



## WRIGHT AND LEFT

I read with interest in the April/May edition of your magazine the letter from Will Priestly and the reply by Richard Hallett about the left-handed thread on left-handed pedals and cranks. While doing a bit of web surfing recently I was interested to read that the innovators of that piece of design were the Wright brothers of Dayton, Ohio, who went on to design and build the world's first powered aircraft. I also remember reading somewhere they invented the drop handlebar, too.

I work as a tutor/mechanic at an alternative education facility, refurbishing used bikes and teaching youngsters who aren't doing well in mainstream education. I tell them this story to illustrate that even bicycle mechanics can go on to greater things.

**Michael Paice**

## CYCLE REVIEW



Cycle is always a great read but the April/May issue was brilliant! The article titled 'Beyond price' was worth my membership fee alone. I really

liked the items on touring shorts, the reports on tyre tests in Gear up were very useful, and the bargain hardtails test made me think that I should really consider buying a Voodoo Bizango.

I found the article by Alex on his ongoing battle against long Covid both humbling and inspirational. I hope that things will somehow improve over time for him. I've had Covid but was clearly one of the lucky ones to not be stricken with long Covid.

**Mike Barlow**

## FLYING WITH AN E-BIKE

I have occasionally toured in Europe with a standard tourer, and have previously taken my bike on the plane. However, I now have an e-bike and it

is not possible to take this on a plane. Does anyone have any experience or suggestions on how to tour in Europe on an e-bike and in particular how to get your bike there and back? Are there any courier companies that will take your bike to Europe by road in advance so you can cycle home? Is it possible to send the battery home to the UK by courier and bring the bike by air? Or am I now restricted to trains/ferries when organising future trips?

**Nick Stuart**

### Obituaries

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**Batteries up to 100Wh (in laptops, for example) are fine, while those up to 160Wh are typically allowed if you obtain airline approval.**

**Most e-bike batteries are bigger than this, although some ARCC conversions use a 144Wh power-tool battery (arccbikes.com), while Swytch has one as small as 90Wh (swytchbike.com). You're not limited to a single smaller-sized battery. See ebikeshq.com/take-electric-bike-on-plane/.**



## RAISED HACKLES

I have to take issue with Fiona Le Ny's letter ('Woof justice') in the last Cycle magazine. While a good squirt with a water bottle against an errant hound is fair enough, I cannot condone striking with a long pump or other object. Leaving aside the ethical considerations, if a dog is that close to you, then attempting to strike it could unbalance you, or end up in a collision with you coming off.

Dogs are territorial and have a chase instinct. If you can't outrun one, the best thing to do is dismount and place your bike between you and the dog. Most dogs will stop chasing at this point and give up. Then walk away slowly. Once you are out of the dog's territory, you can safely remount and pedal away.

**Robin Grimmer**

## Photo of the month

### 92-YEAR-OLD CYCLE CAMPER



I spent eight weeks in Scotland last summer. I rode my 22-year-old Brompton and took my lightweight camping gear as backup for when accommodation was unavailable. The photo was taken in Ullapool. **Donald Wells**

## CYCLING UK FORUM

Get immediate feedback from other members at [forum.cyclinguk.org](http://forum.cyclinguk.org). Here's an abridged extract from a recent thread: [cyclinguk.org/gravel-off-tarmac](http://cyclinguk.org/gravel-off-tarmac)



### GRAVEL BIKES OFF TARMAC?

**Sweep:** What proportion of gravel bikes are ridden much off tarmac or on gravel/strade bianche (not a lot of those last two in Britain, of course)?  
**rualexander:** Maybe not in England, but there's loads of 'gravel' in Scotland.

**rareposter:** There's loads of bridleways, gravel tracks (old railway lines, canal towpaths, etc), plus all sorts of green lanes, 'grass up the middle' type roads and tiny farm lanes. Gravel bikes just open all that up.

**PH:** No point getting hung up on a name, bikes don't have to be used for what it says on the label to be good bikes. I've had a few weren't – Sportive, MTB, Expedition, and some that were – Tourer, Audax.

**Nearholmer:** I've been doing 'gravel' since 1991, when I bought a

steel-framed hybrid with 40mm tyres. They were marketed as 'cross country' bikes at the time.

**TrevA:** Gravel riding is what we used to call rough-stuff. I remember doing it as far back as the '70s locally.

**Bmblbzz:** At the dawn of the bicycle, roads outside towns and cities had been largely neglected. So all early bikes were gravel bikes by necessity.

**rareposter:** One of the significant enabling factors for creating the gravel bikes of today is the move away from rim brakes in general. Yes, we all managed fine on cantis 20-odd years ago. But no-one would go back to them!

**matheus:** Your closing statement is so erroneous that you only have to look back a few posts before yours to see it!

**peetee:** Oh, dear. This has turned into Brake Wars again!