

officers who work with local groups that run free events and activities on the 'fix, learn, ride' model. There are cycle maintenance classes, learn-to-ride and cycle confidence sessions, and led rides. With fuel prices rising considerably, that's a real incentive to leave your car behind and get on your bike instead."

Big Bike Revival is aimed at people who aren't regular cyclists, as opposed to Cycling UK members. I asked Susan if there were any ways Cycling UK members could help – perhaps by donating a bike or their time, or by helping publicise the scheme.

"All of those!" she said. "We have members who volunteer for some of the projects but they could always do with more. If there's a group near you, it's worth getting in touch and offering to help. You could help run led rides or help with some admin or IT tasks, or even with promotion of their events on social media or by putting up a poster in a local shop. And local recycling centres are always happy to receive quality bikes as donations.

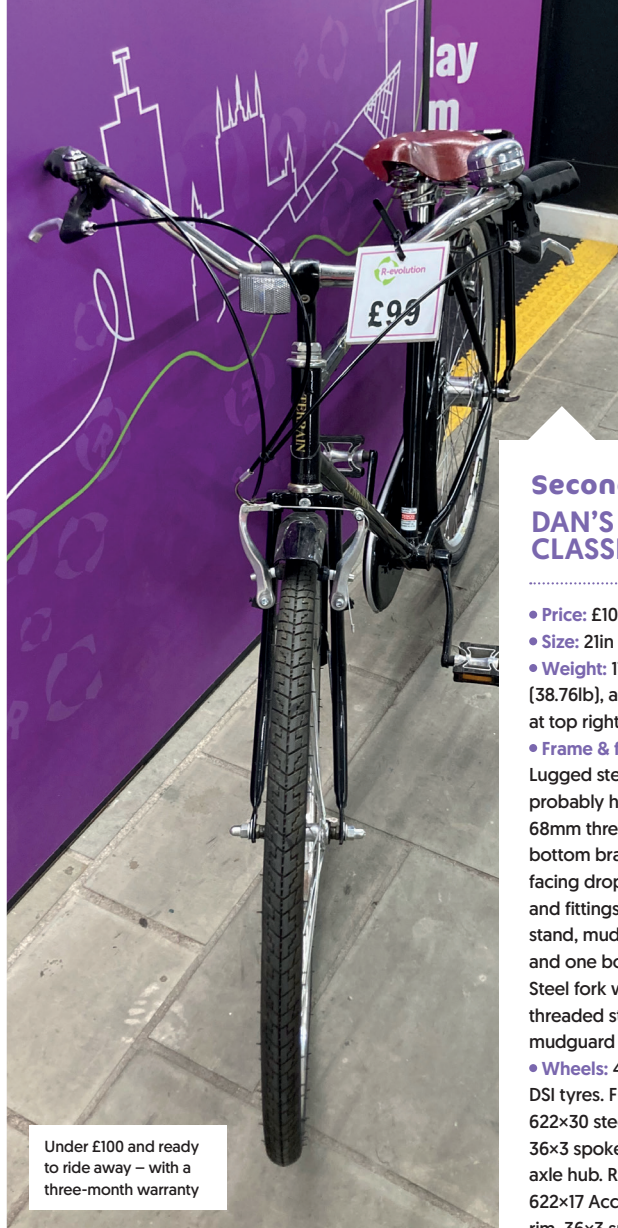
"It's especially good to have members from ethnic minorities helping out as that encourages other people from those groups to take part too."

SCOTLAND CYCLE REPAIR SCHEME

The Scotland Cycle Repair Scheme (cyclinguk.org/ScotCycleRepair) also helps get unused bikes back into circulation. It does so by providing owners with £50-worth of free repairs. Whether someone has an old bike in a shed or has just bought a secondhand bike that they lack the tools or skills to fix, the Scotland Cycle Repair Scheme (SCRS) could help them start riding.

"It began as a pandemic response," said Suzanne Forup, Cycling UK's head of development, Scotland. "It's now very much a post-pandemic, cost-of-living crisis response. People who wouldn't be able to afford to have their bikes fixed are now getting it done.

"The SCRS provides people with more than just a fixed bike. I'm reviewing our impact report at the moment. Here's a quote from one cyclist whose bike was



Under £100 and ready to ride away – with a three-month warranty

fixed: 'SCRS made me feel like I deserved to be here and that I wasn't alone.'

The scheme isn't only reaching people on lower incomes. "We're seeing people in higher income brackets still feeling the pinch," said Suzanne. "The benefit of having a free repair means that people who are maybe not completely skint, they're not risking anything having their bike fixed. They might be able to afford it but they wouldn't do it if it wasn't free."

The Scotland Cycle Repair Scheme doesn't sell recycled bikes but Suzanne was unequivocal about the need for unused bikes to be out on the road instead of in storage. "Donate bikes," she said when I asked her what Cycling UK members could do. "Anything that people can do to get a non-used bike out of their own possession and donated to a bike recycling charity is worth doing. Or if they know someone who could use it, just give it directly to them. If you have ten bikes and three aren't being used, think about donating those." ●

Secondhand DAN'S TERRAIN CLASSIC

- **Price:** £100.79
- **Size:** 21in
- **Weight:** 17.62kg (38.76lb), as shown at top right of p41.
- **Frame & fork:** Lugged steel frame, probably hi-ten, with 68mm threaded bottom bracket, rear facing dropouts, and fittings for rack, stand, mudguard, and one bottle. Steel fork with threaded steerer and mudguard fittings.
- **Wheels:** 40-622 DSI tyres. Front: 622x30 steel rim, 36x3 spokes, solid axle hub. Rear: 622x17 Accedo alloy rim, 36x3 spokes, Sturmey Archer SRF5(W) hub.
- **Transmission:** alloy platform pedals, 170mm steel chainset
- with 40t chainring, square taper bottom bracket, 1/8in chain, 18t sprocket. Sturmey Archer SL-S50 thumbshifter and SRF5(W) hub. Five ratios, 39-99in .
- **Braking:** 'Sparkle' V-brakes
- **Steering & seating:** Rubber grips, 25.4x600mm backswept steel handlebar, alloy quill stem, threaded headset. Selle Royal Ergogel saddle, 25.4mm plain steel seatpost, unbranded clamp from eBay.
- **Equipment:** Steel mudguards, steel rack with 16mm rails and integral stand, plastic chainguard, bell. (Battery lights worth £25 added after purchase.)

I've never heard of the Terrain brand. All I could find out is that it was sold by Tesco Direct, which is now defunct. The bike isn't a classic roadster in the sense of being old; it was probably made about ten years ago.

I presume the original steel rear rim was damaged beyond repair, as the rear wheel looks to have been rebuilt with an aluminium rim and new spokes. That was worth doing because the SRF5(W) rear hub is a highpoint, with a value of over £100 by itself. Its ratios are 0.625, 0.75, 1.0, 1.33, and 1.6. This decent range is hampered by the chainring and sprocket sizes – a 22-tooth sprocket would usefully lower the gearing.

Aside from buying lights and a lock, any spare funds would be well spent on Schwalbe Marathon Plus tyres. Rear punctures are harder to deal with on a heavyweight hub-gear roadster, and the tyres' extra weight would be largely irrelevant on what is already a heavy bike.