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### CTC, Parklands, Railton Road, Guildford, GU2 9JX

Tel: 0844 736 8450 Email: cycling@ctc.org.uk Website: ctc.org.uk

CTC Patron: Her Majesty the Queen President: Jon Snow CTC Council Chair: David Cox Chief Executive: Gordon Seabright

Cycle Magazine Editor: Dan Joyce email: editor@ctc.org.uk Designers:

Simon Goddard and Gemma Hancock Advertising:

Arthur Priggs tel: 020 7487 8410 email: arthurp@ jppublishing.co.uk

## Creative Director: James Houston Publisher:

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# THE EDITOR



**MOUNTAIN BIKING** only moves forward when new ideas gain traction. The big noise now is 29-inch wheels, which touring cyclists will know better as 700Cs with fat tyres. Bigger wheels roll over bumps better and are more efficient on soft surfaces, so you'd think the off-road community would have immediately embraced them.

They didn't. Twenty-niners were barges; clown bikes; unnecessary. It's bizarre that a technologically fast-moving sector of the cycling world was so conservative.

In any event, big wheels aren't new but an older idea whose time has come. Gary Fisher has been pushing them hard for over a decade, and others longer than that. Twenty years ago, as a magazine staff writer, I tested a Specialized Crossroads hybrid with, I think, 700×40C tyres and real off-road potential.

The magazine's technical editor was Geoff Apps, whose Cleland cycles had debuted commercially in 1980 with 650B wheels. He approved of the Specialized's bigger wheels for use off-road, though the bike dropped off the radar soon after. Only now does the momentum behind bigger wheels seem unstoppable.

What we ride, of course, is less important than how and where we ride. In 20 years, the biggest change has been the development of trail centres. Yet access to 'natural' trails has stood still – except in one part of the UK: Scotland. Its open access laws are the gold standard that we'd do well to emulate elsewhere.



DAN JOYCE



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