



The final day of the World HPV Championships was held at Goodwood Racetrack. Here, at the start of the two-hour race, trikes sprint away from the bunch. Photo by Peter Eland



Strong winds off the sea made for difficult racing in the 200m sprints, but the day ended on a fun note with 50m drag races. Photo by Peter Eland.

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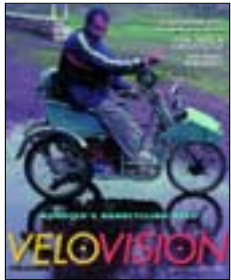
Velo Vision, The Environmental Community Centre, St Nicholas Fields, York, YO10 3EN, UK

Tel +44 1904 438 224
(from UK, 01904 438 224)
Fax +44 1904 438 236
(from UK, 01904 438 236)
Email peter@velovision.co.uk
Website www.velovision.co.uk

EDITOR AND PUBLISHER: Peter Eland
DESIGN: Brian Holt
WEBMASTER: Simon Ward
PRINTER: Stephens & George Magazines Ltd, Merthyr Tidal, Wales, UK. Tel 01685 388 888
CONTRIBUTING PHOTOGRAPHER: Jason Patient 01890 883408
ADDITIONAL HELP AND SUPPORT: Kriss Fearon, Mark Marsh, Wheel Alternatives, Mike Burrows and many more.

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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



Cover illustration: Mohamed Azourar, a handcyclist from Morocco, has completed several long-distance tours, covering many thousands of kilometres. World cycle-tourist Claude Marthaler met and photographed this remarkable cyclist: read more on page 24.

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FILL THE GAP

Able-bodied editors of cycling magazines like me find the subject of cycling for the disabled a hard one to judge. How can we know when we're being patronising, making assumptions, or just getting the tone wrong? How many readers are interested in a subject which may directly affect only a small number of them?

For these reasons perhaps, and certainly because cycling for the disabled isn't perceived as a topic that 'sells' mainstream magazines, it rarely gets any coverage in the cycling press.

Yet most cyclists will have wondered, perhaps fleetingly, about how their lives might change were they to lose the ability to ride a bike. Would I lose independent mobility, fitness, the wind in my hair? Or could I still, somehow, cycle?

The internet can be a wonderful source of information for those who can access it. Yet I've been told by a number of readers who are disabled, or who work with disabled cyclists, that there is still a huge 'information gap'. This is despite the splendid efforts of companies active in the field, who can modify standard or specialised machines to accommodate a huge spectrum of disabilities. Yet many who might like to get into cycling don't, simply because no-one is telling them what's possible.

The article about Morocco's long-distance disabled cyclists is a wonderful one-off, but I do hope that cycling for the disabled is a topic which will continue to figure in the magazine. I'd be delighted to work with any reader who might like to contribute an article on this or, of course, on any other cycling subject.

PETER ELAND