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Founded in 1878



FROM THE EDITOR

IF YOU'D asked me a few years ago what I thought of bespoke bikes, I'd have said I didn't think about them. One of the selling points of custom bikes is the fit. Yet most of us can be comfortable on an off-the-peg bike by listening to our bodies, and by moving or changing the contact points to suit.

When I broke my back decades ago, my cycling rehabilitation was on a stock mountain bike fitted with a tall, stump-neck stem and a BMX handlebar; the grips were almost shoulder height. It meant that, with a fused spine, I could sit bolt upright. This radical-looking adaptation cost very little and worked well, so bespoke bikes always seemed an indulgence.

Now I've changed my mind. Not about fit, though that may be an issue for some. I wanted a bike frame that wasn't available off the peg. Having bought one, it made me think that many bikes I've tested over the years have been wanting in some respect. The bike industry is niggardly with frame clearances and frame fittings, and has ideas about frame geometry and dimensions that seem to change with glacial slowness.

Ordering a bespoke bike enables you to sidestep compromise. It might still be something of an indulgence, but it means you can buy the bike you want and not the bike the industry wants you to have.

Dan Joyce
EDITOR



Clockwise from far left: Henry Iddon, Graham Brodie, Davis Carver:

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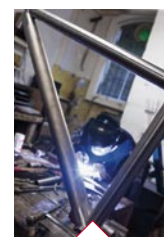
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On the cover
Framebuilder Robin Mather making a titanium hardtail mountain bike
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