ISLABIKES BOWS OUT
You will know Islabikes is ceasing production – see islabikes.co.uk/pages/cease-of-sale. In my view they have provided a remarkable service in improving bikes for children and for ‘non-standard size’ adults. I hope Cycle will be able to carry some kind of tribute to Isla Rowntree and what she has achieved. You may already have this in hand.

Michael Willmot

I’ve already spoken to Isla about doing something. It’s a huge shame to see such a forward-thinking bike company close. But what a legacy! Islabikes galvanised the wider industry into making proper children’s bikes.

CENTENARY CYCLING
Blackburn & District CTC have been celebrating their centenary this year, with special rides including a 100km event for the more experienced riders, and a 100-minute ride for families and new members.

We’ve produced a special centenary club magazine. There is an ongoing quest called the Blackburn Hundred, on the lines of the BCQ but set entirely in Lancashire. Our clubroom at Rishton Methodist Church will be open most Thursday nights during the winter and next spring, with picture shows and other events, while this year’s Christmas party will be fancy dress, celebrating 100 years of cycling. For more information, please see our website: www.blackburncycling.club.

Tony Stott

THREE-WHEELED BALANCE
As a member, I know Cycling UK is keen to develop inclusivity. But the magazine tends to pay lip service to the difficulties faced by riders of non-standard cycles. There were several articles in the latest edition that highlighted various forms of trikes but while access problems were mentioned they were not developed. Same with the features on rides. The Glasgow-Edinburgh C2C looks great, but what does a non-standard rider do when they reach those “giddy, narrow-pathed, cobbled viaducts”?

All the action photos (not to mention adverts) are of two-wheelers hammering along singletrack or tarmac. Would it not be possible for articles on ride routes to mention accessibility issues for non-standards?

Just to say, this Oct/Nov edition was one of the most interesting this year.

Graham Hewitt

MUDFLAPS: WHAT DO YOU USE?

mattscm: What do you lot use to make additional mudflaps for mudguards? For the front I use damp-course plastic. For the rear I use reflective plastic often found wrapped around electricity poles.

Brucy: After years of cutting up random bits of rubber/plastic I now suspect that the answer is to make the mudguard from suitable cloth [e.g. brolly fabric] and to weight/stiffen the lower edge with a piece of old spoke.

PT1029: I use lorry innertube. Only hangs straight if you use sections from the centre of the tube. I’m running low; I must use the A34 cycle track to see if any more cast-offs have appeared.

cycleruk: Damp-proof course, ice-cream carton, plastic bottle, etc. All cut to shape and usually pop-riveted on.

slowster: I use damp-proof course, but I like a long mud flap and DPC can be too flexible in long lengths.

rjb: Duct tape built up is a simple, quick solution.

iandusud: Sections that I cut out from large plastic plant pots – the sort that plants from garden centres come in. They can be softened with a heat gun to shape.

cyclop: Plastic from the larger bleach bottles. Last forever

Steve: Kitchen lino.

andrew_s: For the front, I use half of a rubber hot water bottle.

TrevA: You can make a decent rear mudflap out of an Ass Saver mini mudguard. Certainly more useful than its original intended purpose.