

Opinion Letters

THIS MONTH ASSISTED CYCLING, JEANS FOR CYCLISTS, EASY RIDING, DIVERSITY, TOW-BARS, AND SELF-DRIVING CARS...

Get in touch

LETTERS are edited for space, 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. Feedback for the next issue must arrive by 28 June.

WRITE TO: Cycle, PO Box 313, Scarborough, YO12 6WZ or email
@ cycle@jamespembrokemedia.co.uk



Read the article at: cyclinguk.org/publication/cycle-magazine-april-may-2019

Letter of the month

Keep on triking

I just had to write to say what a wonderful article the 'Our Bike' article featuring Kate and Harriet was. It brought a tear to my eye. Kate seems an amazing person coming up with such a fab way to include Harriet in her cycling. Obviously the club, Fylde Bicycle Belles, needs a shout out for being so helpful to them both.

To me this is what e-bikes and trikes are all about: letting people enjoy the thrills and fun of cycling no matter what. I am fortunate to still be able to ride a regular road bike and MTB but I will, one day, happily change to an electric bike to prolong my riding 'career'

I hope Kate and Harriet get many more years of cycling together – and of course many more cakes and coffees on their travels.

Simon Elson

Cycling's CO₂

I recently estimated my CO₂ output on a bike in the respiratory function department of my local hospital. At 20 km/h (12mph) my cross-city commute produced 6gm CO₂/km, a figure similar to that of the European Cyclists' Federation. Walking produced more CO₂!

P Lawford

Incidentally, John Heathcote wrote to point out the error in my reply: the ECF CO₂ emissions numbers quoted should be per kilometre, not per mile.

Win a set of Lezyne lights worth £110

The letter of the month wins a set of Lezyne Macro Drive 1100XL / Strip Drive Pro lights, courtesy of Upgrade Bikes. The versatile front light delivers 1100 lumens on its highest setting yet lasts 78 hours on its lowest, while the rear – at up to 300 lumens – is ultra-bright even in daylight. For more information about these lights, or to find your local stockist, visit upgradebikes.co.uk



Left: Dave Bain

No one at the wheel

I was disappointed by your 'No one at the wheel' article. I think that cyclists should be encouraging the deployment of these vehicles. I am just back in the UK after several years living in California. Self-driving cars are a common sight in the busy streets of Mountain View, and I have been automatically driven by the Waymo and Tesla self-driving cars.

The accident statistics (Google "self driving car accident statistics") demonstrate that these cars are much safer than an average human driver.

Replacing error-prone human drivers with automated systems will be safer for cyclists and, by eliminating aggressive driving, make cycling *feel* much safer.

Dan Cohen

In my jeans?

Am I alone? Uniquely proportioned? A physical oddity? Surely not! I cannot believe that I am the only cyclist to find themselves in the situation where years of cycling have left me with reasonably developed thighs but a fairly trim waist. Can I buy jeans to fit? No!

If they are theoretically the



correct measurement for my waist, I cannot get them up to it. If they are large enough to fit over my thighs then I have to use a belt, making the waistband ruck into inelegant folds. It doesn't seem to matter which brand I choose, cheap or dear, they all have the same problem. Can anyone suggest a solution? Has anyone found jeans that suit the cyclist? Please spill the beans!

James Palmer

I find Swrve cycling jeans a decent fit. Chief Exec Paul Tuohy likes Osloh. Both put a bit of stretch in the fabric for a better fit on the bike.



All cyclists welcome

I must take issue with the writer of the 'cycling for all' letter in the last issue. To suggest that all cycling mags (except our own) are guilty in some manner of racism, sexism, or ageism is preposterous.

I have never come across this attitude among the cycling fraternity or sorority. In fact, women-only cycling clubs are becoming commonplace nowadays, and to attack bike magazines catering for young competitive riders amounts to ageism in reverse.

Our sport has always welcomed like-minded enthusiasts whoever they may be. To suggest otherwise is contentious and potentially divisive.

Healthy, happy cycling to ALL fellow cyclists.

J Moran

Cycling is indeed a broad church. The issue is not that cyclists are unwelcoming – cyclists are lovely people! – but that cyclists' diversity is seldom presented in the press.

Obituaries
Are published online at cyclinguk.org/obituaries. Contact publicity@cyclinguk.org



Left & below left: Joolze Dymond

Easy riding

Being a MAMIL-cyclist reaching mid-life-crisis age, I splashed out not on a mad motorbike but on a Brompton. It immediately proved very useful.

After a service at the shop – which I visited by train – it was such a nice day I thought: "I'll just ride to the next station". Then the next. And the next. Then it wasn't worth getting on the train at all. So I rode 11 miles home, in normal clothes, enjoying the early spring weather. I had forgotten the simple pleasure of riding along slowly, sitting upright, enjoying even the urban view.

After that, I completely understand Paul Tuohy's article in Cycle April/May 2019.

Bill Henderson



A weighty problem

I believe there may be a potentially dangerous mistake in Cyclopedia in the April/May edition of Cycle. The handbook of my Skoda Rapid shows that the permissible load on the tow-bar is related to the distance of the load's centre of gravity from the tow-bar. It gives a chart for "distance from the centre of gravity of the

load from the ball head" and "permissible total weight of the accessory, including load" as follows: 0cm, 50kg; 30cm, 50kg; 60cm, 25kg; 70cm, 0kg.

Bob Perkins



Photo of the month

Cleopatra's crowned

We are Cleopatra's Café, In Wrexham, Holt. We received an award earlier this year from Mike Cross for being the best cycling café in Cheshire and North Wales. Philippe Kalkwarf

For the winners of Cycling UK's Cafés of the Year for 2018, meanwhile, see cyclinguk.org/news/winners-cyclist-cafe-year-awards

CYCLING UK FORUM

Get immediate feedback from other members on the Cycling UK forum: forum.cyclinguk.org. Here's an abridged extract from a popular thread: cyclinguk.org/forumtattoo



LEJOG TATTOO?

robjng: Anyone got a tattoo to mark their LEJOG (or any other cycling endeavour)? I'm going to get one done – thinking of making the O of LEJOG and the O from 2018 as bike wheels.

Syd: How about this bloke's? <https://goo.gl/images/VqVXQX>. The Shut Up Legs bit is optional.

brynpoeth: Used to collect YHA stamps. I could almost imagine having a tattoo of the stamp from Bryn Poeth in Chaf.

davieb: I got one just before my LEJOG. Sun, moon and stars on my calf. I did it so I'd be reminded of why I was

doing the thing – raising dosh for the charity that fights for people with the genetic disorder that my grandson has (Smith Magennis syndrome).

Bonefishblues: How about a trace of the route you followed on the back of your leg – it'd look like a cyclist's varicose vein.

boink: People have awful ones of roses, koi carp, and so on. A nice detailed LEJOG route would be far better.

Vorpal: Mine was a divorce gift to myself. My ex was adamantly against them, and felt they were a sort of 'white trash' thing to do. So it was my rebellion against his prejudice. 20 years later, I still like it.