

## Your opinions

## LETTERS

**THIS MONTH** ELECTRIC BIKES, BIKES ON PLANES, TRIKES NOT ON TRAINS, IN PRAISE OF UTILITY BIKES, THE BENEFITS OF CYCLING UK, AND MORE

Joan on tour with her e-bike



Letter of the month

## Electric bikes

## POWER TO THE PEOPLE

I thought Joan's article in the last edition of *Cycle* magazine was excellent and uplifting. I was particularly inspired by her suggestion of putting cycle charging points on car charging stations.

This is a brilliant idea that could encourage the standardisation of e-bike charger connections; a simple cable without a charger unit would be all that's required. Even better, it could engage the electric charging industry with electric transport more widely.

When you think about the bigger picture, the shift to electric cars should be part of a wider change in transport choices that include e-bikes. From a campaigning point of view, wouldn't this be a great opportunity to engage with other parts of the transport industry? People to talk to would include battery manufacturers, car park operators, advertising companies, electricity supply companies, and charging point designers/manufacturers/installers.

I don't ride an e-bike and have no intention of buying one (yet), but I think they're brilliant and getting better all the time!

David Gray

## Write to Cycle

Cycle, PO Box 313, Scarborough, YO12 6WZ. Or email

[cycle@jamespembrokemedia.co.uk](mailto:cycle@jamespembrokemedia.co.uk)

The star letter wins a pair of Compass tyres, courtesy of Sven Cycles, worth up to £116! These lightweight, supple tyres will transform the ride feel of your bike. They're available in a range of designs and widths in 700C, 650B and 26in diameters, and particularly suit touring bikes, gravel bikes, and road-plus bikes. For more information about these plush, easy-rolling tyres, or to purchase a set of your own, go online to [svencycles.com](http://svencycles.com)



## EXTRA ENERGY

I recently joined Cycling UK and I am enjoying it more than expected. The magazine contains some very interesting articles.

After a lifetime of club and racing activities, health reasons at 70 have caused me to buy a Giant road e-bike. I have completely rediscovered the joys of cycling, doing approx 100 miles per week even in this winter weather.

I did pay considerably more than the lady writer of your recent article, and would like to say to all your members who one day may purchase one that I am easily able to achieve a range of 65 miles and more around Bristol, including some long, steep hills. Last July, I achieved a 60-mile round trip in Wales, including Gospel Pass, with battery to spare. Well worth the money for the sheer joy.

Stan Wygladala



## BIKES ON PLANES

We've just been biking in New Zealand. We took our bikes across an impossible section by light plane, with the bikes strapped under the wings. The service is provided mainly for hikers and mountain bikers who want to return to their starting point after doing the three-day Heaphy Track. New Zealand is great for cycling if you get off the beaten track on gravel. The main roads are not good – narrow, with dodgy overtaking of cyclists.

Hugh Symonds

Not all e-bikes are budget hybrids





Several ICE trikes fold

## TRIKES AND TRAINS

I am disabled, 87 years old, and have no sense of balance. I ride a recumbent trike and go cycling with my local group. When the weather is bad, those with bikes return part way using a Merseyrail train, as bikes are allowed. Trikes aren't so I have to cycle home. I find this blatant discrimination. Surely Britain should do more for our disabled cyclists?

**Barry Lovius**

**Agreed. It ought not to be a big leap of imagination to allow on board a trike that's a mobility aid, given that wheelchairs up to 70cm wide and 120cm long can usually be accommodated. Many trains allow mobility scooters too! Some recumbent trikes fold to not far off 70x120cm, but you'd still need explicit permission from the train operator to take one on.**

## TRANSPORT OF DELIGHT

I liked the article on utility cycling in the current issue of Cycle. I think I am past club riding, so utility cycling offers me a way to keep cycling. I bought myself an Oxford Bike Works step-through bike, which looks like an ordinary bike, but which I know is capable of doing club runs.

The bike is used mainly for

## OBITUARIES

Are now being published online rather than in print. Visit [cyclinguk.org/obituaries](http://cyclinguk.org/obituaries). Send obituaries, with a digital photo if you wish, to [publicity@cyclinguk.org](mailto:publicity@cyclinguk.org).

visiting friends and family and a bit of shopping, but it also means I can do short rides into the countryside in moderate comfort, usually finding a snug little coffee shop somewhere.

**Tim Parker**



## DOWN, NOT OUT

I read with interest Caroline Burrows's article about getting back to doing a cycling tour after getting knocked off her bike. The same thing happened to me last year, as I was setting off to Milton Keynes station to get a train to Holyhead to do the Lôn Las Cymru. I was hit by a car at one of MK's famous roundabouts.

Luckily, I escaped with just cuts and bruises. My Dawes touring bike didn't fare so well. This incident prompted me to join Cycling UK for the insurance cover and access to legal help. The driver admitted liability, was prosecuted for driving without due care and attention, and settled for the damage.

Next time I'll use the Redways.

**Robin Grimmer**

## RINGING – THE CHANGES

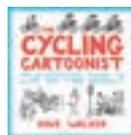
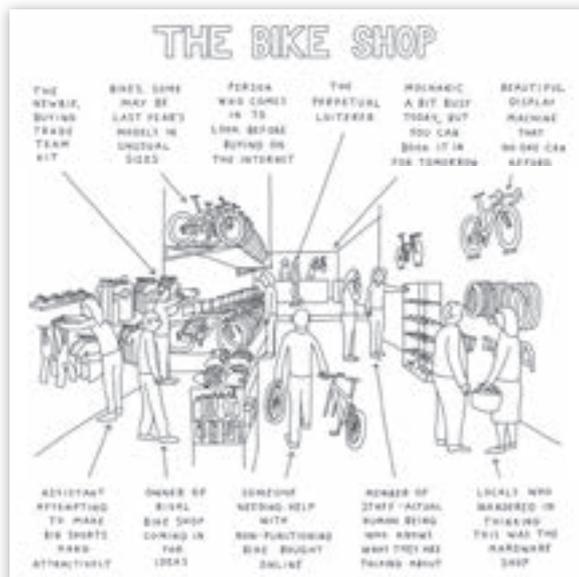
While I was riding on a shared-use cycle path earlier this week, I approached two walkers from behind. As always, I gave an early warning of my approach with a clear ring of my bell. I was amazed when both instantly reached for their mobiles. It was only when I was close behind, still ringing, that I said 'excuse me!' and they realised it wasn't a text coming their way but a cyclist.

A new hazard to contend with!

**Ian McLean**



## The Cycling Cartoonist



The Cycling Cartoonist, An Illustrated Guide to Life on Two Wheels by Dave Walker, is published by Bloomsbury ([bloomsbury.com](http://bloomsbury.com)), priced £10.99.

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## Join the conversation

### CYCLING UK FORUM

Get immediate feedback from other Cycling UK members on the Cycling UK forum: [forum.cyclinguk.org](http://forum.cyclinguk.org). Here's an abridged extract from a recent thread: [bit.ly/cycle-naturalclothing](http://bit.ly/cycle-naturalclothing)

#### NATURAL CLOTHING

**Winged wheels:** I prefer greener, sustainable clothing. I use Merino wool baselayers, tops, and tweeds. However, I would like a waterproof. Are Greenspot jackets still around?  
**pjclinch:** Hilltrek make them (and various other Ventile garments) these days. Pricy, but with a good reputation.  
**simonhill:** I'm not sure how green cotton actually is. Growing it uses huge amounts of water and is considered environmentally damaging in some (many?) places that

it is grown.

**JakobW:** Ventile does actually have a coating on the threads these days (some kind of DWR?). Apart from Hilltrek, there's [lancashirepike.co.uk](http://lancashirepike.co.uk)  
**horizon:** I have a Ventile hiking jacket that I don't wear for the bike. Great jacket but very bulky and stiff when wet.  
**PH:** I picked up a Vulpine Harrington jacket last year for £95 and it is a good casual cycling jacket.  
**Bmbllzzz:** I have a Hilltrek Ventile jacket. It's very warm, windproof and waterproof. It's a bit bulky for energetic



riding, despite being cut for cycling, but it's great for riding round town and for general wear.  
**hercule:** Bamboo is supposed to be much more eco-friendly than cotton, requiring far less water to grow (and you can feed pandas with it too).  
**elPedro666:** For serious weather, nothing comes close to Paramo. I've ridden through driving filth that stops you in your wheel tracks and arrived bone dry. Water just shakes off and there are huge vents to let any condensation out.

## How to contact Cycle



**LETTERS** are edited for space (especially if above 150 words), clarity and, if necessary, legality. Please note that if you have specific complaint or query about Cycling UK policy, you should address it to the relevant national office staff member. Letters & emails for the June-July issue must arrive by 30 April. Write to: [cycle@jamespembroke.co.uk](mailto:cycle@jamespembroke.co.uk) or Cycle, PO Box 313, Scarborough, YO12 6WZ



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