

Over to you

these people, cycling is their main – and often only – means of transport precisely because they are unable to drive.

Let's move on from outdated assumptions that if people aren't safe to drive, they aren't safe to cycle, and instead recognise the high proportion of disabled people who would be able to cycle local journeys if systems were in place to facilitate inclusive utility riding.

Kate Ball

Driven to stop riding

I am a 69-year-old female cyclist living in Cornwall. I've done JOGLE, the C2C and Lôn Las Cymru. I write today to express my sadness that I feel I have been driven off the roads by the aggression and intimidatory behaviour of motorists. Nearly every time my husband and I cycle on the roads we are hounded by motorists and frequently have abuse shouted at us through car windows.

I would like to thank Cycling UK for all the work you do to encourage more people into cycling. However, unless the attitude of other road users changes, I feel unable to take part any more. I would be interested to know if other cyclists share my viewpoint.

Kathy Mcfarlane

Going the distance

Next year marks the 21st anniversary of one of two popular Nottinghamshire CTC audax events that were established by member Mark Chambers. Mark set high standards. Filling his shoes after he stepped back from organising the

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events was not easy as we had few active audax riders.

We have worked hard to publicise our audax events via posters, social media, clubs and other CTC groups. Last year's two events raised over £2,300 for the Lincolnshire & Nottinghamshire Air Ambulance, and this year's spring event almost another £1,400. It's not just the air ambulance that benefits. Supporting our local community raises the club's profile and helps attract new members to Cycling UK and the club.

Our oldest rider in this spring's event was 89-year-old Martin Harvey of Birmingham CTC (pictured), who rode 100km at an average speed of 14mph.

Rosy Gray



Bikes on buses

You often ask for ideas to increase cycling. I have just returned from Alberta in Canada. The local buses there have a bike carrier on the front for use by passengers. They are very well used.

Trevor Davies

Cycling UK forum

Get immediate feedback from other members at forum.cyclinguk.org.

Here's an abridged extract from a recent thread: cyclinguk.org/forum-narrow-bars

MAKING HANDLEBARS NARROWER

whickcycle: I have a Cube Kathmandu which has handlebars that are 72cm wide. They are somewhat cumbersome... It has been suggested that, by cutting an inch from each end of the bars, they would be less of a nuisance. Any thoughts?

Jask: In order to check the effect, tape the amount that you intend to remove and ride in all relevant conditions without using that bit.

pjclinch: Wide bars have become more of a thing on mountain bikes. That trend

has fed back into more mainstream bikes but I think for reasons of trendiness rather than practicality.

TheBomber: If you have lock-on grips, then slide everything inboard to their likely new position and, as Jonathan recommends, ride it to check.

Nearholmer: Go in stages. Take, say, an inch off each side at a time. I have made the mistake of taking off too much in one go, then regretting that I couldn't "saw a bit back on again".

fatmac: I used to cut all my straight type bars to the width of my shoulders...

Airsporter1st: If you do decide to go that way, a pipe/tubing cutter makes a much neater job than a hacksaw.

VinceLedge: I took about 30mm off our Trek Marlin MTBs. The bars were far too wide for our use. No problems.