



## ROAD POSITIONING

The story on Hadrian's Cycleway was a very good read but the picture on page 38 of the story was disappointing. It showed a cyclist travelling down a road while hugging the solid white line at the far left of the lane. That is exactly where a cyclist should not be.

According to the most recognised and acknowledged cycling textbook, Cyclecraft by John Franklin (2020 edition): "The primary riding position is in the centre of the leftmost moving traffic lane for the direction you wish to travel in." He is absolutely right, of course, as most experienced cyclists know.

Meanwhile, many thanks for the continuing high quality of the magazine. Your remit has increased enormously over the past few years with the new directions for Cycling UK, yet I always find interesting stories.

**Bob Zeller**

## LAID-BACK TOURING

I have had an ICE T, similar to the Adventure you tried (Aug/Sep 24), since 2006. I've modernised it over time. I now have the newer seat, which is very comfortable, and the Shimano complete system that pairs the STEPS electric motor with an Alfine 8-speed hub gear. It's all managed with the controller on the handlebar, so one can change gear or power level (or even turn on the lamps) from the same device.

I think it is the perfect touring cycle for an 85-year-old with some balance problems. I regularly do 50km a day on it.

**Tom Culver**



ICE trikes: highly customisable

## NOT FERRY FAIR

I want to highlight the unfairness of Brittany Ferries' pricing for travel with a cycle to France and Spain. If you are a cyclist or foot passenger, it is more expensive than bringing a car or even a motorhome!

As I write, there is a seven-day offer for drivers and motorcyclists. Plymouth to Roscoff works out at £133 return (cabins extra) for two motorcycles. For two cyclists it is £288. Brittany Ferries has a monopoly on the western routes. While Condor Ferries has fairer pricing if you want to go to Saint-Malo, Brittany Ferries has recently become the majority shareholder of Condor...

I'm voting with my feet and going to Ireland instead. Irish Ferries charges £164 in October for two cyclists, versus £410 with a car. The amazing 'Rail & Sail' deals with both Irish Ferries and Stena Line add rail travel to the port for very little more.

Could Cycling UK put pressure on Brittany Ferries for fairer pricing?

**Ben Searle**



## WINTER FIXED

This is my favourite club run picture. It was taken near Naunton in Gloucestershire in January 1964. I am in the foreground; my friend Pete Mercer is further back. Two of us had stayed at Cleeve Hill youth hostel, and Pete met us in the morning.

In this photo we had cycled up through Guiting Power. We then carried our bikes, walking along the compressed snow on the tops of the dry stone walls. We rode into the village of Aylworth and out the other side, then carried our bikes in the same way up to the other Stow road. Aylworth had been cut off for two weeks at this point.

It was all on fixed wheel, of course. Most derailleurs were too flimsy to cope with winter muck.

**Frank Booth**

## Photo of the month

### MADE TO MESH-URE

I refer to the letter from Mike Collins in the Aug/Sep issue, 'Helmets with mesh'. I have created a no-cost, recycled, easy, made-to-measure option that immediately ended my issues with insects in the helmet. Any supermarket fruit mesh bag or garden shade netting can be cut to shape and fitted into the helmet. Took me five minutes. It allows complete ventilation without being stung.

**Vanessa Cave**



## CYCLING UK FORUM

Get immediate feedback from other members at [forum.cyclinguk.org](http://forum.cyclinguk.org). Here's an abridged extract from a recent thread: [cyclinguk.org/security-on-ferries](http://cyclinguk.org/security-on-ferries)



**SECURITY ON FERRIES francovendee:** On a cross-Channel overnight ferry, do people leave their panniers on the bike? Or struggle and take them with them?

**mxc01:** I always have a cabin on overnight trips so usually take all the panniers with me. I'd be going back to collect my toothbrush otherwise.

**ANTONISH:** I take anything of value and a change of clothes with me. Most of the [other] stuff is clothing, so an irritation if stolen but not a disaster. TBH there is probably more risk of theft if you leave your bike outside a shop or a café.

**scragend:** This. Also, no one [other than the crew] has access to the car decks during the crossing, so no one is going to nip down and rifle through everyone's panniers.

**Psmathe:** Panniers all

left on bike and just take the bar bag (plus a few extras like toothbrush, etc). Never had any problems.

**pjclinch:** Another vote for leave most of the stuff on the bike but take an overnight bag for the voyage (food, PJs, electronics, documents).

**plancashire:** I have a lightweight cable lock from Abus, which I thread through the pannier handles, saddle frame and bike frame if I leave stuff. It just stops quick-release thefts.

**LittleGreyCat:** Paranoid me took all the panniers (four) and the bar bag up to the cabin with me and locked the bike to the rail it was leaning against [insurance requirement].

**bohrsatom:** I generally bring all my bags onto the ferry so I can spend the journey repacking them after throwing everything in before leaving home.