



FROM THE EDITOR

HEADS TURNED to watch the teenager in town, including mine. He was on a fat bike. The thrumming 4-inch tyres were bright green. Two thoughts occurred to me: one, we've reached peak fat bike; two, that is *not* a suitable bike.

'Unsuitable' is not a word to be thrown out lightly, however. When I worked for the now-defunct New Cyclist magazine 25 years ago, we printed a photo of a guy in London on a cheap, too-small folder and captioned it 'an unsuitable bike'. It turned out he was a reader because he subsequently wrote in, acknowledging that while the bike was a bit rubbish, it was okay for the short trips he used it for. It goes to show that if a bike meets your needs and/or you enjoy riding it, it's a good bike.

The problem with a sports-biased cycling culture like the UK's is that the arbiters of suitability can't always see beyond their own enthusiast niche. You want a bike for riding to work? Obviously you want a cyclocross bike. A bike for riding in the lanes at the weekend? This carbon fibre race bike, which will require you to have a bike fit and/or osteopathy to ride it, would be just the thing.

Specialist bikes are great – even fat bikes. But there's a bigger role to play for bikes that *don't* turn heads. In the Netherlands, normal bikes are normal. Why? Because they've made space for everyday cycling.

DAN JOYCE
Cycle editor



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Clockwise from far left: Paul Lloyd, Paul Rogers, Dan Joyce

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ON THE COVER
Cycle Superhighway, Victoria Embankment, London. By CAMImage/Alamy



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