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VELO VISION AND VELO-VISION  
We weren't first with the name. Velo-Vision (note the hyphen) is a progressive HPV-friendly bike shop in Körten, near Bergisch-Gladbach, Germany, who also make their own recumbents. Velo Vision magazine is working in friendly harmony with Velo-Vision in Germany. Contact them on [www.velo-vision.de](http://www.velo-vision.de)



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The best, most interesting advertising around! Please support these companies, who support this magazine.

## NOW WE'RE TWO

Eight issues on, *Velo Vision* is happy to mark the end of its second year with a bumper issue: 16 extra pages. We hope you enjoy the extra amount of material we've been able to include this time, including the first of our Buyer's Guides. As the series continues in future issues, I hope it'll become an invaluable reference. As ever, your feedback is welcomed.

We were also delighted recently when we heard that *Velo Vision* has been nominated by *Utne* magazine in the USA for an Independent Press Award. We won't find out until January whether we've won, but it's nice to be up there against some well-established titles. Check out our website [www.velovision.co.uk](http://www.velovision.co.uk) for news on this and other cycling matters – it's updated almost daily.

Finally, at the risk of turning this column into an advert, could I mention the excellent *Cycle and Recycle* calendar which we're now importing from the USA? Put together by a coalition of cycle advocacy groups, it's a very bike-friendly way to plan your year. All the details are on page 60, along with a chance to win Basta lighting sets, rewards when you recommend the magazine to a friend or give a gift subscription, and details of all our back issues.

*Peter Eland*

### Cover photograph:

Syd Winer from Australia took our cover image using a home-made pinhole camera. He explains: "The cardboard and duct tape camera was velcroed to a jig over the front wheel. Taking the shot involved leaning forward to press the start button of a digital kitchen timer taped to the camera, then flipping open the cardboard shutter, and trying to ride as straight as possible until the timer buzzed. I also had to pedal as little as possible and return my legs to the same position between strokes. If I pedalled continuously my legs became almost completely transparent. I opened and closed the shutter with my right hand, hence its semi-transparency on the handlebars. The rural scenery around me doesn't exist. The pic was shot on a tree lined Adelaide suburban street and I was hemmed in by 6ft high green painted aluminium fences. The 26 second exposure ensured that the trees and fences blended together into a nice faux-rural scene. Of course, I had no idea that this would happen."

# CYCLE 2002

London's new cycle exhibition was a cracker: Peter Eland reports from the best bike show the UK has seen for years.

Islington's Business Design Centre is a lovely building, and for this, the first major consumer bike show in London for many years, it was pretty much filled with bikes. Several levels of the main hall and various smaller side rooms were packed with stands, and further rooms housed art exhibitions, a test track and more. Seminars ran throughout the show, from such notables as designer Mike Burrows, editor David Henshaw of *A to B Magazine*, TV presenter Adam Hart-Davis and several others.

Reports after the event suggested that over 18000 visitors had come along, and it certainly seemed very busy.

*Velo Vision* had a stand, and it was good to see plenty of subscribers popping by – and also good to welcome many new readers who hadn't seen the magazine before. The S-327 Russian recumbent trike and Airnimal bikes on our stand attracted a fair bit of attention. Thanks to Airnimal, by the way, for transporting our magazines to the show.

The 'no retailing' policy (luckily, magazine and subscription sales were permitted) ensured that there was no 'jumble-sale' atmosphere: instead, manufacturers could put on classy displays of the latest goods and bikes on offer. Certainly if you wanted a new racer or MTB you'd not have been disappointed – but there was also a good selection of more unusual or specialised equipment too.

In particular, there were stacks of folding bikes: Avon Valley Cyclery were re-launching the Bike Friday



range for the UK, with their new *foldingbikes.co.uk* brand also bringing together Airnimals, Birdies and the new Frog mini-folder amongst others.

Brompton had their own stand, as did the newly-revived Airframe folder from Silkmead Tubular. Len Rubin's exquisite titanium 'Ultimate Folding Bike', based on the Brompton, was at the show, and we're promised a test in the near future.

A large display marked the launch of the Gekko (photo 1) a short-journey folder originally developed in Australia, and once known as the Ant. It rode quite nicely, though it was seriously undergeared, and was surprisingly rigid despite the number of pivots. But it was also heavy at 15kg. A lighter version (9.5kg) in aluminium is promised next year, but at that weight, can they retain that stiffness I wonder? Just a single speed, too, and perhaps they're being a little optimistic asking £299 for it... Incidentally it's only available in silver, despite the coloured bikes in the pictures.

With the honourable exceptions of the Bikefix and London Recumbents stands, there weren't a lot of recumbents on display, and even

fewer tricycles – let's hope for more next year. Bikefix did have a rather splendid chopper-style machine created by one of their staff, and also a Dutch child-carrying machine. 2 iCycles, makers of the see-through cycle which recently featured in *Velo Vision*, were there with both their polycarbonate and plywood bicycles. 3 Both looked lovely, and they even had a polycarbonate wheel, 4 too.

It was interesting to visit an impressive display put on by Transport for London under the slogan 'Cycle all over London'. Set up by Mayor Ken Livingstone, the team is doing some great work to get Londoners onto bikes – both the travelling public and essential services such as police, ambulance personnel and even traffic wardens, whose work in keeping bus (and cycle) lanes clear is often unappreciated.

Among the other things to catch my eye was a display of 'new designer' or final-year student projects: these included:

5 A mechanical regenerative braking system attached to a Birdy from Thomas Jenkins, Southampton University. Apparently the whole machine weighed around 20kg.



## CONTACTS:

**Cycle 2002 website:**  
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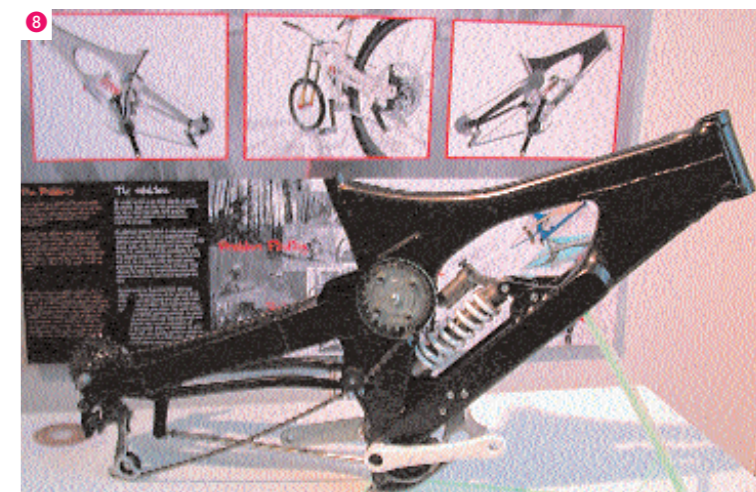


Energy is stored in a large coil spring. He reports that it certainly gives you a nice boost away from traffic lights.

6 A mock-up of a fully-enclosed-drivetrain bike from Gavin Nettle, which uses a hub gear built in near the bottom bracket as a sort of jackshaft. This means the rear hub can be kept 'clean' – and he's used a one-sided wheel support for easy puncture-repair. This rear monoblade can also swing round to fold the bike up – the rear wheel is quick-released, then attaches to a fixing on the bike's down tube.

7 An elegantly-styled MTB in wood and tensioned cables from James Coleman, Loughborough University. You sit on the bike to pre-tension the cables, then tighten the cable clamps, and this same mechanism allows you to adjust the seatpost angle.

8 A 'raised pivot' mountain-bike from Matt McMahon of the University of Huddersfield. The idea is that raising the pivot point makes the suspension action more efficient when it strikes a bump – the wheel can move slightly back as well as up and down. Then, to eliminate pedal influences on the suspension, he takes the drive up to the pivot than back down to the rear hub. With no freewheel on the rear hub (it's at the pivot point) the chain is always moving, so you can shift gears even when freewheeling.



It's also been interesting to see how some of the promising developments on show were seized upon by eager manufacturers: maybe an encouraging sign for new inventors?

For example, the Danlite, 9 an LED light which fits on a stalk projecting from the end of your handlebars, has already been snapped up by Fishers, a major distributor. By the time you read this the first ones should be arriving in UK bike shops. It's a neat design, with a red lens facing back, a white one facing forwards, and rubber bump-rings to keep it safe. The head quick-releases from the resilient 'stalk', so you can take it with you when you leave the bike. The 'stalk' can then be tucked away into the handlebar. A mirror using the same support system is under development.

Meanwhile another company, Recoil Suspension Seatposts, who were there just to 'test the interest' in their clever steering lock, apparently walked away with £4.5 million of orders, according to the trade website *bikebiz.co.uk*. This device leaves the bars free to rotate on the stem, making the bike unrideable (not to mention easier to store), unless the proper key is used to secure the bars. Ingeniously, wrecking the lock with drills or whatever won't help any potential thief: the only way to operate a bike so equipped is to actually lock the lock. Not a substitute for a good U-lock, but it would certainly work against the opportunist thief who might attempt to ride off on a bike momentarily left unattended.