



# Welcome

Wear and tear is a by-product of owning a bike. Assuming you ride it. Years ago, when I used social media, people I sort of knew kept adding me to a group dedicated to retro mountain bikes. I kept leaving it. The images of box-fresh bikes from the 1980s and '90s did nothing for me. They were frozen in time, dead, like insects in amber.

Bikes change. We swap in parts we prefer. We replace the parts that wear out. My oldest bike is a Brompton from 2001. As well as all the usual, it's had a new handlebar, new wheels [the first rims lasted 20 years] and a new rear triangle. It's a proper 'Trigger's broom'.

Bikes don't last forever but, as long as parts are available, we can keep them running. It's easier with some than others. A super-lightweight road bike might only last a few years, a heavy-duty steel roadster decades.

That doesn't make the shorter-lived bike a dead loss. Maybe it gave a few summers of cycling joy? When my titanium mountain bike developed a terminal crack in the down tube, I was phlegmatic. The frame cost £1,400 and lasted just seven years, but I'd had £16 a month's enjoyment from it and more.

Its parts live on in other bikes. Some are scuffed, none pristine. I'm fine with that. In his book, *Just Ride*, Grant Petersen creates a compound word, 'beausage', from beauty and usage, suggesting the former comes from the later. My bikes have this. None gleams on Instagram. Bikes are for riding, not for displaying on real or virtual walls.

**DAN JOYCE**  
Editor

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**On the cover**  
Cycling UK's Rural Connections project in Scotland. By Paul Campbell

Top to bottom: Harry Lyons, World Bicycle Relief, Rob Ainsley, Tom Goldsmith

we are cycling UK

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