



Welcome

Inflation: good for tyres, not so good for everything else. Prices are shooting up across the board. While energy and food are rightly in the spotlight, the cycling industry isn't immune. Have you seen the price of new bikes lately?

It's easy to forget how much prices have risen over recent years; we quickly become accustomed to the new normal. So I had a look back at some older issues of Cycle. In our June/July 2016 issue we reviewed entry-level tourers, one of which was a Ridgeback Tour costing £549.99. The closest equivalent today is the Ridgeback Voyage, which admittedly has 3x9 Sora instead of 3x8 Claris and a Reynolds 520 steel frame instead of an aluminium one. But it's broadly similar and is the current entry-level model in the line-up. It's £1,349.99.

How's that for inflation? 245% in six years. This is not a dig at Ridgeback. They're at the mercy of shifting economic realities, like every manufacturer. Go take a look online. How many touring bikes can you find for less than £1,000? One? Two?

Lower the bar to £500 and the answer is easy: none. That's partly why we've tested £500 gravel bikes this issue. They're as close as we could get to drop-bar tourers at that price point.

The real bargains, as ever, are secondhand. And here the news is better. Last century I wrote an article about buying/building-up a hack bike for £100. I had another go this summer – and ended up with a better bike.

DAN JOYCE
Cycle Editor

Coronavirus
For updated advice regarding the Covid-19 outbreak, visit: cyclinguk.org/coronavirus

CONTENTS



34

FEATURES

34 The Rebellion Way

Cycling UK's new 370km route around Norfolk

40 Ride out the recession

How to cut your transport costs with a £100 bike

48 Dancing in the dark

The Dunwich Dynamo: overnight from London to the Suffolk coast

PRODUCTS

20 Shop Window

New products coming soon

22 Gear up

Components, accessories, and books

60 Affordable adventure bikes

£500[ish] gravel bikes from Voodoo and Schwinn

67 Padded cycling pants

Four under-short alternatives to clingy lycra

70 Steed Stallion

A budget steel singlespeed for metropolitan commuters



40



70

REGULARS

04 Freewheeling

Bits and pieces from the bike world

07 This is Cycling UK

Scotland's Access Bikes programme; Northern Ireland's failures on active travel; membership offers for Christmas; Cycling UK's annual report; and more

18 You are Cycling UK

Farewell to bike designer Mike Burrows

31 Letters

Your feedback on Cycle and cycling

46 Weekender

A short ride around Dunbar for families and beginners

54 Cyclopeda

Questions answered, topics explained

73 Travellers' Tales

Cycling UK members' ride reports



73



On the cover
Rebellion Way riders near Dickleburgh in South Norfolk, by Jordan Gibbons

we are cycling UK

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