — is bringing its design, material and mechanical expertise to the bike industry with its Lion X1 e-bike drive system.

Darfon first started developing the Lion Power Drive System 2-1/2 years ago. It debuted the system yesterday at the show.

Expanding into the electric bike business was a natural choice for Darfon, thanks to its competence in power management systems. It also manufactures battery packs and inverters, said Charles Liu, senior vice president of Darfon Innovation, a subsidiary of Darfon Electronics.

"E-bikes fit perfectly," Liu said. "We have a lot of talents that work for that so just give it a try."

The Darfon system consists of a Sony battery, which is available in downtube or rear-rack carrier options; a 250-watt front or rear hub motor, or a 350-watt rear hub motor; an LCD display; and a LED display.

Production begins in the second half of the year at Darfon's factories in Taiwan and the Czech Republic. The company is targeting European and Chinese e-bike OEMs.

Dienatronic e-trike lets disabled riders go longer distances

Joy Industrial is bringing the joy of movement outdoors to a whole new demographic with its e-tricycle for disabled riders. Joy debuted the vehicle at Eurobike last year but has made significant improvements.

The vehicle, from Joy's Dienatronic division, allows disabled riders to tackle longer distances and steeper climbs than they can by using arm power alone. The target market is Europe and interest there is already proving to be so strong that the company fears it may have difficulties meeting demand at first.

Support for cycling is provided by a 250W/36V hub motor that is capable of powering the tricycle for about 50km using a 10Ah lithium manganese battery. Five power levels allow full control. The power automatically switches off when braking.



Solex, a venerable French brand from the 1940s, is back

A venerable French brand is making a sort of comeback at the Taipei show. The Velosolex brand, which sold more than eight million of the "bicycle that runs by itself" in the years after World War II, is back under new owners.

The new bike, which goes under the name Solex, is an electric bike. Owner Easybike Groupe introduced the first e-Solex in 2006 followed by a Velosolex folding e-bike and an e-citybike in 2010.

This year Solex is returning to its classic roots with a regular bicycle. "These are just prototypes transporting the image of the legendary Velosolex front motor at the head tube. We want to see if there is interest in this," the company's Antoine Godel said yesterday.

Godel said the company is seeking more international customers and distributors to fill holes in its global network.



Schedule of Events

GENERAL SHOW INFORMATION

9 a.m. - 6 p.m.

Taipei Cycle Show, Nangang Exhibition Hall and Taipei World Trade Center (TWTC), Hall 1, 2nd Floor, Area H; and SPOMODE, TWTC Hall 1, 2nd Floor.

EVENTS

8:30 a.m.-5:50 p.m.

2013 Taipei Power Forum/Electric Two-Wheeler Symposium, 4th Floor, Room 401, Nangang

9 a.m.-5 p.m.

LEV test drive, 4th Floor Cargo Ramp, Nangang

9:30 a.m.-noon

Bicycle Color & Graphic Applied Research Seminar, 4th Floor, Room 402, Nangang

10 a.m.-4 p.m.

TES E-scooter test ride, 1st Floor, South Side, Nangang

11 a.m.-noon

Cycling Extreme Performance with Angie Marino and Mike Steidley, 1st Floor, North Side, Nangang

11 a.m.-12:50 p.m.

Taipei Cycle new product launch, 6th Floor, Outdoor Balcony, Nangang

11:30 a.m.-3 p.m.

2013 TaiSPO & SPOMODE Fashion Show, 1st Floor, Area C stage, TWTC Exhibition Hall 1

1:10-3 p.m.

EPAC Battery: Testing for Safety and Reliability Seminar, 4th Floor, Room 402, Nangang

2-3 p.m.

Cycling Extreme Performance with Angie Marino and Mike Steidley, 1st Floor, North Side, Nangang

2-3:50 p.m.

Taipei Cycle new product launch, 6th Floor, Outdoor Balcony, Nangang

3 p.m.

Coliped exhibitors' party, 4th Floor, L0124

3:10-4:30 p.m.

Pedelec (E-Bike) Award ceremony, 4th Floor, Room 402, Nangang

6 p.m.-on

Tern Social Ride: bring your bike, helmet and lights for a group ride along the riverside bikeway to the Miramar Le ble d'or restaurant. Meet at Tern outdoor booth, I2032, Nangang.

6:30-9:30 p.m.

Light Electric Vehicle Association (LEVA) annual networking dinner, Fullon Hotel, Taipei. Email heather@levassociation.com for reservations

Got an event you'd like to list in the Taipei Show Daily? Please email us the information by 2 p.m. at TaipeiShowDaily@gmail.com. Include the event time, location and your contact information.



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winner 2013



L0325

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Step off the well-worn Taipei tourist path and explore these lesser-known restaurant gems. Discover great food at reasonable prices. And if you don't speak Chinese, don't worry — just show the address to your taxi driver. This year, we feature three of the many Taipei restaurants that specialize in international cuisine. Don't miss our final restaurant selection in tomorrow's Taipei Show Daily.



Bar and wine cellar

You probably haven't come to Taipei expecting to eat Bulgarian food. Yet right here in the city is that rare opportunity — and not just any Bulgarian restaurant, but fine Bulgarian dining with commensurate wines.

J.W. Teres is a beautifully decorated bar-restaurant with an Old World ambience. Chef-owner Krastyu Nedyalkov serves dishes like kiopoolu, an eggplant dip with zucchini and garlic yogurt, and Easter lamb pie.

When not slaving in the kitchen, Krastyu, wearing his other hat as a wine connoisseur, is on hand to advise on pairing food and wine. It's worth seeking his opinion; his family has been making wine for 450 years. The

wine cellar includes 33 Bulgarian wines as well as rare whiskeys and cognacs.

Recommended Dishes

Entrée de Surprise: tomatoes, roasted peppers, feta cheese: NT\$280
Zucchini Boat: oven baked zucchini stuffed with champignons, onion, garlic, minced meat, cheese, tomatoes & eggs: NT\$290
Bulgarian Mixed Grill: pork neck shish kebab, meat balls, chicken breast: NT\$660

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English Speaking: Yes
Credit cards: Yes



Zucchini boat

By Stephen Jack

For more restaurants and a map, visit: www.eatingchina.com/articles/restaurants.htm

Tony Lo suggests Taipei Cycle move to July

Will the Taipei Cycle Show move to July?

Tony Lo, one of the most influential members of the Taiwan bicycle industry, made that surprising suggestion yesterday during the show's opening ceremony. Any date change would occur no sooner than 2015. (See related story on 2014 show dates on page 4.)

"We're getting input from a range of people. It will be too soon to change for 2014, possibly from the following year," Lo said after the ceremony.

Lo is chairman of the Taiwan Bicycle Exporters' Association as well as CEO of Giant.

Show organizers said they would survey exhibitors after this year's event and ask their opinion of moving the show into the summer.

"From our point of view, our major concern is the opinion of our exhibitors," said Andrea Wu, the Taipei Cycle spokeswoman.

"We will do the survey after this

year's show and see how our exhibitors and visitors think about this and see which month is the most appropriate show date for them," Wu said.

"We will respect their majority opinion," she continued. "After all, this trade show is a platform which should be the best for them."

Wu said that Lo's suggestion was a surprise to TAITRA, the show organizer.

"We didn't hear much from other parts and accessories manufacturers. Actually, Tony said that to us maybe one week previous to this show, but we'll see what the survey says," Wu said.

She added, "One quarter of our



exhibitors come from overseas, which is very important for us, so we have to take their opinions into account. Exhibitors have to do financial budgets for their trips and often one year in advance. So once we have a final decision, we will announce that one year earlier."

Taiwan Vice President Wu Den-Yih

officialled at yesterday's ceremony, which attracted a standing-room-only crowd at the Nangang Exhibition Hall.

The dignitaries' remarks concluded with an enthusiastic ribbon cutting ceremony and group photos of Taipei Cycle officials, joined by directors of other major international cycle shows.

■ PL

Europeans win big at bicycle design competition

European designers won the lion's share of the NT\$600,000 (\$20,140) purse yesterday at the 17th annual International Bicycle Design Competition. The four top winners each received NT\$100,000 (\$3,350).



Sara Urasini accepts her NT\$100,000 prize for the BamGoo.

Jurors chose 22 winners from a record 590 entries, representing 45 countries. Unlike the Taipei Cycle d&i awards, which focus on products that are in production, this competition welcomes conceptual designs.

True to form, entries ranged from the weird and wonderful to the very practical.

One theme that emerged was designs that integrated two or more functions into a single product, such as a disc brake that doubled as a bicycle light dynamo, or a pedal that doubled as a lock.

Here are summaries of the four top winners:

The Penta Brake System by Martina Zbinden of Switzerland is a minimalist hydraulic brake lever design that would be suitable for urban bikes. It uses small, discrete, thumb operated brake levers. These attach to hydraulic brake cables

that are routed inside the handlebars to leave a clean, simple look.

Eron by Thomas Breun of Germany combines the functions of a disc brake rotor and a dynamo generator for bicycle lights into a single disk.

Glow Rider, designed by Hao Kuang-Chung, Lin Yi-Ching and Chen Yen-Liang of Taiwan, combines a taillight and projector. As well as having a conventional rear light, the projector beams an image onto the cyclist's back which would be a simple safety light or even a company's advertising logo.

BamGoo, designed by Sara Urasini of Italy, is a heavy-duty carrying rack made of bamboo and designed for developing countries. The rack simply attaches to any standard bicycle frame with metal hooks, which are the only non-bamboo component. Urasini said the name is short for "bamboo" and "good." ■ PL

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VOX POP

How important is the Chinese market for your company?



Matt Smith - Retül
Boulder, Colorado, U.S.

China is probably the No. 3 or 4 market for us in terms of interest after Germany, the U.K. and the U.S. It's important but it's just harder to tap into because of differences in culture. It's the way people perceive bike-fitting, which is our business. That's not really a priority in China for the time being.



Uwe Kalliwoda - Accell Group
Taichung, Taiwan

China is brand-new for us — it's only our second year. It's very small so far because we're very high-end [and] we don't have the products for the volume market. The average price in China [for sports bike] is 2,000 to 3,000 renminbi (\$320 to \$480), and our starting price is 4,000 renminbi (\$645). So it's still small for us, but we expect big growth in the future. Even for Ghost, [which] we just started [selling to China] in November, there's a lot of things going on. This is exactly the right time to get started.



Nobuyuki Tanaka - Ceepo
Japan/Taiwan

We make a very special frame for triathlon, which is not so big in China. In the future, I think it will be a big opportunity, but we need to develop a special sales network. There's a Shanghai Triathlon Club with 400 to 500 members. And I do receive many emails from Chinese athletes who want to buy my brand. Now I am just considering how to make the best brand distribution in China. Maybe we need to develop our own retail stores in China. You know that Japan and China have not very good relations so in this case sometimes we can use a Taiwanese company. That's the best way to go into China.



Sepp Kanzian - Bikers Dream
Rieden am Forggensee, Germany

China is very important to us. It's a huge country and people are starting to cycle there. We just started selling [our mini-foot pumps] in China in October last year. I think we got a good partner. We found them at the Nanjing show, and everything is working out perfectly so far. I don't know if China will become an important market for us in the coming years. Our main market is in Europe, for sure.



Simon Hsu - Merida
Meigang, Taiwan

I just switched back to Taiwan after 14 years in China, seven or eight years in the factory and then in charge of the Chinese market. We are doing very well in China, particularly in the last two years. Last year we sold about 800,000 bicycles in China [while we think the market is about 30 to 35 million]. Our average price is about \$250 at retail. At the high end there are many brands entering the Chinese market at the moment, so Merida is focusing on the middle. We're very strong in the middle range.



Sergey Gutsel - Biwec
Almaty, Kazakhstan

We are a company that is only seven years old. We are not big enough to get into China. We're selling in the mid-Asia market and Europe only. We do manufacture in China and Taiwan, and in Kazakhstan for higher-end products. Now we are exporting only in Europe, because the price of our bikes is better for that market. There are already many cheap brands in China.

Crankbrothers works on pumping up sales

Pumps were among the first products ever created by Crankbrothers when the company was formed in the late 1990s. Since then, officials put tools and accessories on the back burner as the design-centric Crankbrothers focused on wheels, pedals and cockpit parts.



The universal head works with Schrader or presta valves without adaptation.

4TH FLOOR
M0310

In true Crankbrothers style, design was a priority, and the Sterling's outer body is polished CNC and laser etched aluminum.

"We wanted the pump to be sexier and sleeker," Peterson said.

The Gem line takes the place of Crankbrothers' former pump range and is expanded to include four models in red, green and silver colors. It's offered in short and long versions and has a reversible internal head to switch between presta and Schrader valves.

Crankbrothers rounds out the new offering with CO₂ inflator and cartridges — its first foray into that market — and three new multi-tools. Peterson said the new products are only the start of Crankbrothers' renewed focus on tools and accessories.

"It's really important for us. You can expect to see more in 2014 and 2015," he said. ■ **NF**

"Over the years, we kind of forgot about our roots," Chad Peterson, Crankbrothers' product director said yesterday.

That all changes with Crankbrothers' new hand pump lines. The premium Sterling line and price-point Gem models are on display here at the show.

The Sterling pumps come in four models: long gauge, long, short gauge and short, with suggested retail prices between \$45 and \$60.

To simplify between high pressure, low volume and low pressure, high volume, Crankbrothers gives two choices on the pump: 0 to 40 psi or 40 to 100 psi.

Life in the Slo'o lane appeals to showgoers

Although it was tucked away in the back of the 4th Floor hall, the booth of apparel brand Slo'o bustled with visitors yesterday. They were drawn in by the display of colorful and stylish commuter tops, jackets and pants.

Buyers from the popular U.S. retailer REI were surprised to see such well-designed apparel at Taipei Cycle — a show better known for hardgoods than softgoods. Slo'o (pronounced "slow") is proof that Lycra is slowly making way for cycling apparel that is appropriate to wear on and off the bike.

The Japanese-inspired Slo'o line is somewhat reminiscent of Pedaled, a super high-end, Japanese-made brand owned in part by Brooks. In fact, Slo'o was created four years ago by CyclePal, a Taiwan distributor that imports Pedaled and other commuter-focused brands including Chrome and Walz Caps to the cycling island.

Slo'o is designed for riders of city bikes, fixed gears and folder bikes with its capris and pants, stylish riding shirts and bright hooded jackets.

"We check what the customers want, what they like, what they don't. We are close to the market for Taiwan," said Irene Chien, a spokeswoman for Slo'o. "They want something that is more colorful and a little bit cute."

The line is now being sold through

bike shops and through CyclePal's Taiwan stores. Officials hope to expand soon into Japan and mainland China. ■ **NF**

4TH FLOOR
N1027





1986



1982



2001



1995



2013

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Shots from the show

ENGLISH



VIPs at SR Suntour's 25th anniversary party.
Photo: Hoshi Yoshida.



SR Suntour President Daisuke Kobayashi with Olympic gold medalist Julie Bresset at the company's 25th anniversary party Monday night. Photo: Hoshi Yoshida.



Taiwan Vice President Wu Den-yih walks the show floor after officiating at yesterday's opening ceremony.

Velo/Wellgo Party

It's an annual tradition. For many longtime visitors, the Taipei Cycle Show really begins the night before the show doors open at the Velo/Wellgo Party at Grand Hyatt Hotel. Due to the increasing number of Chinese visitors Monday night, Velo founder Stella Yu addressed the crowd in Chinese while Ann Chen translated into English. Still, Stella couldn't help herself from lapsing back into English, much to Ann's pretended annoyance. The party featured the usual blend of interesting performances, music, and product presentations.



Velo founder Stella Yu (left) and Ann Chen



Wellgo founder John Chen (left)



Joshua Colp: the culprit who stole the rear triangle

Joshua Colp never liked his nickname — “Culprit”— when he was growing up in California. But when he was looking to name his new bicycle brand, he realized the nickname could come in handy.



Joshua Colp

“It’s something that sticks out. It’s innovative, it’s groundbreaking, and that’s what my brand wants to be,” Colp said.

His latest addition to the Culprit line fits the name. Colp has designed a fully carbon tri bike. The distinction is that it will accommodate disc brakes. And, more striking, it has no rear triangle — instead of seatstays, the Culprit Legend reinforces the

chainstays and bottom bracket.

By eliminating the seatstays, the Legend is designed to provide a more comfortable ride for the triathlete who is spending 100 miles in the saddle.

Colp said his inspiration was the Softride system, which did away with the traditional seat tube.

“Everybody loves Softrides,” Colp said.

A prototype is on display at Culprit’s



Culprit's new tri bike has no seatstays

booth. Colp plans to show it at the Sea Otter Classic in California next month, and then have rideable versions ready for two U.S. events, PressCamp and DealerCamp, this summer.

Colp moved to Taichung seven years ago as a missionary and started consulting with several bike companies. One of those companies was Trigon, which builds the Culprit line.

Culprit is now producing a handful of models, including two kids' road racing bikes — one of which won an iF design award this year. ■ DM

Dahon says it has settled its legal disputes with Tern

Dahon said it had reached a settlement with rival folding bikemaker Tern in a contentious legal dispute that has stretched on for nearly two years, involving two sides of the Hon family.

“The uncertainties of litigation that have plagued our brand these past two years have been amicably settled,” Dahon founder David Hon said in a letter that was sent to distributors and retail partners on Tuesday. The letter avoided referring to Tern by name.

“We want to move on as quickly as possible. A lot of management time at both companies has been spent on a dispute,” Eddie Eccleston, chief operating officer of Dahon Europe, said yesterday at the show.

A Tern spokesman declined to comment. Neither Tern nor Dahon provided details of the settlement.

The legal spat erupted in June 2011. David Hon's son, Joshua Hon, and wife, Florence Shen, broke away from Dahon, the world's No. 1 manufacturer of folding bikes. The two established Tern. Dahon and Tern disputed the ownership of assets including patents and other intellectual property.

Eccleston said that Dahon has moved ahead in the past two years. Among other developments, the company has teamed up with new manufacturers in Bulgaria and northern China. ■ BS

New TranzX e-bike motor is mighty — and mighty small

TranzX, the Taiwanese maker of bicycle components, says that it has come up with the smallest central e-bike motor in the market. The M25 will be formally launched at Eurobike, but the company is already displaying it prominently as its Taipei Cycle booth.

“People are just coming by, they’re looking at it and they’re amazed at how small it is,” said Johnson Cho, the company’s general manager. “We just had a couple of clients out here and they said there’s nothing else like it in the market right now because it’s just so small and it’s just as powerful as the

others.”

The M25 is the first part of the new TranzX LogiX range, which the company describes as a high-end range based on the CAN-Bus technology.

The motor is adaptable and easy to assemble. Weighing 3.5 kg (7 pounds, 11.5 ounces), the motor also has very low

noise and vibration levels. It has torque topping at 50 Nm and a battery range of more than 100 km (62 miles).

TranzX said that the M25 doesn't replace the award-winning Mo7 motor. The company is also showing an automatic gear transmission system for regular bikes. ■ BS

1ST FLOOR
J0408



The TranzX M25 central motor is so small you hardly see it.

Charge by Micro USB

Brand New Silicone Body Head Light "SK100mu".



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Getting there: by MRT



TWTC Nangang Exhibition Centre
Parking & Transport



1a) PARKING LOTS

- P1 TWTC Nangang Underground Parking (620 spc.)
- P2 Taiwan Fertilizer C2 Parking (352 spc.)
- P3 Taiwan Fertilizer C3 Parking (768 spc.)
- P4 Taiwan Fertilizer C4 Parking (82 spc.)
- P5 R53 Temp Parking (147 spc., 24/7, NTS20/h)
- P6 Xingzhong Park Tower (647 spc., 24/7, NTS30/h)
- P7 MRT Neihu Depot Parking (584 spc., during exhibits)

1B. TRANSPORT INFO

- 1 Shuttle Bus Stop (drop-off/pick-up)
- 2 Regular Bus Stop
- 3 Taxi Drop-Off
- 4 Small Vehicle Drop-Off
- 5 B1 Taxi Pick-Up
- 6 Underground Parking Entrance
- 7 MRT Neihu Depot Parking Lot

PLEASE NOTE: PARKING FEES ARE SOLELY FOR REFERENCE PURPOSE.

Getting there: by Taxi



TWTC Nangang Exhibition Centre
Local Area Map



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A third wheel no longer

Not too big, not too small: 650B is the happy medium for MTB brands

In the run-up to Eurobike six months ago, the question was: Which brands will offer 650B products? Today at the Taipei show the question is: Which aren't?



Shimano 650B wheel

650B, or 27.5-inch, is a middle-of-the-dirt-road mountain bike wheel size that falls halfway between 26-inch and 29-inch wheels. It's gained so much momentum that some believe it soon will supplant the venerable 26-inch mountain bike.

"650B is going to appeal to those who have not been convinced by 29ers, be it due to their own size or due to their handling preferences," Scott Sport's Jochen Haar said. "We expect 650B to replace the classic 26-inch size, which is likely to disappear in a couple of years."

Volker Dohrmann from Stevens also expects 650B to replace the 26-inch size for all but entry-level mountain bikes that sell for €700 (\$910) or less.

For 2013, many of the initial flurry of 650B products were positioned in the mid-range to appeal to a wide variety of needs and rider weights. There was still plenty of room for improvement in weight and stiffness.

For 2014, however, many brands are planning 650B bikes with carbon fiber frames, and rims and forks with better

optimized weights.

Scott, Cube and Rocky Mountain were the only bigger brands to offer carbon 650B full-suspension models for 2013, along with Intense and the Carbine 27.5.

But the choice of 650B carbon frames will surely increase for 2014. One reason is that many manufacturers used aluminum frames for their 2013 models so they could dial in the frame geometry before investing in expensive carbon molds.

Forks. Here at the show you'll find plenty of news about suspension forks. Taiwanese manufacturers, including X-Fusion and SR Suntour, are among the first to offer 650B products.

Fox will add a lighter 32 version for 650B to the 34 model offered for 2013. RockShox already has the Revelation, Reba and SID forks for 650B, and more is to come — but the brand isn't talking about its new forks until the Sea Otter Classic in April.

Manitou is launching its Minute and Marvel models for this third wheel size. Formula showed its ThirtyFive 650B forks last fall, while Marzocchi is still working on the brand's first 650B fork, which it intends to offer as an aftermarket product for 2014.

DT Swiss expects to have product ready for 2014 as well. DVO Suspension offers a special torsion arch that fits 650B wheels for its much-discussed Emerald downhill fork. The brand is also working on a single-crown 650B fork for enduro applications.

Wheels and rims. The 650B trend starts with wheels, and there are plenty of new wheel and rim products this



Merida Big.Seven

spring. Stan's, Alex Rims, Sun-Ringle and Novatec, which have all been in the mix from the beginning, have already bagged OE orders.

Reynolds had a head start with carbon-rimmed, tubeless-ready wheels for 650B. Shimano is offering its first complete 650B wheels for 2014.

Meanwhile, Fulcrum is working on featherweight wheels for cross-country.

While most 650B products are made for recreational trail bikes or all-mountain models, the third wheel size is going to the races as well.

Nino Schurter and Sabine Spitz won Olympic medals riding 650B bikes in London, and José Hermida is not the only rider to follow suit.

Enduro racing is a huge trend for 2013, and lots of 650B bikes will show up on



Reynolds 650B carbon wheels

The reason is that its partner, Merida, is entering the 650B market in a big way: Spain's José Hermida will compete aboard the Merida's new Big.Seven this season.

High demand has led DT Swiss to extend its range of 650B wheels and rims for 2014, but the new products won't be shown before May.

The first 650B products from Mavic are scheduled for the 2014 model year as well. Both will have more information on their 650B plans here at the show.

the circuit as well. Schwalbe, Maxxis and Onza Tires all offer 650B tires with reinforced sidewalls for that style of riding.

Even the World Downhill championships in South Africa should see a lot of 650B bikes, as bigger wheels promise to offer a significant advantage due to the relatively flat and pedally course.

While it may be too early to eulogize the 26-inch mountain bike, 650B won't be playing third wheel in the mountain bike segment any longer. ■ LVR



Transalpes 650B bike

Value-minded Deore groupsets top Shimano's 2014 product line

For 2014, Shimano is presenting a revamped Deore groupset. Or, rather, two groupsets: one for mountain and one for trekking bikes.

The Japanese component giant is also entering the 650B wheel market.

The high-volume Deore is the big early news regarding Shimano's plans for 2014. Each version of this value-oriented groupset offers a lot of options, such as rim or disc brake varieties, different axle configurations and a multitude of gear ratios. They both are available in black or matte silver finishes and have their own distinctive looks.

For the T610 trekking bike version, Shimano has opted for a design with more continuous shapes for the cranks, brake levers and rear derailleur.

There's also a choice of triple varieties, with either 48 or 44 teeth on the outer ring. The cranks come with a neatly integrated chain guard.

To reduce operating forces, the rear derailleur does not use any Shadow technology.

Three-finger brake levers operate either mechanical rim brakes or hydraulic disc brakes, and accordingly the hubs running on cup and cone bearings are available with or without

expensive groupsets. The brake levers have the same ergonomics, design and even Servo Wave mechanism as SLX or XT offerings. The calipers have been



Shimano's 2014 Deore groupset for mountain bikes

centerlock rotor mounts.

The mountain bike version of the 2014 Deore group, called M610, shares technology with the brand's more

modified to accept IceTech pads, which are optional like the Deore-labeled IceTech rotor.

Shifting 10 gears, the new rear derailleur comes with Shadow+ and direct mount options. Deore two-piece cranksets are available in double and triple configurations.

Entirely new are Dyna-Sys Compact chain rings. The smaller 40-30-22 triple setup compensates for bigger wheels. Shimano will offer this concept on its 2014 Deore, SLX and XT groupsets.

Finally, the centerlock hubs running on cup and cone bearings are available for quick-release axles or 15mm and 12mm thru-axles respectively. The 2014 Deore M610 covers pretty much all of the bases for mountain bikes.

Other interesting products worth mentioning are two existing wheelsets that for 2014 will be available in a 650B size.

The M785- or XT-wheelset has been quite an OE success on 26-inch all-mountain bikes, so it makes sense for Shimano to enter the 650B market with this proven product.

At a more moderate price point, the Deore-level MT35 wheels will be available in all three wheel sizes and in white or black. For OE customers, Shimano adds six sticker colors. ■ LVR

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ENGLISH

Haibike shows new Sabine Spitz-inspired 650B line

Haibike once again takes the spotlight at the Accell Group's booth with a focus on its new line of 650B mountain bikes. The four models picked up a tailwind after Sabine Spitz won a silver mountain biking medal at the London Summer Olympics on a 650B Haibike.

"We have been brainstorming the benefits of wheel sizes in detail since 2010," said Spitz, who worked on the design of the new line. "Even though my team colleagues were happy with their 29ers, I didn't feel 100 percent OK with them. Traction and performance [rolling over obstacles] convinced me. What I personally missed was agility on technically demanding tracks."

Haibike worked with Spitz on a compromise that took the best of both 26- and 29-inch wheels.

"We wanted to have the traction, roll-over and damping performances of a 29er without losing the benefits such

as the easy handling and lower weight of a classic 26-inch mountain bike," said Sven Bernhard, a spokesman for the Winora Group, Haibike's owner.

"With our new 650B bikes, we will achieve plenty of success," Spitz said. "Smaller riders especially can enjoy the benefits of larger wheels without giving up the better handling of a lighter 26-inch bike."

Winora believes the smaller 650B size may appeal particularly to Asian consumers. It will continue to offer 26- and 29-inch bikes. ■ JB

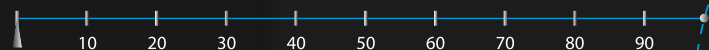
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Sabine Spitz at the London Olympics on a 650B Haibike

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OPEN

to sharing all roads?

Norglide sales manager Humphreys doesn't beat around the bushings

Before he became the sales manager for Saint-Gobain's bicycle products, Paul Humphreys spent 17 years in the company's automotive division. The Taipei Show Daily spoke with Humphreys about the similarities between the two industries.



Paul Humphreys

Saint-Gobain is one of the world's longest-operating industrial companies. It began as a royal manufacturer of glass and mirrors for the French court in the 18th century. Now it's a huge global supplier of construction materials. In the bicycle industry, Saint-Gobain is known for its Norglide bushings and composite bearings.

TSD: What are the main differences between the automotive and the bicycle industries?

Paul Humphreys: Apart from the style of doing business being decidedly different, the product cycles for bicycles are shorter. This has a fundamental impact on the time frames, from the original request to the prototyping and testing to going to production. For us, as a manufacturer that always offers customized solutions, this means being more reactive, building prototypes faster and meeting more frequently — especially since the bicycle industry sometimes skips lab testing and relies heavily on field testing instead. Finally, the numbers are smaller in the bicycle industry, which means we have to be flexible.

TSD: Are there similarities as well, making Saint-Gobain's experience an asset?

Humphreys: Absolutely.

In both industries, improving the user experience is an important trend: Reducing friction, noises and vibrations enhances a vehicle's efficiency and adds to both the ride quality and the perceived value.

Reducing weight is an even more important factor for bicycles than for cars. Due to the automotive industry's strict standards, Saint-Gobain has an excellent reputation in terms of precision and reliability of service.

TSD: Which are the main applications for Norglide bushings on bicycles?

Humphreys: Our bushings come into play whenever space is scarce and weight needs to be low, be it in pedals, telescopic seat posts, shock absorbers, pivot points or even headsets.

The biggest single application is suspension forks, as there are four bushings in every fork.

TSD: Compared to Eurobike and Interbike, how do you rate the Taipei Cycle Show?



Norglide bearings and bushings come in many sizes. Photo: LvR

Humphreys: The Taipei Cycle Show is clearly the most important sourcing platform of these three if you want to address the whole industry, OEMs and parts and component manufacturers alike. As a supplier, Saint-Gobain focuses on the Taipei Cycle Show to cultivate and expand contacts within the bicycle industry, and we are open-minded about other opportunities to present ourselves. ■ LvR

Bike bloggers get VIP tour of 'bicycle kingdom'

TAITRA, the organizer of the Taipei Cycle show, usually brings industry journalists to Taiwan for a pre-show tour. Last fall for the first time, the organization hosted a tour specifically for "bike bloggers" who mostly write on-line.

The five writers on the "Bike Bloggers Tour of Taiwan" visited CSK, Tern, Giant, Ming Cycle, Pacific Cycles, Sun Up Eco and Kreima.

The group also went on guided bike tours, which for many was the highlight of the trip.

"Taiwan is the center of the bike

manufacturing universe, with a strong gravitational pull for a bike blogger like myself," said DL Byron of Bikehugger.com, a U.S. blog. "But what blew me away were Taiwan's bike paths; they have to rank as some of the best in the world."

The group was astounded by the numbers of riders on the Dongfong

rail-trail greenway on the outskirts of Taichung.

Whole families were on bikes, many of them rental machines and quite a few of them e-bikes.

Others on the trip were Mark Ames from ibikelondon.blogspot.com, Tom Allen from TomsBikeTrip.com, Carlton Reid of BikeBiz.com, and Tyler Benedict of BikeRumor.com. ■ CR



Riding the Dongfong trail near Taichung Photo: CR

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DRIVEN

STURMEY

ARCHER
EST. 1902

CSMX
10 SPEED 11-36T

S2
2 SPEED
Kick Shift Hub

MFEZ1
10 SPEED 11-36T
E-Bike

FCRZ
10 SPEED

RDRZ2
10 SPEED

Two hours to most of Europe

Portuguese parts maker thrives as it pushes up into the high-end

Portugal's Miranda is something of a rarity — a European parts maker that is going from strength to strength as a supplier of increasingly high-end bicycle parts.



Miranda's factory in Agueda, Portugal, is just a two-hour flight from most of the EU.

The family company, which started in 1940 supplying local motorbike assemblers, is exhibiting its cranksets, seatposts and brakes at the Taipei show for the first time.

It comes to Taiwan with something to brag about: Earlier this month, three Miranda products won prestigious Red Dot product design awards. Its Delta crankset and Carbon Fiber e-bike crank won top awards, while its Clickpost Seatpost System picked up an honorable mention from the Red Dot jury.

Based in Agueda, about 50 minutes south of the Porto airport, Miranda can respond very quickly to its European customers. Its Asian competitors can't come close to Miranda's lead times. Its 9,700-square-meter (104,400-square-foot) factory is less than a two-hour flight from most of the EU.

"We always keep plenty of raw

materials on hand to ensure flexibility," said João Miranda, one of three brothers who manage the company. "We don't just offer a fixed range of products — we try to provide solutions for our customers, whatever their needs."

Miranda added, "All the manufacturing happens within our factory and we know exactly how each product is made. So we can respond to any request immediately. We know right away if something is possible."

Healthy demand and a product range that is steadily moving upmarket helped Miranda boost turnover in 2012 to €7.6 million (\$9.9 million).

Miranda supplies cranks for regular bikes and e-bikes to most of the big European assemblers, including Accell Group and Derby Cycle brands. In 2012, the firm produced around 700,000 cranksets. E-bikes account for 70 percent

of Miranda's crankset sales.

Miranda customizes its OE designs for each bike brand, but the Miranda name is always discreetly stamped on the underside.

The sole exception to the firm's in-house manufacturing policy is its Red-Dot-winning, double-hollow-core carbon crank, which was designed and developed by Miranda.

Designed for e-bikes priced well over €5,000 (\$6,500) and supplied at close to cost price, the 348g/pair crank carries the Miranda brand name and is intended as a marketing promotion to increase the brand's visibility.

The Clickpost seatpost uses a patented design and is available in suspension and non-suspension versions. The "twist to fix" saddle attachment mechanism is simple and fast.

"We have a lot of interest already from assemblers, and dealers really like the concept because it allows

consumers to rapidly try out a variety of saddles," João Miranda said.

The company expects solid demand, as it is the only maker of non-racing seat posts in Europe.

According to João Filipe, the company has cultivated a "passion for perfection" among its workforce of 95.

"Every worker is aware that the components that are produced by Miranda are to be used in high-end bicycles, so they pay meticulous attention to the finest details," Filipe said. ■ TK

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A single-speed Delta red anodized crankset



The carbon e-bike crank won a Red Dot design award earlier this month.

DH bikes with lifetime warranties

Downhill bikes take a beating, so a Canadian brand's marketing pitch is an eye-opener: Cycles Devinci offers a lifetime warranty on its frames, including its three new carbon-fiber downhill models.

"For downhill bikes, we're the only company in the world that I know of who offers that," said David Régner-Borque, marketing manager for the Chicoutimi, Québec, manufacturer.

Devinci is exhibiting in Taipei as it seeks to expand its modest international presence. Although it sells a full range of bikes in its home market, Devinci has focused on its dual-suspension mountain bikes for export. This year it also rolled out a high-end road bike in North America.

Devinci's biggest export markets are the United States, its neighbor, and France, which shares a language

with Québec. "They really embrace the French-Canadian culture," Régner-Borque said.

All the company's aluminum-frame downhill bikes are made at its own factory. Its carbon fiber frames are made in Taiwan and the bikes are assembled in Canada.

The made-in-Canada image is attractive, but Régner-Borque said Devinci has to be price-competitive as well.

"Even in Chicoutimi, if our bikes are more expensive than our competitors like Trek, Giant, Specialized, people are not willing to pay more," he said. "If it's the same price people will go

for a Canadian product, but if it's more expensive, it doesn't make the difference."

Along with its mountain-ripping suspension bikes, Devinci has another facet to its factory. It makes the sturdy,

user-friendly bikes used by Bixi bike share systems in cities around the world, including Montreal, London, Washington, D.C., and soon in New York City.

■ DM

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Devinci Atlas Carbon 29er

What's next after 10-speed groups? 11-speed, of course

Thank Campagnolo for launching 11-speed groups on high-end road bikes. If you asked, why replace a 10-speed sprocket with an 11-speed, the answer was often, "why not"?

The extra cog was a response to demand from pros and amateurs alike for greater range and smaller gaps between sprockets.

The other major players followed suit. Here's a look at the current landscape for 11-speed groupsets for road and MTB:

Campagnolo. When it released the first 11-speed groupset, for model year 2009, Campagnolo reserved the technology for its top-of-the-line Super-Record, Record and Chorus — what it calls its "competition" groups.

The shifting was accurate, and the construction showed Campagnolo's typical elegance. If there was a flaw, it was the longevity of the narrow chain.

Campagnolo's move to 11-speed gave the company a boost in a market that had begun to slow after the 2008 financial crisis. The response was so positive that Campy has expanded its 11-speed technology to the next group in the hierarchy, Athena.

Campagnolo has also made 11-speed the standard for all of its EPS (electronic) groups: Super-Record, Record and Athena.

Shimano. Following Campagnolo's lead, Shimano revamped its top-of-the-line Dura-Ace group for 2013. Both the electronic and mechanical versions are 11-speed. The new groups share many features: They are lighter than their predecessors and offer more powerful brakes.

Also welcome is Shimano's assertion that its 11-speed chain should be more durable than the 10-speed, because the chainrings and sprocket teeth are the same thickness as on its 10-speed system.

The main difference lies in the shape of the teeth. The new 9000 Dura-Ace chain has a PTFE coating for increased durability and smoother shifting. If the claimed chain durability holds up in real



SRAM's XX1 11-speed MTB group uses alternating tooth profiles to keep the chain on the ring



Shimano Dura-Ace rear derailleur

and finicky than the 10-speed group it replaces, the Dura-Ace 9000 is tougher, more reliable and smoother than any prior group Shimano has ever produced.

Front shifting is especially impressive and requires remarkably little effort at the shifter. Rear shifting is faster than ever. The new crankset drops 12 grams while improving crank arm and chainring stiffness. The mechanical group is so

good that it can seriously compete with its Di2 electronic sibling.

Expect Shimano to roll out its 11-speed technology to its other groups.

SRAM. Although SRAM has not announced an 11-speed road group,

online forums report it is testing one.

SRAM already leads in 11-speed MTB technology. Its XX1 MTB 11-speed group has one chainring on the front (so no front derailleur) and an 11-speed rear sprocket.

By removing the front derailleur, SRAM makes the system simpler. The XX1 works well due to SRAM's unique X-Sync chain rings and 11-speed chain.

The chainring uses radically shaped teeth designed to keep the chain on the ring on rough terrain. The design uses alternating tooth profiles; one with a thicker and heavily stepped shape, followed by a more standard-looking tooth. The alternating teeth match the inner profile of the male and female chain links.

The system targets mainly enduro racers and all-mountain riders. But whether 11-speed will become an MTB standard is still an open question.

The answer is: probably not. But the system could be interesting for enduro, all-mountain and downhill racers.

If 11-speed is the trend for road bikes, it hasn't proven itself — yet — for off-road riders. ■ GE

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The direct approach

More global brands own Australian distributors

Not long ago, Giant was the only global bike brand that was directly distributed to Australian retailers via a wholly owned subsidiary company, Giant Bicycles Australia. Other brands were sold via independent local importers.

Now, the distribution picture has changed rapidly as other big players follow Giant's lead.

Today, the list of companies that directly own Australian subsidiaries is long and includes Trek, Specialized, Shimano, Giant, Orbea, Pon (formerly Derby Cycle Australia), and Cycling Sports Group. Other distributors including BH Australia, Scott Bicycles and Esperia Bicycles Australia are jointly owned by the parent company. These changes have brought a noticeable flood of stock and capital into the Australian bicycle distribution system.

Global brands are eager to increase market share by offering extended credit terms to dealers and sometimes subsidizing elaborate shop renovations in exchange for a larger guaranteed percentage of the dealer's sales and floor space.

Many retailers are devoting a larger percentage of P&A space to these companies. This is squeezing independent P&A importers and wholesalers, who now have fewer shops or a smaller floor space to work with. Trek and Specialized are also strongly reminding dealers that their P&A brands are not offered through international Internet sellers such as Wiggle and Chain Reaction.

These and other international Internet sellers have had a huge effect on the Australian industry, where the combination of a strong currency and traditionally high markups for P&A allows Internet companies to sell for substantially lower prices. It's a

contentious issue for Australian IBDs, especially as international mail order sales avoid paying a 10 percent "Goods and Services Tax" if the value of any one order is less than AU\$1,000 (\$1,024).

Big box retail groups are also rapidly expanding, led by the publicly listed Super Retail Group. This retailer has 147 outlets that either sell bicycles or at least a limited range of bicycling P & A, particularly clothing.

Recently the Super Retail Group entered an agreement with Wiggle to become the Australian importer and retailer of Boardman bikes. It also has a lower-end house brand.

On the parts and accessories side, Shimano Australia is also now a fully owned subsidiary of Shimano Japan, distributing Shimano's own brands of Pro accessories and Pearl Izumi. In Australia it also imports other brands including Michelin tires, Kabuto Helmets and Clif Bar nutritional products.

What does this mean for Taipei Cycle exhibitors looking to break into the Australian market? Fortunately, despite the aggressive moves of global brands to set up subsidiaries in Australia, there is still a strong and fiercely competitive independent wholesale and distribution sector.

The Australian economy is one of the world's strongest, and its bike industry is thriving. Bicycle imports grew to over 1 million units in 2012. So while it's still possible for new international brands to break into the Australian market, the competition is tougher than ever. ■ PL



Specialized Australia has been actively setting up concept stores like this one in Sydney. Photo: PL

Aussie upstart JetBlack now sells to 38 countries

JetBlack Products is arguably the fastest-growing company in the Australian bicycle industry. From small beginnings just six years ago, company founders Tony Simmonds and Trent Fitzgibbins now export JetBlack products to 38 countries and employ a staff of 26.



Trent Fitzgibbins (left) and Tony Simmonds, co-founders of Australia's fast-growing JetBlack. Photo: PL

In 2012, they created BH Australia, in partnership with BH of Spain.

Within Australia, JetBlack is the distributor for a wide range of global parts and accessory brands. Internationally, it's best known for its bright orange and black range of JetBlack products, especially indoor trainers.

Fitzgibbins is a man on a mission with a "full on" style. He exudes confidence verging on brashness, as do JetBlack products.

"The color scheme was chosen because it was very bold and stands out everywhere you go," Fitzgibbins said. "I'd seen the colors used before in an effective way. You look at a lot of packaging when you visit shops and some of it gets lost and just blends into the walls. So we wanted something bold that would make the product pop out from our opposition's products. If you look at all the marketing surveys on orange and the way it's been used, it definitely rates very, very highly."

JetBlack's success goes beyond bold colors to creating solidly designed products.

"The most successful JetBlack product to date is the Fluid Z1 trainer, without a doubt," Fitzgibbins said. "This year we won an iF award, which is one of the highest awards you can get for design and innovation. Winning that award totally blew us away. The Z1 was definitely our tipping point product. It started our international business as well, having a unique design."

He said the company intends to expand its roster of uniquely designed products, not just distribute other brands' goods.

"We set out with a clear mission to establish an international business and have product that is our own creation, not just rebranded," Fitzgibbins said.

"We still do some rebranded stuff, but our whole goal now is to have our own designers," he added. "We're launching a brand new eyewear range that we've just opened up our own unique molds for, and some other products as well that we think will be really cool."

With distribution to 38 countries, JetBlack has grown enough to gain leverage with suppliers.

"The days of us going into a factory and having them dictate how we had to do business are gone. Now that we've got the volume and can walk into a factory and say, 'We sell to 38 countries,' the whole story changes," Fitzgibbins said. "We've cut out the middle man. Because we are the manufacturer, we are doing the R & D, we are doing the design and we own the molds. So it just puts us in the driver's seat."

JetBlack's international business grew considerably last fiscal year, far outstripping growth in Australia. If Fitzgibbins and Simmonds have their way, orange and black — or, perhaps, orange and jet-black — will soon be drawing attention in bike shops around the world. ■ PL

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AllCell prevents e-bike batteries from becoming explosive topics

Lithium-ion batteries are ubiquitous in today's technology, but they aren't foolproof: Just ask Boeing, which has grounded its new multi-billion-dollar Dreamliner passenger jet while it works to resolve recent battery fires.



AllCell's e-bike battery

Even small e-bike batteries can cause big trouble. In Europe, there have been news reports of exploding e-bike batteries that torched storage sheds

and even a house. A U.S. e-bike store burned down last year when a battery caught fire in the middle of the night while it was being charged.

AllCell Technologies, making its Taipei show debut, says it can prevent such dangerous "thermal runaway" in e-bike batteries — and make them last up to twice as long in the process.

The Chicago tech company is debuting a battery here after showing a prototype at Eurobike. AllCell officials say it will be used on e-bike

systems from Höganäs and Matra.

"It's the safest battery and the safest technology that you can find in the market," said Jake Edie, vice president of business development. "To our knowledge, it's the only thermal management technology that's in use in electric bike batteries today."

The Chicago-based AllCell uses what's called "phase-change material," or PCM, to regulate temperature inside of a battery pack. Consumers are familiar with PCMs in such products as cold-weather apparel made with Outlast.

PCM consists of tiny particles of wax that soak up heat until they reach a certain temperature.

"It's very similar to the way in which a glass of ice water will stay at zero degrees Celsius until all of the ice is melted," Edie said. "That battery pack will stay at the melting point of the

wax."

AllCell embeds the PCM in graphite. Battery cells are then embedded tightly in the AllCell material. Because graphite conducts heat, it keeps a battery pack — which can consist of dozens of individual cells — at a constant temperature, avoiding "hot spots."

Company CEO Said Al-Hallaj, a former university professor, said the process adds little or no bulk to a battery pack and increases the cost by less than 10 percent.

The trade-off, he said, is not only a safer battery but a longer-lasting one.

When e-bike manufacturers tested AllCell batteries next to conventional ones, "what they found was our packs in most cases at least gave [them] 50 percent more cycle life and performance and in some cases doubled it," Al-Hallaj said. ■ DM

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Gates, Continental toss a lifebelt to casual bicyclists

The bicycle chain has been around for more than a century, so it's little wonder that manufacturers are casting about for a better alternative.



Gates Center Track belt.

Enter the belt drive — which, surprisingly, is based on a technology that's even older than the bicycle chain. You'll find belts on almost any motorized machine — from boats and automobile engines to computer printers — which means there is an enormous amount of know-how about optimizing them for any kind of use.

Gates is the best-established belt drive brand in cycling, having launched its Carbon Drive at Interbike in 2007. But other companies now are giving Gates some competition.

Continental, the German tire maker, recently debuted its belt drive system for bicycles, pedelecs and e-bikes. With a big corporation behind it (like Gates), Continental's move into belt drives signifies that the market is here to stay.

The Taiwan chain wheel company Driveline is also launching a belt drive for e-bikes. It's being sold by Shine Wheel under its Itek brand.

Why are belt drives so appealing? A toothed belt is inherently maintenance-free and quiet, reliable and light. A toothed belt weighs one-fourth that of a bicycle chain — about 80g (3 ounces) compared with about 330g (11.5 ounces).

Another enormous advantage for bicycles is that belts don't leave dirt or greasy marks behind on a user's fingers or clothes. Changing a flat on a rear tire gets a lot less messy.

Belt drives are also reliable. Just think of the belts in an automobile that typically are changed only after 50,000 km (30,000 miles) or so. A typical belt drive will last two or three times longer

than a bicycle chain.

There is one drawback to belt drive systems, and it's a big one: Belt drives — at least this generation — don't work with derailleurs. So practically they are restricted to single-speed bikes and those with internally geared hubs. That means the belt drive market is primarily limited to fixies, some e-bikes, commuting, comfort and kids' bikes.

Here are the main players in bicycle belt drives:

Gates Belt System.

Part of a large U.S. multinational company in Denver, Colorado, Gates has long experience in making belt drives for all sorts of applications, some of them very demanding.

The Carbon Drive system uses a synchronous belt and sprocket technology. The tooth pitch and profile have been engineered so the belt can run at low tension. This improves efficiency and avoids unnecessary load on the BB and rear wheel hub.

Gates offers different versions for bicycles. The CDX-CDC model is its all-purpose belt drive, while the CenterTrack is for muddy and snowy conditions because it was designed to shed dirt and debris.

However the market develops for belt drives, Gates will be remembered as the company that popularized them for cycling.

Continental. The ContiTech Power Transmission Group is a division of the



Prototype of Continental's ContiDrive system.

German tiremaking giant Continental AG. It recently announced a proprietary belt drive system for bicycles, pedelecs and e-bikes. ContiTech has joined forces with Benchmark Drives, a German manufacturer of e-bike motors, on a complete e-bike drive system.

Drive belts from ContiTech have been used for decades in the automotive industry as well as in machines and factories all over the world.

Driveline. Driveline is the first Taiwan manufacturer, but probably not the last, to bring a belt drive system to market at an attractive price. It's also being sold by Shine Wheel under the Itek brand. Driveline's system pairs a Gates belt with custom cranks and sprockets. Cranks come in sizes 100T/80T/64T and 60T. Single-speed sprockets are 32T, 3-speed sprockets are 32T and 25T, and an Alfine-compatible 8/11-speed sprocket is 32T. ■ GE

4TH FLOOR
N0623

4TH FLOOR
M0701a

1ST FLOOR
K1330

New Products 2013

Schwalbe Active Line

4TH FLOOR
M0116

The German tire brand has extensively upgraded its Active Line. This entry-level tire line with some 20 models now features a Kevlar guard — a big leap in quality for tires in this price range. From the Citizen to the Lugano, and the Rapid Rob to the Road Cruiser, the Active Line models now combine a high-quality carcass with a durable rubber compound and high-quality puncture protection.

3T Mercurio wheels

4TH FLOOR
M1326

3T's Mercurio tubular wheels come in several rim depths. The Mercurio Ltd (shown) sports an all-carbon rim with a surface treatment to improve braking performance. The program also includes the Mercurio Team line with hybrid (carbon/alloy) rims, and the Pro line with alloy rims. The Mercurio Ltd comes in 60 to 80 variants and uses 3T's unique inverted spoke technology.

Campagnolo CX Cranksets

4TH FLOOR
M0713a

The CX cranksets are intended specifically for cyclocross riders. Campagnolo engineers took traditional road cranksets and fortified them to perform in extreme conditions. Mud, sand and water are no longer problems for the 10- and 11-speed CX cranksets. Aluminum chainrings feature chain up shift and downshift zones designed specifically for cyclocross, ensuring quick and precise shifting even in muddy or wet conditions.

Cratoni High Fly

4TH FLOOR
M0203

The High Fly uses photochromic lenses with 100 percent UV protection that change automatically from orange to smoke. They give riders a perfect view and eye protection in all conditions. The High Fly incorporates an adjustable nose pad. Lenses resist fog and scratching. Comes with a microfiber bag or a hard case. Available in white, black and red.



Wheeler Raptor Ltd

4TH FLOOR
N0713

The Wheeler Raptor is the company's latest full-suspension bike to use its Super Single Pivot (S.S.P.) system, which the company says transfers the force from the pedal stroke with no loss of power. The system helps control even lightweight bikes with long travel like the Raptor, with 180mm of travel. Wheeler says S.S.P. also eliminates pedal kickback.



ControlTech TUX

1ST FLOOR
J0830

seatpost

Made of UD carbon fiber, the ControlTech TUX is intended for both road and mountain bikes. A large opening at the top of the seatpost conceals the screw that keeps the saddle tight in the center of the clamp. The opening is not only aesthetically pleasing, but shaves weight and allows screws to be concealed beneath the saddle. The TUX has a zero offset.



Chosen Smart Hub

1ST FLOOR
I0830

Chosen has reinvented the bicycle hub and called it the Smart Hub. Its core technology, known as the Close Drive System, uses steel balls that are applied to pawls instead of steel plates. When there is no pedal pressure, the pawls are closed and do not engage with the ratchet teeth. The system is soundless and has no internal friction, so the hub lasts longer.

Solex E-bikes

6TH FLOOR
S0626

The venerable French brand Solex, which began making motorized bicycles after World War II, is back with a new line of electric bikes. The Solexity Comfort, Solexity Smart and Solexity Infinity are chic, comfortable and available in three colors. Solexine 36V batteries are available in three sizes: 8, 10 and 12 Ah, offering a range of up to 80km (50 miles).



Quarq Elsa 10R Power Meter

4TH FLOOR
M0513

Quarq's new top-of-the-line power meter, the Elsa 10R, comes in new crank lengths from 162.5mm to 177.5mm. Combined with a subatomic spider and SRAM Exogram hollow carbon crank arms, the Elsa 10R weighs 735g (1 pound, 10 ounces). It's accurate to plus or minus 1.5 percent and separates power measurement from chainring selection. It swaps from road to TT rings without recalibration. The Elsa 10R retails for \$1,995 (€1,787).

Vittoria Corsa CX

4TH FLOOR
M0202

The Corsa CX and other members of the Vittoria Corsa range of cotton tires are now available with the company's ISOgrip compound, which increases adhesion to the road with no increase in rolling resistance, and performs in wet or dry conditions. The Corsa Evo CX, SR and SC models feature handmade cotton casings made with a smooth, flexible material called Corespun. Strong and thin, Corespun lets Vittoria make casings with the highest possible density of 320 TPI.



New Products 2013

Spanninga Kendo

The Kendo is the successor to the Micro FF, which was popular for its compact design. Spanninga has updated the shape and added a powerful 15 lux beam. The Kendo comes in three dynamo versions with switch for use with hub dynamos, and incorporate features such as Safe-Stop and a light sensor. An e-bike version is also available.

4TH FLOOR
L0618

Ambrosio Equilibrium

4TH FLOOR
L0122

Made for road and cyclocross, the handmade carbon fiber clincher wheel has a ground aluminum braking surface. The 28-inch rim (622-13C) features double butted, aerodynamic spokes. The front wheel weighs 780g, and the rear 930g. Ceramic ball bearings are optional.

Cardiosport TP3 heart rate transmitter

4TH FLOOR
N0028

The TP3 smart heart rate transmitter from Healthcare Technology Ltd. uses Bluetooth Smart wireless technology, so it is compatible with iPhones, iPads and other smart devices. The pod weighs less than one-half ounce (13.7g), and its thin, contoured shape tapers to one-fifth of an inch (5.5mm).

Cycles Devinci Carbon Wilson

4TH FLOOR
N0627

Cycles Devinci believes that nothing beats carbon when it comes to downhill performance. Starting with the award-winning Carbon Wilson, which Steve Smith rode to victories in last year's World Cup and at Crankworx, Devinci has extended its carbon family to its Atlas and Dixon models.

Blackjack Okio Duetto

4TH FLOOR
L0326

From Rodi, the Portuguese wheel maker, the new high-end Blackjack Okio Duetto wheels offer a dash of colorful style along with performance. The aerodynamic wheelsets fit RB 91 (front) and RB 35 (rear) hubs. Front and rear spokes come in white with two red spokes for contrast. The front wheel weighs 820g and the rear 1083g.

Sigma Sport BC 8.12 ATS

4TH FLOOR
N1113

The BC 8.12 and BC 8.12 ATS are for recreational and touring cyclists. With the BC 8.12 ATS (shown), Sigma offers the Topline 2012 wireless model, which is also available with wires as the BC 8.12. It offers tachometer functions as well as maximum and average speed and total ride time. The BC 8.12 ATS is a low-cost beginner model, with wireless analog transmission, that can be operated with a single button.



Strida Evo

4TH FLOOR
M0319

With its unique triangular frame design that uses only three tubes, the Strida opens and folds in seconds without tools. A greaseless belt drive replaces an oily bicycle chain, while the quick-release set easily adjusts to the desired height. The Strida Evo incorporates a 3-speed gear system in the BB. To shift, a rider simply pedals backwards — no shifters or cables needed. It's a winner of a 2013 Taipei Cycle d&i award.



Ibera iPhone Cam Case

1ST FLOOR
I-1401

The Cam Case protects an iPhone while allowing easy access to all controls. The semi-rigid case has a built-in camera lens aperture. With Ibera's new angle-adjustable StemClamp, cyclists can take action photos or videos of themselves or the road ahead without extra equipment. The semi-rigid case is made of carbon fiber and thermoplastic and mounts to most bicycle stems.



Protanium U-Bahn

4TH FLOOR
N1202

The classic mini-bike is back as an electric bike. Protanium calls it the U-Bahn. With its simple, light frame, the U-Bahn is made for urban commuting. It's one of the lightest e-bikes in the world, and its small, light battery is removable and fits into almost any bag for errands. The easy-to-handle bike weighs less than 12kg (26.5 pounds). Lars Munksoe and Brian Hoehl designed the U-Bahn, winning a second consecutive Taipei Cycle d&i award for their work.

Zipp 30 Clincher

4TH FLOOR
M0510

Zipp's new 30 Clincher is a durable, high-performance wheelset designed with aerodynamic principles. A new hybrid toroidal aluminum rim is laced to a new proprietary hub that is 10- and 11-speed compatible and made of strong, light 7075-T6 aluminum. A wide tire bed enhances cornering grip and boosts ride comfort.



New Products 2013

Hydrapak Insulated Wooly Bottle

4TH FLOOR
L1309



The Wooly is one of the most advanced water bottles on the market. It uses PrimaLoft between the double walls for superior insulation with polypropylene, a lighter and more flexible material, molded with variable wall thickness for strength and durability. The Wooly features the full-flow Mammoth valve, which rests on the reinforced high wall cap that allows more grip for easy opening.

BioLogic Bike Mount Plus

4TH FLOOR
M1019a



The Bike Mount Plus is a hard-shell, weatherproof case for the iPhone 5 that mounts on a bike so riders can use their phone to map and track key ride data. The Bike Mount Plus uses a hard-shell ABS case and internal silicon suspension to protect the phone. It keeps the iPhone well protected from rain, sweat, mud, and dirt while allowing full access to main functions including the touchscreen, speakerphone, cameras, charge port, and headphones.

BPeople Vincere AVA Saddle

4TH FLOOR
L1214



The Vincere AVA has redesigned padding — flatter, softer and wider in the rear — that is comfortable and versatile. Its shape is designed to leave room for more freedom of movement during pedaling. It's suitable for riders with medium to wide hips, and for mountain bikes. Its structure is made of a carbon composite multifiber with a 4K aeronautic carbon fiber fork. The saddle is 100 percent designed and produced in Italy.

Giant Envie Advanced

4TH FLOOR
M0820

Giant has launched the first aerodynamic road bike designed specifically for women under its Liv brand. The Envie Advanced was created for serious road racers and triathletes with input from Marianne Vos, the Olympic and World Champion. The lightweight Envie Advanced frame is handcrafted with advanced-grade composite using AeroSystem Shaping technology. Each tube shape and junction was analyzed with Computational Fluid Dynamics research, wind-tunnel testing and athlete feedback.



Airace Torch Series

4TH FLOOR
L0006

Only five inches long, the Torch series of pumps eases the load for cyclists since they no longer need to carry a heavy pump on a ride. The Torch mini-pump is offered in three models: Torch Road, Torch Mountain and Torch Regular (shown, for road or mountain bikes). Maximum pressure is 120psi (8 bar) for Torch Road; 100psi (7 bar) for Torch Regular and 80psi (5.5 bar) for Torch Mountain.



Crops SX100-MU

4TH FLOOR
N0828



The Crops SX100-MU now features a micro-USB port for recharging. A high-capacity AA battery (1800 mA) ensures long use, while a blinking power indicator reminds riders when it's time to recharge. The white LED headlamp provides over 450cd (18 LUX) (10 lumen).

O-Synce Urbanfree

4TH FLOOR
L1305



The Urbanfree cycling computer with its "simple2control" remote control and backlight is the perfect companion in everyday life — even in the dark. The Urbanfree has eight functions, that can be displayed clearly and quickly in the large, built-in two-line display.

Funkier backpack/rain jacket

4TH FLOOR
N0025

Funkier is a relatively new player in the apparel market but looks like it's been around for a long time. Its integrated backpack rain jacket is the latest Funkier product to win an iF design award. It typifies Funkier's focus on innovative apparel. The Funkier line also includes a jersey, shorts, gloves and socks, while the company makes branded helmets and shoes under the FLR brand. Funkier has been making textiles for 25 years.



KMC Eco ProTeQ (EPT) Series Chains

1ST FLOOR
J0118



The new Eco ProTeQ (EPT) Series chain features a significantly enhanced anti-corrosion/anti-rust coating made with a more environmentally friendly manufacturing process. The EPT technology improves protection by completely coating all chain components to form a comprehensive, durable anti-corrosion surface. By substantially increasing the anti-rust coefficient, EPT holds up in adverse environments.

Shimano SLX

4TH FLOOR
M0814

Shimano developed the SLX for all-around mountain bikers who seek out any challenging terrain and trails. With SLX, riders can enjoy the innovations and high quality features of Shimano's XTR and Deore XT groups at a more affordable price point.



2013台北国際自転車展イベントスケジュール

3月21日

時 間	プログラム	主 催 者	会 場
09:00-17:00	軽電動車輛（LEV）試乗コーナー	TAITRA ExtraEnergy Org.	南港展示会場運搬用カーゴランプ（4階）
10:00-16:00	TES電動スクーター試乗コーナー	ITRI、TAITRA	南港展示会場 1階 南口サイド
11:00-12:50	台北ショー2013新製品発表会	TAITRA	南港展示会場 6階 屋外バルコニー
11:30-15:00	2013 TaiSPO & SPOMODE ファッションショー	TAITRA	南港展示会場 1階 エリアCステージ
11:00-12:00 14:00-15:00	サイクリング・エクストリーム・パフォーマンス (出演：Ms. Angie Marino、Mr. Mike Steidley)	台湾エクストリームスポーツ協会	南港展示会場 1階 北口サイド
14:00-15:50	台北ショー2013新製品発表会	TAITRA	南港展示会場 6階 屋外バルコニー
08:30-17:50	台北パワーフォーラム2013： 電動二輪車シンポジウム	TAITRA、ITRI、TBA、TARC	南港展示会場 4階 401会議室
09:30-12:00	2013自転車色彩&グラフィック 応用研究セミナー	DoIT of MOEA、CHC TBEA、TAITRA	南港展示会場 4階 402会議室
13:10-15:00	EPAC バッテリー：安全性及び信頼性テストセミナー	IDB of MOEA、TÜV SÜD	
15:10-16:30	ペデレック（電動自転車）性能テスト報奨式	ExtraEnergy. Org、CHC、TAITRA	
18:00	Ternソーシャルライド：皆で自転車 を持って川岸自転車道サイクリングへ	Tern Bicycles	Tern屋外ブース (No. I2032) 集合

日
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維樂、維格合で火曜日に開かれたイブニングパーティーで来客を温かく迎えるStella YuとAnn Chen両女史。(写真：Lin, Taipei Show Daily)



SR サンツアー25周年祝賀会でのVIPテーブル (写真：Hoshi Yoshida)



主要従業員を壇上に招いて賛辞を贈る維格の陳忠義總經理とジェニファー父娘。(写真：Lin, Taipei Show Daily)



台北圓山大飯店（Grand Hotel Taipei）で火曜日に開いたSR サンツアーの祝賀会で2012年ロンドン五輪女子金メダリスト、ジュリー・ブレッセを迎える小林大裕董事長。(写真：Hoshi Yoshida)



昨日の台北ショー開会式で美利達の前社長劉金標氏と並ぶ巨大創業家の劉金標氏

New Products 2013

Giant Envie Advanced

ホール4階
M0820



GiantがLivブランドで女性専用にデザインした初のエアロダイナミック・ロードバイク。オリンピックとワールドカップのチャンピオンMarianne Vosからの助言を得て本格ロードレーサー、トライアスリート向けに開発した。軽量フレームはAeroSystem Shaping技術を使った最高級コンポでハンドクラフトされており、各チューブの形状と接合はComputational Fluid Dynamics（計算流体力学）によるリサーチ、風洞実験、アスリートからのフィードバックを基に分析算出されている。3モデルを用意。

Taya Traveler Series

ホール1階
K0610



旅はすべて色鮮やかな記憶を残す。様々な国のナショナルカラーを施したTayaのTraveler Seriesチェーンはサイクリストに「心を開いて文化の多様性に触れる」よう誘う。インナープレートに施した低摩擦で高耐久性のカラー処理により長持ちする仕上がりになっている。コーティングのプロTaya開発のDHT (Diamond Hard Tech)は耐久性に優れ環境にも優しいコーティング技術で、チェーン表面の剛性を高め、製品寿命を平均3000~5000km (1865~3105マイル) まで延ばす。

Culprit Croz Blade

ホール1階
I1107

ブレーキ組みに二つのオプションを用意したフルカーボンのモノコックエアロードバイク。同じフレーム/フォークのセットにTRP TTVリムかクリーンエアロデザインのディスクブレーキのいずれかが組める。パテント取得デザインのフォークと未使用ブレーキをクリーンに保つためBBの下に隠したブレーキもポイントだ。メカニカルまたは電動のグループセットで組めて、ディスクブレーキの完組みモデルが重さ7.6kg。



Cateye Stealth 50

ホール4階
M1001A



シンプルで使いやすいGPS対応新型サイクロコンピュータStealth登場。GPSによるスピードセンサーレス、わずらわしい設定も不要ですぐに使える便利設計。ANT+規格センサーに対応し、スピード、ケイデンス、心拍、パワーの4信号ワイヤレスとして使用可能で夜間常時バックライトや防水性も兼備している。走行後はデータをCatEyeAtlas.comなどにアップし、走行データやルートを確認、仲間と共有することもできる。

Velo VL 2213 MTB Saddle

ホール1階
J0717



数々のMTBチームへのスポンサリングによってVeloはこの分野への洞察を深めている。そこから2014年向け2モデルも生まれた。VeloのMTBサドルはベダリング効率と「ノーハンド」コントロール性を高めるためアウターエッジ・パディングを使用しており、厚めのパディングに若干上向きのリアエンドで登りと全速時の走行を支える。VL 2213はバランスのとれた形に特色がある。フレームサイズ27.5吋から29吋用まで揃え、視覚効果も抜群の逸品。

SunRace CSMX MTB Cassette

ホール1階
J1217

SunRaceからのスタイリッシュなMTB用10段カセット（11-36T）はアルミパーツにレッドアナダイズド仕上げを使ってブラッククロム仕上げとの対比を際立たせた。スパイダー、スパーサー、ロックリングともアルミ製とし軽量・強度を兼ね備えた。



Funkier backpack/rain jacket

ホール1階
N0025



Funkierはアパレル市場の比較的新しい顔だが、随分前からいるような気がする。この一体型バックパック/レインジャケットは同社最新モデルでiFデザイン賞を受賞。Funkierが重点に置く革新的アパレルを代表する製品だ。Funkierでは製品ラインにジャージ、シャツ、グローブ、ソックスなどを揃えるほか、fLRブランドのヘルメットとシューズの生産も手掛ける。テクスタイル作りは25年になる。

Shimano Dura-Ace

ホール4階
M0814

40年に及ぶ開発と革新の成果と限界に挑んだ最高レベルの性能テストから生まれた2013 Dura-Ace。グループ最先端デザインに剛性アップ、コントロール性強化はともにひとつの目標に向けられた。それは、スピードアップを目指すサイクリストにパワーを供給すること。



Continental Der Kaiser 2.4 Projekt

ホール5階
M0701A

Continentalのエンジニアとダウンヒルやフリーライドのトップライダーとのほぼ2年に及ぶ共同作業の成果が生んだ新モデル。ウェッジ形ショルダーラグがこれまでにないコーナリングレスポンスを発揮する。Apexの強化サイドウォールと2層プライカーカスがトラクションと耐パンク性を高めており最も過酷なワールドカップのトラックでも鋭い武器として威力を発揮するだろう。



Spank Industries Oozy 26AL EVO Wheelset

ホール4階
L1002



今年の台北ショーに向けてOozy 26AL EVOホイールセットを筆頭にOozyのトレイル&オールマウンテン用ギアの製品ラインをモデルチェンジ。躍動感あるアロイリムは26吋、27.5吋、29吋の3サイズを揃えた。ホイールはハンドビルトで矯正済みSandvikスポークを使用。ポリッシュドブラック/ブラックまたはポリッシュドシルバー/シルバーのカラースキーム。小売価格\$599。同社はドイツで創業したが現在は台湾を拠点として生産のすべてを台湾で行っている。

TranzX

SMALL SIZE BIG PERFORMANCE



VISIT OUR BOOTH
TO DISCOVER THE NEW
M25 CENTRAL MOTOR



INTRODUCING THE NEW PREMIUM **LogiX**line AND MICRO-SCALED M25 CENTRAL MOTOR

TranzX sets new standards in e-bike technology and customer satisfaction with the LogiX Line - underwriting a new wave of e-bike mobility systems and components of distinguished quality and reliability. Utilizing the premium CAN-Bus diagnostics system, LogiX sensor technology monitors drive performance steadily and automatically - offering immediate error detection and custom programming through the same interface. The nearly invisible, extremely capable TranzX M25 motor, a scaled-down hybrid generating a surge of power stronger than larger e-bike motors, is the first TranzX premium component to carry the LogiX mark.

www.tranzxpst.com



オーストラリアの自転車流通革命

オーストラリアの自転車流通システムはここ2～3年の間に大きな変革を受けている。つい数年前まではGiantがグローバルブランドとしては唯一ディーラー直販のサプライヤーで100%子会社のGiant Bicycles Australiaを通じて直接ディーラーに納めていた。それ以外のブランドはいずれも地元オーストラリアの輸入業者や卸商社を通じて販売していた。それが、この2～3年の大半をディーラールートで販売でGiantがトップを占めていたのだ。TrekやSpecializedがGiantを大きくリードしている米国とは大いに異なる状況である。

いま100%子会社を持つグローバルブランドの数は増えてTrek、Specialized、Shimano、Giant、Orbea、Pon (旧Derby Cycle)、Cycling Sports Groupなどが名を連ねている。そのほか100%子会社でなくても資本参加といった形で子会社を持つところにはBH、Scott (Sheppard Cyclesの株式の一部を保有)、Esperia などがある。こうした変化はオーストラリアの自転車流通システムに相当量の株式、資本の流入をもたらしている。

グローバルブランドの各社は市場シェアを拡大するためにディーラーに対して決済期限の延長や、時には販促支援を施してその引き換えに店内における自社製品の販売比率と売り場スペースの拡大を取り付けるのに躍起になっている。一部のコンセプトストアでは店内のストックの100%が単一ブランドからの納入品というところもある。通常は売り場の80%を求められるケースが多い。前述のブランドの何社かはオーストラリアでは完成車のみの販売だが、その他のブランド、とくにTrekとSpecializedは部品・アクセサリー (P&A) の幅広い製品群も本国から入れている。



Trekは2012年7月にキャンベラで開いた世界会議Trek World Australia Conferenceへの出費を惜しまなかった。

販促支援や決済期限の延長、あるいはP&Aの幅広い製品レンジの魅力なのか、多くのディーラーが店内の売り場の多くをこれらグローバルブランドのために割いている。お陰で地元独立資本のP&A輸入業者や卸商社は締め出しを食らって納入先を失ったり売り場でのスペースの縮小を余儀なくされている。

Trek やSpecialized は自社ブランドのP&A がPro Bike KitやWiggle、Chain Reactionなどの国際インターネットウェブサイトで入手できないことをディーラー各店に強く言い聞かせている。上記をはじめとする国際メールオーダーサイトはオーストラリアの自転車業界に大きな影響を及ぼしてきている。強い通貨 (豪州ドル高) とP&Aに対する価格上昇の伝統とが相俟ってこうしたインターネット販売各社にすこぶる低価格での商品提供を可能とさせている。オーストラリアでグローバルブランドを古くから扱う輸入業者や卸商社はそのほとんどが、サプライヤーに主要な国際インターネットサイトへの供給を抑えるよう要請でき

るだけの資金的繋がりを持っていない。これが国内の自転車小売店にも不満を招く事態となっており、とりわけメールオーダー販売において売価が1000ドル以下の商品に対しては10%の財貨・サービス税が免除される特典が与えられている点に対して強い反発の声が上がっている。

一方、いま小売店の間では、コンセプトストアと旧来の販売店のそれぞれで異なったブランドの自転車を扱うメリットについて意見が大きく分かれている。大手ブランドサプライヤーのプロフェッショナルリズムと単一ブランド取り扱いの効率性を高く買う小売店と、片や単一の取引先に縛られるのを好まず来店客にも複数のブランドを見た上で選んでもらいたいというディーラーに分かれる。

販売市場はまた株式上場しているSuper Retail Groupを筆頭とする目下急成長の大型小売チェーンの台頭でさらなる変化を見せている。SRGは全国に147の店舗を構えるが、自転車に加えて限られた製品レンジではあるがサイクリング用P&Aを併せて販売する店もある。Goldcross、Rebel、Super Amartのストアブランド名で展開する。先頃SRGはWiggleとの提携を決めてBoardmanの自転車の輸入販売にも乗り出している。またAnacondaなどの他の大型チェーンと同様、ローエンド向け自社ブランドも持っている。ローエンドものはチェーン店の中の特設店舗に限定しアジアからそれら各店に直接輸入されている。

一方部品・ア

クセサリーでは、Shimano Australiaがそれまでの地元ディストリビューターを数年かけて買い取りにこぎつけ今では日本のシマノの100%子会社になっている。Shimano Australiaでは現在Shimano以外の製品やブランドの輸入拡大にも積極的に取り組んでいる。

世界のシマノの営業オフィスの多くがそうしているようにオーストラリア支社も自社ブランドPROのアクセサリーとPearl Izumiの製品を販売するが、同時にMichelinのタイヤやKabutoのヘルメット、Clif Barなど他社製品も併せて輸入している。同社 Matt Bazzano 支社長によれば、「目指すはオーストラリアでワンストップサプライ (何でも揃う) ディストリビューターになること」とのことだ。台北ショーでオーストラリア市場への参入機会を窺う出展者は以上の動きから何を窺い知るか?



Trekのジョン・パークオーナーは定期的にオーストラリアに足を運ぶ。

幸いにも、グローバルブランドがオーストラリアでの子会社設立に積極的に動き出しているその中で、卸・流通には大手資本の入っていない地場単独の有力ディーラーがまだまだ残っている。オーストラリア経済は、失業率が5.5%と比較的低く、経済成長率3%前後で安定し、政府負債レベルも比較的低水準にあって世界でも最強国のひとつに数えられる。国家の信用格付けも国内4大銀行ともどもAAAを受けている。これを反映してオーストラリアの自転車業界も堅調で2012年を通じて自転車輸入が増大を続け通期で100万台を突破した。

要約すれば、新しい国際ブランドがオーストラリア市場にわけ入る余地はまだあるが、競争はこれまで以上に厳しさを増しているということだろう。



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SR サンツアーが台湾進出25周年

ホール1階
J0417



世界の業界の中でも最も尊敬されるベテラン経営者のひとり、SRサンツアー小林大裕董事長兼CEO

台北国際サイクリショの開幕前夜は例年集会やパーティーで賑わうが、今年はまた一段特別な催しが用意されている。「台北圓山大飯店（Grand Hotel Taipei）で開く当社25周年の祭典に世界のカスタマー並びに業界関係者500~600名を招いている」と野田一平シニアセールスマネージャーは語る。

SR サンツアーにとってこの25年はまさにローラーコースターにでも乗っているような（アップダウンの繰り返しといった）ものだったが、近年はただアップ（上昇）あるのみの状況が続いている。今日ある同社の始まりは日本の榮輪業が台湾にSR サンツアーを設立して彰化縣に本社を構えた1988年に遡る。しかしSR サンツアーのそもそのルーツを辿れば1世紀を越えて前田鉄工所にまで遡ることになる。前田鉄工所は1912年にフリーホイールとスプロケットの製造を開始し1950年代にディレラーを世に出した。1964年にSuntourの名で菱形タイプのリアディレラーを上市。1969年には日本のメーカーとしては初めてインデックスシフティングを発売して、1970年代の欧米自転車ブームの波に乗った。競合するシマノがグループセットの開発に乗り出したのと違ってサンツアーはダイアコンベ（当時の吉貝）や日東、スギノなど日本の他の部品メーカーとチームを組んでいた。しかしその後両社の命運にくっきり

と切れ目が生じて、サンツアーはMTBブームに沸く自転車市場が急速に変化していく中で苦境に立たされる羽目となった。そして1985年の円安を機にまだ競争力を維持できる台湾への進出を決意して1988年に本社を台湾に移した。

それからの日系台湾コンポーネーター（小林大裕董事長）は見事な馬上復帰を見せ、いまではサスペンションフォークのメーカーとして世界No.1にまで登りつめた。サスフォークの売上げが全体の約70%を占め、チェーンホイールとクランクがこれに続いている。

SR サンツアーの生産は現在3拠点体制で、彰化の本社工場に加えて中国に深圳工場（2001年開設）と昆山工場（2004年開設）を有する。2009年、SR サンツアーは将来性のある電動自転車市場へと進む。電動自転車用コンポは現在同社の売上げのほぼ10%を占めており、末永智則欧州支社長の話では、この先2~3年で30%まで伸びると見込んでいる。

2012年のグループ総売上げは60億NT\$（約2億US\$）に達した。台湾進出25周年の年は総売上げが65億NT\$（2億1900万US\$）まで伸び、サスフォークの生産もほぼ1000万本に達すると見込んでいる。地区別売上げ比率では、アジアと北米がそれぞれ全体のおよそ30%、欧州40%となっている。営業拠点は北米に2カ所、欧州には5つの営業所を構える。



SRサンツアーは電動自転車部門に大きな投資をしてきている。同社欧州支社の電動自転車顧客サービス事業部は2010年に創設。写真はマルテン・ハウベンとギース・ヴァン・ヴリエ両マネージャー。



SRサンツアーの彰化縣本社に集まった日本人及び台湾人マネージャー

一方、小林董事長にはSR サンツアーを株式上場させるという長年の夢がある。そしてもうひとつ目標として心に温めているものがある。SR サンツアーの2018年の30周年に向けて小林董事長とジャイアントの羅祥安CEOとの間で、A-Teamの台湾一周サイクリングツアーにも

う一度挑戦する約束が交わされている。二人は2008年にこの台湾を巡るサイクリングレースで共に走っている。2018年には小林董事長も74歳になる。台湾一周サイクリングツアーとともに売上げ100億NT\$（3億3600万US\$）の大台乗せもぜひ達成したいと心待ちにしている。



SR サンツアー小林大裕董事長兼CEOのA-Team ツール・ド・台湾完走を応援しに駆けつけた（左から）：岩崎吉久 SR サンツアー R&D 電動自転車部門部長、中村ふじお台湾工場長、田中直治中国工場長、末永智則販売営業事業部長（現SR サンツアー欧州支社長）、高瀬しんじ研究開発部長。

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KCNC 小規模ながら高純度のモノづくりで台湾業界を下支え

台中には多くの中小専門メーカーがひしめき合うが、これこそがこの地が台湾の自転車業界で重要な役割を担う理由のひとつとなっている。それを示す好例にKCNC社がある。社名から連想できるとおりCNCマシンの使用が同社の事業の中核を成し、アルミのほかスカンジウム、チタンも素材に使う。実のところ『KCNC』は創業者Ken Linの名とCNC

をかけ合わせたもので生産技術を前面に打ち出す社名となっている。創業者のLin（林）氏自身が自動車・二輪車業界でエンジニアとしての経歴を持っており、1997年の創業から数年間はOE顧客各社に向けた生産業務に自ら携わっていた。しかし2004年にアフター市場向けブランドとしてKCNCを立ち上げてから大きく変身した。

アフター市場がビジネスの主力に

「2012年にはKCNCの売上の80%までがアフター市場向けブランドで占めるようになりOE向け生産は全体の20%に減じた。従業員わずか50名の小さな会社なのでOEでは大手企業に到底太刀打ちできない。そこでアフター市場に照準を絞ることにした」とアンドリュー・チャン営業部次長が本社ミーティングルームで話してくれた。2012年2月から使われている現本社はスペースに余裕があり、事務所、保管倉庫のほかQRアクスル、ディスクブレーキなどの組み立てラインも備えている。CNCマシンのすべてと原材料の大半、それにツール一式は通りの向かい側にある簡易工場に収めてあるが、そもそも同社の生産はこのプレハブ仕立ての小さな生産施設からスタートしたものだった。今は大きなCNC旋盤2ラインがスペースの大半を埋め、二つの作業ステーションで部品の仕上げを行っている。ビルトオン式ホールにはツール一式が棚積みで保管されている。騒音レベルはさ

ほど高くないので生産の現場に目をやりながら通常の声の高さで話ができる。3月は台北ショーでの受注が埋まると、同社の最重要市場である欧州でのサイクルリングシーズンがスタートするので工場はフル稼働に入る。

『ベストを尽くす』をモットーに

荷捌所を埋めるプラスチックと木製ボックスが同社のモノづくりにかける姿勢の何たるかを示している。ボックスの一部は鍛造されて機械処理待ちの未加工品や次の工程のためにサイズカットされたアルミタイルが収められ、別のボックスには他の工場で酸化处理が施せるよう入念な機械処理を済ませた部品が収納されている。「鍛造と酸化处理は近隣の他社工場へ下請けに出している。ともに大きなスペースと高額の機械が必要となるので」とチャン次長は話す。「ディスクブレーキなどの複雑な製品は油圧ホースやOリング、ブレーキパッドなどのパーツを購入しているが、これらは使用部品のおよそ10%にあたる」という。部品の外

観に違いを出し、プーリー（滑車）にしろクランクにしろディスクブレーキやペダルにしても様々なカラーで酸化处理した製品を供給するのがKCNCの戦略の一部となっている。ちなみにペダルの年産はおよそ1000ペア。それでもこの小さな会社がこのところ業界でいささか注目を集めているのは、まだ完成途上ではあるがロードバイク用12段とMTB用11段駆動システムを供給するという大胆な計画を打ち出したところにある。林総経理はこの駆動システムの設計に際して自動車業界で培ったノウハウを駆使しており、これを開発することがKCNCの歴史における次の重要なステップになると見ている。開発中の駆動システムは小売価格をリムかディスクブレーキを付けて約10万NTドル（約3000米ドル）に設定する予定で、定価を崩さずシマノやスラムとも競合しないものとしているが、むしろ差別化を求めるユーザー向けというのが真意で、このあたりに小粒ながら専門メーカーとしての企業哲学を見る思いがする。



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ディスクブレーキはいまやクロスバイクのほぼ定番となっているが、コンフォート、通勤用バイクからトレッキング、3輪モデルまで広範なカテゴリーに及ぶドロップバーバイクの新世代にもその影響が及んでいる。コンフォートや通勤用はディスクブレーキを愛用する点では二次カテゴリーのように思われる。技術的に分類すればこれらは共にロードとクロスバイクの中間あたりに位置する。ロードバイクは概ね25mmまでのタイヤ用に設計されており、クロスバイクは35mm (UCIの最大は33mm) までのタイヤに対応させる必要がある。コンフォートと通勤用バイクのフレームは28C~45C (28mm~45mm) のタイヤ用に作られている。通勤用自転車は日常用に作られているのでフレームにはフェンダーとラックを取り付ける必要がある。ライトは通常バッテリー式でブラケットを付けて自転車のどの部分にも取り付けられるものが使われる。ドイツなど国によってはハブダイナモが求められる。



Itek ドロップバー・コンフォートバイク

コンフォート、通勤用モデルにはギアのオプションがある。標準型チェーンのディレーラー (メカニカルまたは電動) あるいは内装ギアハブ (2速~15速) などだが、内装ギアハブの場合はベルト駆動採用のものも多い。

Shine Wheel (ブースNo. K0607) はドロップバーバイクの新モデルを出展する数社のうちの1社で、同社Itekブランドのコンフォート用ドロップバーモデルはシマノの105グループセットを装着しTektroの新HY/RDハイブリッド油圧ディスクブレーキシステムと一体化させている。通勤用ドロップバーバイクのItek Free RoadはAlfin11段ハブにGatesのベルト駆動、TektroのParadoxディスクブレーキと強力ダイナモC-lightを標準装備している。

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New Products 2013

KMC X2.0 11-speed series chains



ホール1階
J0118

グレードアップしたKMCのX11SLシリーズはあらゆる11段システムとの互換性に最も優れる最高性能チェーンだ。ダブルXブリッジと最善のかど取りデザインが俊敏で正確無比のシフティングを可能にしている。電動効率（剛性）と耐久性は優れた製造能力から生み出されており、電動およびメカニカルの駆動システム（シマノ、カンパニューロ、スラム）のすべての11段システムと互換性がある。さらにKMC X11はシリーズの全チェーンにすでにお馴染みのツール不要のMissing Linkが使われている。

HYDRAPAK SoftFlask

ホール4階
L1309

収納が簡単でコンパクトに畳めるSoftFlaskの製品ラインの利便性をさらに伸ばしたHydrapakのSF350とSF500新モデルは効率の高い水分補給をポイントに、広くなった注ぎ口、需要即応ビットバルブ、ストップスイッチが特徴。汎用タイプとして容量0.35ℓ、0.5ℓ、0.75ℓの3種を用意。バックパックやサイクリングジャージにも収められるし、Hydrapakオプションの一体型ハンドストラップを使ってもいいという柔軟・便利設計だ。



PROFILE DESIGN TwentyFour Wheels

ホール4階
M1101



素材に手を加えて新たに開発されたホイールセットの第2世代モデル。Computational Fluid Dynamics(計算流体力学)と風洞テストに基づき深さ58mmと78mmの独自カーボンファイバーリムを開発。特製樹脂と独自ブレーキパッドコンパウンドの組み合わせがメリハリを利かせブレーキング幅を縮めたこの上ない感覚を生み出している。クリンチャーまたはチューブラーでの使用が可能。セット重量1,435g~1,820g。

SKS Double-Deck

ドイツSKS新開発の電動自転車用ケーブルコントロールシステム。リアラック下のバッテリーからドライブユニットまで走る電源コードをホイールガードの上部に設けた特製プロファイルでカバーしているので汚れや損傷から防御できる。用具を使わず数秒でインストールできカラーのレンジも幅広い。



ホール4階
M1031A

SPANNINGA Duxo

ホール4階
L0618



Duxoはまさに新技術と手頃な価格のベストコンビネーション。このLEDリアライトはSpanninga開発のLLT技術が特徴で、自動車業界では一般的だがリアライトの光線が幾筋かの美しいラインに沿って広がる。この技術によってバッテリー電動のDuxoの経済性が高められ連続照光時間も180時間まで延ばしている。バッテリー電動と安全停止機能付ダイナモ、電動自転車バージョンなど数タイプを揃える。

POLISPORT Guppy

ホール4階
L0317



昨年iFデザイン賞を授かった子供乗せが新しいカラーオプションを加えて戻ってきた。MaxiとMini（自転車の前後いずれにも取り付け可能）の2タイプで、Guppy Style Setの購入で子供乗せの外観にスパイスを利かせることや各種カラーに合わせてパディングと肘当てを交換させることも可能だ。

CROPS Smart Saver-QD

ホール4階
N0828

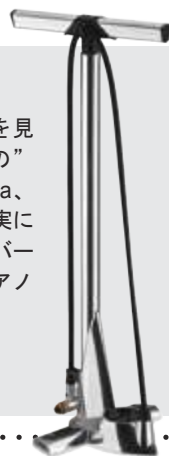


CropsのSmart Saver-QDは軽量コンパクトボディに12の機能をびっしり収めているほか、どんなツールを用いても角度をしっかりと固定させる便利なクイックリリースが付いているのも同製品ならではのポイントだ。

AIRACE Veloce

ホール4階
L0006

このアルミ製フロアポンプVeloceは思わず目を見張るほどのハイポリッシュ仕上げだ。Airaceの”Clever-Twin-Valve”ヘッドはSchraderやPresta、Dunlop、EVIにフィットし、Prestaのバルブは確実に密閉できるのでVeloce最大空圧の240psi（16.5バール）に達するまで破裂しない。カラーは他にピアノホワイトを用意している。



STEVENS Sonora SL-R

4樓
L1017A

これはまさにニュース。重さ何と7.5kg（18吋フレーム用で）。このレーシングマシンに対するコンポのリストを見るとStevensのモノづくりへの拘りが伝わってくる。ドイツ製THM Carbonesクランクセット、Tuneのチェーンリング、Swiss Carbonのホイール、チューブラータイヤ等々――そのすべてがこの速さを競うレーシングモデルから重さを削ぎ落とす助けとなっている。そこに同社オリジナルのOxygen Scorpio SL Carbonフォークとシートポストも加えられている。



BPEOPLE Vincere AVA Saddle

ホール4階
L1214



Vincere AVAはパディングのデザインを改めてサドル後部をよりフラットで（平たく）ソフトでワイドにしたので快適性と汎用性が高まった。ペダリング時により自由に腰を動かせる余地を残すデザインで、ヒップの大きさが中位から大き目のライダー、MTB用に最適だ。構造は4K航空カーボンファイバーフォーク付カーボンコンポジット・マルチファイバーでできておりデザイン、生産とも100%イタリア製。



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活動一覽表、研討會日程表 Schedule of Event & Seminar

時間 Time	活動內容 Program	籌畫單位 Organizer	地點 Venue
11:30-15:00	「2013年台北國際體育用品展暨台北國際運動服飾、布料暨配件展」新品走秀 2013 TaiSPO & SPOMODE Fashion Show	外貿協會TAITRA	世貿1館1樓C區舞台 TWTC Exhibition Hall 1, Stage of Area C, 1F
08:30-17:50	2013台北電能論壇－電動兩輪車輛研討會 2013 Taipei Power Forum-Electric Two-Wheeler Symposium	外貿協會TAITRA、工研院ITRI、 台灣電池協會TBA、台灣車輛研發聯盟TARC	南港展覽館401會議室 Nangang Exhibition Hall, Conference Room 401, 4F
09:30-12:00	2013 自行車C&G的研究應用研討會 2013 Bicycle Color & Graphic Applied Research Seminar	經濟部技術處、DoIT of MOEA、 自行車研發中心CHC、自行車公會TBEA 外貿協會TAITRA	南港展覽館402會議室 Nangang Exhibition Hall, Conference Room 402, 4F
13:10-15:00	電動輔助自行車電池安全性與可靠度測試研討會 EPAC Battery: Testing for Safety & Reliability	經濟部工業局IDB of MOEA、TÜV SÜD、 ExtraEnergy. Org、自行車研發中心CHC、 外貿協會TAITRA	
15:10-16:30	ExtraEnergy電動自行車測試評比頒獎典禮 Pedelec Award Ceremony		
11:00-12:50 14:00-15:50	「2013年台北國際自行車展」新品發表會 TAIPEI CYCLE New Product Launch	外貿協會TAITRA	南港展覽館6樓 戶外買主休憩區 NANGANG Exhibition Hall, Outdoor Balcony, 6F
11:00-12:00 14:00-15:00	單車極限運動表演 Cycling Extreme Performance 表演者/Performer: Ms. Angie Marino、Mr. Mike Steidley	外貿協會TAITRA、中華民國極限運動協會、 Chineses Taipei Extreme Sports Association	南港展覽館1樓 戶外廣場（北側） Nangang Exhibition Hall, North Side, 1F
09:00-17:00	輕型電動車試乘 LEV Test & Drive	外貿協會TAITRA、ExtraEnergy Org.	南港展覽館 4樓東側斜坡道 Nangang Exhibition Hall, Cargo Ramp, 4F
10:00-16:00	TES電動機車試乘 TES E-scooter Test Ride	工研院ITRI、外貿協會TAITRA	南港展覽館 戶外廣場（南側） Nangang Exhibition Hall, South Side, 1F
3/18-24	2013國際自由車環台公路大賽 Tour de Taiwan 2013	外貿協會TAITRA、自由車協會CTCA	



名模蔡淑臻展示高爾夫球桿，高爾夫是全世界最不拘性別，最適宜老、中、青、少各年齡層所從事，有益身心健康的戶外綠地運動。

蔡淑臻為運動休閒展走秀 當時尚遇上運動

在亞洲，運動服飾的設計是中性偏陽剛，特別像是自行車、水上活動等帶有速度的戶外運動更是如此。近年來，隨著女性運動人口的成長，運動服飾設計也變得更高貴美麗，讓運動服飾不僅有功能性，優雅舒適的剪裁更讓身體輕鬆自在。邁向40年的台北國際體育用品展顛覆傳統，禮聘以《犀利人妻》走紅的蔡淑臻化身為活力休閒運動家，在3月20日下午於台北世貿一館進行旗艦版「休閒時尚活力秀」。讓時尚融入運動，運動因時尚而美麗。透過名模蔡淑臻等走秀，以窈窕修長的身型呈現健身、球類、單車、水上活動等服飾，將本次展覽重點一網打盡。



9位陽光模特兒展示包括衝浪潛水、登山露營、高爾夫等休閒運動器材。

ATLAS自有品牌邁向歐洲 與Jonny Mole合作設計



ATLAS總經理劉世明與Jonny Mole創立者Johnny Moletta。

台灣是全球高階自行車生產重鎮，多數屬於專業代工(OE)的中小企業，他們總在舞台幕後默默付出。ATLAS曾替國際大廠代工，涉獵了自行車、韻律舞、路跑、泳裝等服飾，專門打造合身、緊身、透氣的專業運動服裝。

2007年成立ATLAS自有品牌，研發了3D立體囊袋型褲墊，獲得世界多國專利，並且榮獲MIT台灣精品獎，更在2011年採用6個溫度區間的設計理念。ATLAS現今站穩台灣市場，享譽亞洲。「下一步我們的目標是進軍歐洲市場，試著贊助歐洲頂尖車隊提升產品的知名度；邁向歐洲之路不容易，但我們會穩健向前行。」ATLAS總經理劉世明說道。

在2013台北展，ATLAS推出多樣嶄新商品，而義大利知名設計師Johnny



ATLAS是鴻景開發於2007年成立的自有品牌，跳脫代工的侷限，圖為ATLAS熱情的工作團隊。

Moletta也到ATLAS攤位。「Jonny Mole設計很榮幸能與ATLAS合作，今年我們以漸層綠色為基底，替車服注入新鮮的元素。Jonny Mole創立者Johnny Moletta說道，他曾設計環義大利大賽的領騎衫。



藉由時尚走秀展現休閒運動的高雅。

GIANT基業長青 40年來，目標始終如一

1970年代，台南巨人棒球隊(Giant)享譽國際，曾經打敗美國隊因而聲名大噪，挽回世界少棒賽冠軍。同期，有一位36歲的工程師，為了紀念這支棒球隊的成就，也將他所創立的自行車公司命名為巨大機械(GIANT)。劉金標在1972年成立了巨大機械，而他會轉型創立自行車工廠之前也有一段故事，一場颱風的侵襲讓他獲利頗豐的鰻魚養殖池全部泡湯。

從鰻魚養殖廠轉型為自行車工廠，其實這之間有說不完的故事，過程更絕非是一帆風順。1972年，就在劉金標成立自行車廠的那段期間，台灣的自行車產業都做些低階的代工，跟今日享譽全球的高階自行車生產王國不可同日而語。劉金標想開創一番，他投入大量的心血及金錢，投資一流的製造器材，而這些器材可不是一般的機器，這都是專為他們工廠客制化的設備。

「我們要做高標的產品，因此花了4年才生產出一輛自行車。」劉金標說道。

自行車業屬於傳統產業，大多維持小而精的產能，GIANT當時也是這樣的中小企業，直到聘用了另一位即將改變GIANT的人物。劉金標是一位土生土長的台灣人，他聘用一位比他小14



羅祥安為現任台灣區自行車輸出業同業工會理事長。

歲的外省人，這位年輕人曾經在貿易協會擔任行銷經理，他是畢業於台大商學系羅祥安。羅祥安在GIANT的那段時期，面臨了於SCHWINN終結代工合約，於是GIANT順勢轉型打造自有品牌。自有品牌，這在1980年代的台灣是個陌生的名詞，「即使到現在也還是非比尋常。」羅祥安說道。

「關於自行車的設計及製造，我們有很多巧妙的創思，但，客戶一點也不感興趣，他們只在乎交期及價錢，對於如何提升品質或是設定長期目標，一點觀念也沒有。在當時，我們設定好長期目標，我們不只在賣了幾輛自行車，更與客戶談及建立自有品牌。」

「我們要開創自己的命運，而不是靠別人憐憫我們來得到生意，或是說道：再便宜1塊錢啦！你就能得到這筆生意。」

GIANT目前是全球最大的高階自行車製造廠，每年生產570萬輛自行車。GIANT台中廠也替世界知名的自行車廠代工，例如TREK、CANYON、SCOTT、COLNAGO、以及YETI。

對羅祥安而言，自行車不僅僅是一門生意。他跟劉金標都是自行車運動愛好者(劉金標於2008開始騎車)，GIANT是一間擁有自行車文化的公司，他們不僅做單車，自己也「樂在騎車」，他們



希望全球的GIANT管理者都能投入自行車運動。

羅祥安將自行車比喻為宗教，車店猶如教堂。他希望將座落於全球各角落的自行車店，透過自行車運動傳遞正向向上的能量。

他深信著一間營運良好的自行車店，最適當的方式是聚焦於少數幾個品牌(或許專注於單一品牌更好：當然這會是GIANT)：「少即是多。我們不可能擁有一切，但我們衷心想幫助經銷商，協助車店老闆能替消費者找到合適的自行車。」

GIANT是一間跨國企業，當各國經濟衰退，GIANT的銷量依舊穩健。例如歐洲陷入經濟低潮，而GIANT的市場銷量卻不受影響。

整體而言，GIANT 自行車的前景一片看好，羅祥安說道。

「肥胖已經變成全球的問題。自行車運動有助健康。我們預期未來的銷量將提升。」

Giant 重要歷程

- 1972 劉金標成立巨大機械股份有限公司
- 1973 羅祥安進入巨大機械
- 1977 巨大機械獲得美國SCHWINN的代工訂單(SCHWINN當時在市場上紅極一時)
- 1981 巨大機械走向自有品牌，成立GIANT自行車
- 1986 年產量1百萬輛自行車。成立荷蘭總部
- 1987 率先打造碳纖維接管公路車—GIANT Cadex 980 C
- 1992 於中國成立第1間工廠
- 1995 由英國設計師Mike Burrows操刀設計壓縮公路車(compact road)
- 2003 推出TCR碳纖維公路車架；GIANT協助成立A-Team
- 2007 全球自行車銷量達5百萬輛，全球獲利達8億2千萬美元
- 2011 年產量達570萬輛自行車；其中300萬輛為自有品牌
- 2012 GIANT成立40週年；目前全球共有11275家經銷商，其中在中國的2000家只銷售GIANT單一品牌



總統馬英九與自行車新文化基金會董事長劉金標。



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New Products 2013

HYDRAPAK Insulated Wooly Bottle

4樓
L1309

Wooly是市場上最先進的水壺之一。在瓶身之間使用Prima-Loft材質以提升保溫能力，瓶身採用輕量有彈性的聚丙烯(polypropylene)材質，針對水壺的不同部位來設計瓶身厚度，用以提升強度及耐用度。Wooly採用大口徑的Mammoth valve，讓你更輕鬆的打開瓶蓋。

TERN Eclipse X20

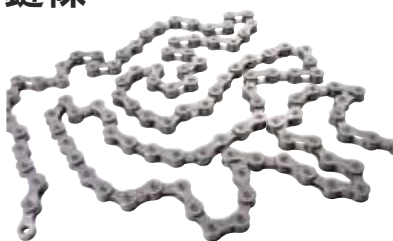
4樓
M1019A

Eclipse X20可於10秒內快速折疊，獲得2012 Eurobike Award的肯定。採用公路車套件設定，搭配SRAM Force 20速傳動套件、SYNTACE、SCHWALBE、ERGON、AMERICAN CLASSIC、SAPIM、FSA等頂尖零件。Eclipse X20整車重約10.7公斤。建議零售價為2200美元(約新台幣65000元)。



KMC EPT 環保防鏽系列 鏈條

1樓
J0118



新一代環保防鏽處理技術Eco Pro-TeQ，主要特點為進化的防鏽處理工序以及更為環保的生產製程。在嚴格遵守環保規範下(RoHS、REACH、CPSIA等)，進化的防鏽處理技術和生產方式提升了防鏽表層附著強度，能更完整包覆所有零件，形成更全面性且高硬度的防鏽表層，因而大幅提升鏈條防鏽係數，即使面對最嚴苛的騎乘環境仍能展現最佳的防鏽性能。EPT環保防鏽系列鏈條適用車種包括公路車、登山車、電動自行車、極限運動車種和單速車等，讓不同騎乘需求的车友都能使用相同的高品質防鏽鏈條。

BERGAMONT Threesome SL 9.3

4樓
N1124

BERGAMONT新款650B輕量化全地形登山車，提供140mm的避震行程。車架採用BERGAMONT經典Threesome系列。SL 9.3搭載Coax避震系統，在幾乎同樣的車架幾何下打造出絕佳的操控性能。SL 9.3專為熱愛翻山越嶺的登山車騎士而生。



AIRACE Torch攜帶式打氣筒

4樓
L0006

Torch超迷你打氣筒身長僅5英吋，方便車手攜帶。Torch迷你打氣筒提供3種選擇：Torch Road可打至120psi (8bar)；Torch Regular可打至100psi (7bar)；Torch Mountain則可打至80 psi (5.5bar)。



PACIFIC Cycles IFmove

4樓
N0313



IFmove不只是部折疊車、通勤車或是都會車，它是一個為了在都會環境騎行而打造的解決方案。在流行的外表下，隱藏了實用性及不妥協的性能；IFmove提供了出眾的騎行感、快速直覺的收折及推行功能，它可在兩秒內折疊完成變身為不到12公斤的隨身裝備！

BIOLOGIC Bike Mount Plus

4樓
M1019A

Bike Mount Plus是一個專為iPhone 5打造的防水保護盒，方便讓車手在騎車時閱讀地圖及重要行車資訊。Bike Mount Plus採用ABS硬殼材質、內部運用矽膠來增加保護效果。全方位的防水、防汗、抗汗等，讓車手即便在惡劣的騎乘環境也能放心使用手機，此保護盒不影響手機的操作。



HAIBIKE Xduro FS RX

4樓
M1219

Xduro FS RX是一輛高性能的電動登山車，擁有標悍的越野能力。採用中置的德國BOSCH馬達，讓重量平均分配、降低與避震器干擾。另外，HAIBIKE的專利Reverse-Angle-concepts，與普通的E-Bike相比，這設計使得馬達可以被固定在下管的上方，從而解決了馬達在崎嶇不平的道路上互相碰撞的問題。



TRANZX LogiX Diagnostics/ M25 馬達

4樓
J0407

TRANZX推出M25中置馬達，搭載LogiX行車診斷系統，TRANZX新推出的產品將會陸續使用此技術。LogiX可權衡輸出功率及行車性能。採用控制器區域網(CANBus)以精準除錯。搭載中置M25超微型馬達，僅重3.5公斤，擁有低噪音、震動等特點。



CROPS SX100-mu USB充電LED前燈

4樓
N0828



超強迷你型USB充電白光前燈，是一款具有時尚感和簡便安裝的自行車車燈，並含有迷你型USB充電功能。即使不使用USB充電，也可安裝一般電池在此款車燈內。外觀上有黑色和白色。亮度高達450CD(10 lumen)以上，亮燈模式有恆亮和閃爍。在下雨天使用也可達到防水。不管任何單車車型，皆可快速的安裝於單車上。

澳洲電動車市場銷售看漲

澳洲在20多年來持續預測電動車(e-bike)市場將蓬勃發展，但每回的預測都失準，近期我們終於感受到銷量成長。

到底改變了甚麼？

分別為兩個重要因素：其中一個是逐漸形成的風潮，而另一項則是澳洲政府大刀闊斧的政策。

傳統以來，電動車的消費市場向來以年長自行車族群為主，在以開車為主的澳洲交通，這些年長者總是小心翼翼的在路上騎車。近年來，澳洲政府在主要城市持續興建自行車基礎建設。目前澳洲的自行車設施當然還是難以跟荷蘭或是其他風行自行車騎乘的歐洲國家相比，但至少許多澳洲城市已經設立有安全的自行車專用道以及自行車路徑。這些設施對於電動車騎士相當友善。

但其實最主要的改變是來自於新的澳洲電動車政策：電動車採用歐盟規範，這使得已經通過歐盟認證的產品賣到澳洲不用再做調整。以往，澳洲有自己的一套電動車規範，使得歐洲產品難以進入澳洲市場。在過去的規範下，限制最大的輸出瓦數在200瓦，而歐盟的標準為250瓦。澳洲還有其他規範不同於歐盟標準。

現在要說這項改革會有多大的影響還太早，畢竟這是2012年底的新制度。然而，許多在澳洲設有分公司的國際品牌，例如澳洲GIANT及澳洲DERBY Cycles極為樂觀的看待澳洲的電動車市場。

澳洲GIANT總經理Darren Rutherford在近期說道：「我們近期在澳洲新聘了一位經理負責電動車市場，而他的首要工作將進行市場調查，研究公司目

前有哪些產品可以符合澳洲市場，接著我們會更積極的打入市場。」

「我們將從荷蘭朋友(歐洲GIANT)那汲取知識，研究他們的市場行銷及提供的產品服務，試著打造一個能永續經營的方程式。」

Rutherford先生的建議相當中聽，因為GIANT擁有最大的零售商資料庫，這也包括了最大及營運最健全的澳洲經銷商。

直到現在，電動車的銷售主要經由少數幾間專售電動車的車店。主流的自行車店常對這些電動車店不屑一顧，但最近在幾個主要城市，電動車店的數量激增。最顯著的是座落於雪梨達令港(Darling Harbour)遊客區附近的車店—Sydney Electric Bikes。老闆Jake Southall在近期說道：「我們的銷售量快速成長，最終那些傳統自行車店會見識到的。這仍是個利基市場。」

澳洲的DERBY Cycle(不久前被Pon Holdings給收購)是另一間於澳洲設立分公司的跨國企業，他們也想藉由政府的新政策來進入電動車市場。這間公司過去將重心放在如FOCUS公路車及CERVELO等高性能競賽自行車、三鐵車市場。時到今日，他們也即將在自己的澳洲經銷網絡開賣歐洲電動車相關產品。

電動車領導品牌GAZELLE已在澳洲市場初試啼聲。澳洲GAZELLE自行車在2009年由兩位澳洲人創立，目前積極將GAZELLE自行車帶入澳洲市場。現今澳洲最大的電動車客戶之一是澳洲郵政(Australia Post)，他們過去有一段很長的歷史是騎著自行車逐戶的遞送郵件。澳洲郵政目前讓許多郵務士使用

電力輔助自行車。

截至2013年2月份，澳洲的電動車市場還有很大的成長空間，但例如澳洲GIANT及澳洲DERBY Cycle等關鍵品

牌對電動車的市場寄予厚望，加上近日常來電動車在道路上的能見度增加，以往那些忽視電動車市場的傳統自行車店，想必現在備感壓力了。■ Phil Latz



位於雪梨港附近的Sydney Electric Bikes，店老闆Jake Southall解說自行車功能讓客戶試乘。(photo Phil Latz)

中文

TOPEAK讓打氣筒發光發亮 科技始終來自於人性

在追求極簡、輕量的自行車設計上，很難再有革命性的突破，特別是自行車零配件。但成立於1991年的TOPEAK每年在台北展都能推出令人

驚豔的產品，TOPEAK在2013年共有3項產品得到RedDot設計獎，秉持著科技始終來自於人性，體現了好的設計不僅來自於發明，更多的情況是來

自於完美的結合。TOPEAK於2013年台北展推出

「MiniRocket Glow整合式警示燈打氣筒」，這是一支結合高警示

車燈及打氣筒的創新設計，讓救急用的打氣筒在夜晚變身為車燈。「多數TOPEAK同仁都是單車族，清楚自行車騎士都偏好極簡的設計，整合式警示燈打氣筒就是我們在夜騎時腦力激盪下的產品。」TOPEAK行銷經理謝



TOPEAK行銷經理謝長達與多功能行動工具箱。

長達說道。

攤位上也展出專業行動工具箱，讓多達40件工具組融入在小巧的折疊箱，像變型金剛能伸能縮，適用於專業車隊及家庭使用。



i-Glow技術目前應用於打氣筒及泥除，警示度十足，未來將可應用於其他零件。

New Products 2013

TRANZX AGT+自行車

1樓
J0408



TRANZX將其AGT(Automatic Gear Shifting)自動變速科技應用至傳統自行車上，在車把上搭載一顆行車電腦，可替騎士自動變速。藉由內建的感應器可計算行車速度，自動變換至最適檔位讓車手保持輕快的踩踏。採用7速內變速系統，車手可切換於全自動與半自動模式。獲得Eurobike金獎設計以及Taipei d&i awards。

TERN Swoop line

4樓
M1019A

TERN全新力作Swoop，低車身的設計更容易在城市中悠遊。Swoop提供兩種規格：Swoop Duo(圖示)為極簡款，採用自動2段變速，獲得2012 Eurobike Award(城市車類)；Swoop D7i採用SHIMANO Nexus 7段內變速，提供更廣泛的齒比。

這兩款都搭載整合式貨架、泥除、以及車燈。



VELO VL 2259 登山車座墊

1樓
J0717



過去數年來，VELO贊助多支登山車隊，藉由菁英車隊的實戰經驗與共同合作，VELO於2014年推出新款座墊。VELO的登山車座墊使用全新的表層皮革以提升踩踏穩定性及操控性。座墊後方處加厚軟墊有利於爬坡及衝刺。VL 2259採用流線半圓型(tapered, semi round)的座墊設計。適用於27.5至29吋單車，圖裝配色更是相當搶眼。

SHIMANO SLX

4樓
M0814

SHIMANO SLX具有高階的形象，也適合全地形騎乘。比起SHIMANO頂尖的XTR及XT套件在價位上更為親民，同時保有優異的騎乘性能。齒盤提供2片或3片式的選擇。



MIRANDA Clickpost

4樓
L0325

MIRANDA專利的Clickpost座管，提供避震及傳統選擇。「一扭就上(twist to fix)」的座墊安裝設計，簡單又迅速，僅用一顆螺絲固定，比起傳統座管的安裝更加迅速。此座管讓車店技師容易更換座墊，讓消費者在買座墊前可先試坐。



O-SYNCE Urbanfree

TWTC 2樓
H1101



Urbanfree自行車碼錶可無線控制(simple2control)，背光的設計方便於夜晚使用。Urbanfree有8功能，大螢幕雙欄位的顯示容易讓車手閱讀行車資訊。

SUNRACE MFEZ1 E-bike Freewheel

4樓
J1217

專為電動車而生，SUNRACE Sturmey-Archer MFEZ1為10速、11-36T的飛輪。本體採用表面處理以提升抗鏽能力。鋁合金的spider達到更佳的輕量化及強度，另外，也有陽極金色可供選擇。



TranzX M19 Motor

1樓
J0407

TRANZX熱銷的M08馬達再進化，推出全新力作M19無刷馬達。可適用於碟剎或V夾系統。重新打造的韌體(firmware)達到更佳的制震及降噪至75db；另外，動力系統也大幅精進，由36V/250W提升至48V/500W，增加了81.5%的傳動效率。M19可滿足城市與近郊的交通需求，爬坡也不怕。採用快拆設計可安裝於26至28吋的輪組。



TAYA Octo DH 電動車鏈條

1樓
K0610

專為電動車設計的高強度8速鏈條，可克服電動車啟動時所產生的高扭力。鏈條小軸增加DHT獨家表面處理，實驗室硬度實測顯示DHT鏈條較市售其他品牌堅硬度高出25%，耐用度可達3000至5000公里。DHT表面處理本身具備「自潤性」減少鏈條與齒盤磨耗，提供關鍵零件長效騎乘，競賽騎車TAYA是您信賴的選擇。



XPEDO Baldwin

4樓
J0517



Baldwin卡踏可適用於XC及Euduro騎士。採用XPEDO穩定耐用的Posi-Lock卡合系統，主體以CNC 6061鋁合金擠壓成型。鈦軸心版每對踏板重292克，鉻鉬合金版(CroMo)重332克。

He One board maker branches out with an aftermarket brand

He One Industry has been supplying dozens of big name brands with surfboards, kiteboards, skimboards and stand up paddleboards for more than three decades.

Now, the family-owned company is playing its own hand in the board business with an aftermarket brand called H1. He One debuted its first ever house brand at a small TaiSPO booth stocked with a variety of short and longboards for surfing and several stand up paddleboards (SUP), reflecting the global popularity of the sport known as "SUP."

SUP is prevalent in Europe, North America and Japan, and has recently reached Taiwan's ocean sports culture with paddlers showing up at the island's famous surf breaks in Kenting and in the Northwest.

Some H1 boards incorporate a bamboo finish for greater strength and better aesthetics, said Jason Hsu. The board is constructed with a fiberglass core and covered with veneer, on which the bamboo is glued, creating a sleek, wooden look.

Hsu said He One would begin marketing H1 boards in Taiwan followed by mainland China. He One has no intentions of scaling back production for OEM clients at its plant in Zhuhai City, China, but when Hsu looks at the long-term, he sees the

necessity of diversity.

"We think this is the future. Our own brand for the factory," he said.



He One Industry's Jason Hsu poses with a stand up paddleboard marketed under the factory's new aftermarket brand name, H1.

Johnson raises funds with exercise truck

If you spot a red and white Johnson truck parked just outside the TWTC, it's time to tie up your laces: TaiSPO visitors and passers-by are encouraged to come and run on one of the treadmills inside to get their daily dose of exercise and to raise money for charity.



William Poon (grey suit) is at the truck to support the Run for Love campaign.

The truck is part of Run for Love, a campaign launched a few months ago by Johnson Health Tech to raise funds for Chinese Children Home & Shelter Association (CCSA), a nonprofit organization that supports homeless and other under-privileged children. For every kilometer run on treadmills in this truck, the leading Taiwanese fitness equipment company will donate NT\$100 (\$3.36).

"This is not about selling products," said William Poon, international sales director at Johnson. "We have already

raised nearly NT\$2 million (\$67,225) and our aim is to have NT\$5 million (\$168,070) by the end of the year. It's also a way to encourage more people to take up fitness as part of their way of life."

The truck started driving around Taiwan three months ago, stopping at shopping malls and other busy places in the country's largest cities on the weekend. The company has raised awareness of the truck and related activities through a TV advertising campaign.



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S-Team's Roadmap

Visions & Goals

- Taiwan becomes the global high-end fitness manufacturing and R&D hub
- Creating a higher value : Move towards commercial fitness
- S-Team Logo : Evaluation and Certification

Joint Innovation & Development

- * Setting the Central National Standard
- * Standardizing the key model and parts
- * Increasing common parts

Joint Marketing & Supplying

- * Promoting the image of Taiwan S-Team Elite League at the international sporting goods fairs.
- * Creating a brand image of the fitness made in Taiwan

Lean Production Improvement

- * Establishing lean supplying chain
- * Steering high-quality fitness production
- * Decreasing waste and loss

Member List





Titan socks take off the pressure

As basketball players leap, halt and swerve around the court, their moves cause abundant friction between their feet and their shoes. Titan Tech has set out to reduce that pressure with socks that absorb some of the friction with reinforced parts around the soles and the ankles.



Adam Lin from Titan Tech points to the special construction of his technical sports socks.

A specialist sportswear supplier in Taichung, Titan Sport Tech has been researching the technique of compression, which is meant to enhance the performance of athletes and to help avoid injuries. At the same time, it has

been working on a special construction for socks targeted at basketball players, who expose their feet to particular friction.

The reinforcement in the ankle is also meant to avoid twisting, which may occur with sudden moves in sports – and particularly in basketball, as players abruptly turn around and leap sideways to get rid of their opponents. The construction of the socks makes them more breathable and reduces the heat inside.

“The anatomical design is the great advantage of Titan socks,” said Adam Lin, the company’s chief executive. “Tests conducted with athletes have shown that there was less pressure on the feet of those wearing Titan socks. That makes them more comfortable and it reduces the risk of blisters.”

The award-winning basketball socks are part of a range that further comprises running and training socks. The company says that Titan socks intended for runners help to relieve pressure in



These socks will reduce the friction caused by abrupt leaps in basketball games.

their shoes as they pound the road or the track, and that their construction reduces perspiration compared with ordinary sports socks.

Started in 2008, Titan has become

established as a specialist in technical sports socks. The company’s investments in the development of its basketball socks were supported by National Taiwan University. ■ DP

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40 years of TaiSPO

Taiwan capitalizes on its assets in the global sporting goods market

TAITRA (Taiwan External Trade Development Council) has supported the Taipei International Sporting Goods Show (TaiSPO) for many years. Mr. Yuen-Chuan Chao, President of TAITRA, looks back on 40 years of TaiSPO's growth with the sporting goods industry in Taiwan and around the world, and points to huge opportunities for expansion in the coming years.



Yuen-Chuan Chao, president of TAITRA, sees the rise of the Asian middle-class as a "huge opportunity" for the sports business.

How has TaiSPO contributed to the sports industry over the years?

The business model and focus of the Taiwanese sporting goods industry have changed over time, but what remains the same is the goal to reach the international market.

TaiSPO has accompanied the growth of the industry. After years of hard work, it has helped Taiwan's sporting goods manufacturers gain a stable footing in the international market, with such global fitness equipment manufacturers as Johnson, Dyaco and Joong Chenn, among others.

The show has become an important platform for Taiwanese sporting goods companies to expand their foreign trade, and for international buyers to explore business opportunities. It has also become an important trade event

that attracts foreign business people to Taiwan.

Every year we work together with 57 TAITRA overseas branches to invite major international buyers in the sporting goods industry to visit Taiwan. Foreign buyers who cannot come to Taiwan to participate in the exhibition personally can use video conferences for negotiations and discussions.

Furthermore, TaiSPO has provided strong support to Taiwanese sporting goods companies that are mostly small and medium-sized enterprises. TaiSPO has worked closely with them over the past 40 years and it has gradually established the reputation of "MIT – Made in Taiwan" to represent high-quality and diverse goods, greatly promoting exports by Taiwan's sporting goods industry.

The manufacturers' forum of the World Federation of the Sporting Goods

Industry, which was held during TaiSPO for the fourth time this year, has also reinforced the importance of the show and the clout of the Taiwanese sports industry.

And how has TaiSPO contributed to the Taiwanese economy?

Taiwan began exporting sporting goods in 1971. Soon after, in 1974, the Taiwan Sporting Goods Show, which was the predecessor of TaiSPO, was held at the Grand Hotel in Taipei. At the time, the sporting goods industry played a key role in the Taiwanese economy.

Although technology industries are mainstream in Taiwan today, the sporting goods industry is still thriving. The sporting goods export value increased by 5 percent in 2012, despite economic woes in the U.S. and in the Eurozone. Sporting goods exports have brought stability to the Taiwanese economy over the years, despite ups and downs in the global economy.

What were the most important milestones for the show?

Since 2012, TaiSPO joined Taipei Cycle, DiWaS (Taiwan International Diving and Water Sports Show) and SPOMODE (Taipei Int'l Sports Textile & Accessory Expo) to create "Asia's Largest Four-in-One Sports-Related Goods Exhibition," attracting 1,964 international buyers from 88 countries, and successfully creating the best platform for exchange among professionals in the sporting goods industry. This year, our one-stop sourcing hub with over 1,500 exhibitors will welcome an expected 8,000 buyers searching for their ideal products and suppliers.

Last year, TaiSPO attracted Life fitness, the world market leader in

fitness equipment; Intersport, which has 5,000 affiliated stores in 35 countries; and Perry Sport, the largest distributor of sporting goods in the Netherlands.

There was also a growing number of buyers from emerging markets such as Sun & Sand Sports, which owns over 100 chain stores in the Middle East; Dubai Sports LLC from the United Arab Emirates; and Transmark, Malaysia's largest supplier of commercial equipment.

How do you see the future of TaiSPO and the industry?

It is estimated that the sporting goods industry will see another wave of growth.

According to Brookings Institution, the middle-class population in Asia will reach 3.23 billion people in 2030, and Asia will once again be in the spotlight for the world economy.

With the rise of the middle class and the corresponding rise in purchasing power, spending on sports, health and leisure will also increase rapidly. This is a huge opportunity.

Taiwan's sporting goods industry aligned itself with the global market quite early, and thus has a thorough understanding of international market trends and an extensive trade network. Taiwan vendors also value intellectual property and have very responsive R&D abilities, gaining the trust of major international companies. These are all advantages for Taiwan's sporting goods industry.

In addition, Taiwan's excellent geographic location at the crossroads of Asia-Pacific trade networks makes Taiwan a vital partner for companies around the world that want to enter the sporting goods market in Asia. ■ BS

TaiSPO's early German connection

While there are few documents at hand to track the history of TaiSPO, some of the most detailed reports on the fair are stacked on the shelves of Peter Thürl's office in Germany. The former editor of Eurosport first visited the show in 1977, when the Taiwanese sports industry was just beginning to attract more international buyers, and he has regularly flown to Taipei ever since.

"Compared with international fairs like Spoga and ISPO," Thürl wrote after his first trip, "the stands in Taipei are pretty small. They only fill half a floor" on the ninth floor of the China External Trade Development Council (CETDC) building. However, Thürl was already impressed with the "almost Prussian punctuality and exquisite hospitality" of his hosts, who made the industry's ambitions very clear: Taiwanese sporting goods makers, he was told, were preparing to launch a major export

drive in international markets and they wanted to beat competition from other Asian countries with quality — not just cheap prices.

He watched the growing ties between Taiwan and the world's two largest sports companies at the time, Adidas and Puma, established by rival brothers in Germany. If you want to hear more about the story of TaiSPO and the Taiwanese sports business, watch out for a tall man with a friendly smile and a camera. ■ BS



Armin Dassler, the former chief executive of Puma (with shiny gray suit), was honored for this contribution to the Taiwanese industry in 1985. The dark-haired bespectacled man behind him is Peter Thürl.

New Products 2013

Stevens Sonora SL-R

 4TH FLOOR
L1017a


This is the real deal: 7.5 kilograms (for an 18-inch frame). The component list for this racing machine shows Stevens' attention to engineering. It includes German-made THM Carbones crankset and Tune chain rings, Swiss Carbonwheels and tubular tires, all helping this speedy hardtail slash weight. Stevens adds its own Oxygen Scorpio SL Carbon forks and seatpost.

Taya Evo-Light Chain

 1ST FLOOR
K0610


Taya has introduced a new concept in bicycle chains at the Taipei Show. By redesigning a chain's basic components, the Evo-Light cuts significant weight compared with a typical chain. The new EL chain for an internal gear hub is as much as 40 percent lighter than a traditional chain. The "waste-buster" feature also saves significant energy.

Velo VL2259 MTB saddle

Velo applied what it learned from sponsoring professional mountain bike teams into two new MTB saddles for 2014. Velo equipped the saddles with outer edge padding for greater pedaling efficiency and "no hands" control. A slightly upturned rear end with thicker padding supports the rider while climbing and sprinting. The VL2259 has a more tapered, semi-round shape.


 1ST FLOOR
J0717

Xpedo Thrust SL

 1ST FLOOR
J0517


For the first time, Xpedo has replaced the traditional retention spring with MDU [Microcellular Ductile Urethane] elastomers to provide solid cleat entry and smooth disengagement. The unique MDU retention system provides a more consistent resistance between the rear claw and cleat, preventing any unwanted disengagement while sprinting or riding hard. The Thrust SL weighs 168g per pair in titanium and 210g per pair in CroMo.

Tern Swoop line

 4TH FLOOR
M1019a


New to the Tern lineup is the Swoop, a new low-step frame platform for navigating crowded urban spaces. The Swoop comes in two configurations: the Swoop Duo and Swoop D7i. The Swoop Duo (shown) is cleanly designed with minimal cabling and automatic two-speed shifting. It won a 2012 Eurobike Award in the Urban Bike category. The Swoop D7i features a Shimano Nexus 7 integrated hub for a wider gear range and low maintenance.

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New Products 2013

Bergamont Threesome SL 9.3

4TH FLOOR
N1124

The lightweight Bergamont All-Mountain sports the new 650B wheel size and features 140mm of travel. The frame is based on Bergamont's successful Threesome series. Instead of the Bergamont FlipChip, the SL 9.3 uses the Coax Pivot System for almost identical geometry and the same outstanding handling characteristics. The SL 9.3 is made for sports-oriented all-mountain riders with Alpenglow ambitions.

Spank Industries Oozy 26AL EVO Wheelset

4TH FLOOR
L1002

Spank Industries has renewed its Oozy line of trail and all-mountain gear for the Taipei show this year, with its new Oozy 26AL EVO wheelset leading the way. The dynamal alloy rims come in 26-inch, 27.5-inch and 29-inch sizes. Wheels are hand-built and trued and include Sandvik spokes. Sets come in polished black/black or polished silver/silver color schemes. The wheelsets retail for \$599.

Sun Race MFEZ1 E-bike Freewheel

1ST FLOOR
J1217

Designed specifically for e-bikes, the Sun Race Sturmey-Archer MFEZ1 is a 10-speed, 11-36T freewheel. The sprocket has a luxurious chrome finish that is highly rust-resistant. Aluminum spiders provide lightweight strength, along with an attractive gold anodized finish.

TranzX M19 Motor

1ST FLOOR
J0407

The new brushless M19 motor is an upgrade of TranzX's popular Mo8. It is compatible with disc or V-brakes. A redesign involving new firmware has reduced the motor's noise and vibration levels to 75dB, while increasing output efficiency by 81.5 percent. The power system has been upgraded from 36V/250W to 48V/500W. The M19 offers broader vehicle "reach" for longer urban and suburban distances on all terrains. A quick release version can be easily used with 26- and 28-inch wheels.



Haibike Xduro FS RX

4TH FLOOR
M1219

The Xduro FS RX is an uncompromising off-road e-bike with the sportiness of a mountain bike. With Haibike's Reverse Angle Motor concept, the center-mounted Bosch motor is rotated inside of the front triangle to provide maximum ground clearance and protection from damage during riding.



Miranda Clickpost

4TH FLOOR
L0325

Miranda's patented Clickpost is available in suspension and non-suspension versions. The "twist to fix" saddle attachment mechanism is simple, fast, and secures with a single bolt, making for much faster assembly at the factory. It's also practical for retailers to swap out saddles for consumers to try before they buy.



Primavera Festino

1ST FLOOR
J1421

Since its introduction in mid-2008, the Festino has been Primavera's most popular road model. For 2013, the new Primavera shaves more grams off an already light frame. New graphics and a comprehensive range of color combinations together with a full carbon fork means value for money.

SKS Double-Deck

4TH FLOOR
M1031a

The Double-Deck is another innovative cable management system for e-bikes from SKS Germany. The power cable, which runs from the battery under the rear rack to the drive unit, is covered by a special profile on the top of the wheel guard. The power cables are thus protected against dirt and damage. The Double-Deck installs in seconds without tools and comes in an extensive range of colors.



Profile Design TwentyFour Wheels

4TH FLOOR
M1101

Profile Design debuts its second generation of wheelsets with improved raw materials. Using Computational Fluid Dynamics and wind tunnel testing, the company developed proprietary carbon fiber 58mm and 78mm deep section rims. A special resin and an exclusive brake pad compound creates well-modulated braking.

WTB Vigilante

4TH FLOOR
L0826

The Vigilante is a new tread pattern for WTB's 2014 tire line. Its open tread pattern is made for enduro racing and excels on rocky, root-laden and mud-infested terrain. Heavily reinforced side knobs eliminate flex while cornering. The Vigilante is 2.3 inches wide and comes in 26-inch, 650B and 29-inch sizes.



A funny-looking helmet technology that saves lives

It may look strange, but Australian physicist Don Morgan believes his Conehead Technology is an important step toward better head protection for cyclists.

He should know. Morgan has been investigating the causes behind motorcycle and bicycle deaths since the mid-1980s, when Queensland University contracted him to research the epidemic.

Morgan found that in the fatal accidents, the outer shells of victims' helmets were damaged but the liners were like new. He concluded that victims' brains sustained the damage

instead of their helmets, which were too hard and stiff.

By 1993, Morgan had invented Conehead Technology, using a design that, he explained, spreads the energy from an impact force sideways instead of toward the brain. But bringing his invention to market was a long road. After one helmet maker after another

declined to try the technology, Morgan was about to forget about his invention.

"My wife said, 'try one more time,'" Morgan recalled yesterday. He researched helmet manufacturers online and eventually found Strategic Sports of Taiwan. After a long courtship, Strategic licensed Conehead Technology in 2010.

For motivation, Morgan remembered an early visit to the city morgue to collect brain fragments for research. One was from a child. As a scientist, he knew he could make helmets safer — especially for kids — so he kept at it.

The first Strategic client to adopt Conehead Technology was Kali Protectives, a new helmet brand. Kali now uses the technology in about half of its line, including cycling, motorbike and snow helmets.

"From a design standpoint, it makes my life easier," Kali owner Brad Waldron said. "I will continue to grow it. I believe in it."

Aside from enhanced protection, another benefit is a thinner liner, which allows Waldron to make a lower-profile helmet. That's particularly important for dirt jumps kids who want a helmet with a certain "cool factor."

Other brands including Scott, Cannondale and Abus have also adapted Conehead. After nearly three decades of work, Morgan finally believes he's making a difference.

"It's like a domino effect," Morgan said. "You topple one over and the whole thing keeps moving." ■ NF

4TH FLOOR
L0921a

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