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Founded in 1878



FROM THE EDITOR

FIVE RED LEDs gleamed in the rectangular lamp. Or maybe it was three. It's 23 years ago and I can't remember for sure. But they seemed to shine forever, compared with the short-lived, bulky D-cell EverReadies I was using at the time. This Vistalight was the future.

It may have taken front LED lamps a while to catch up. The first ones were a kind of greeny yellow, and all the noise in the cycling press was about halogen bulbs or mini arc-light HIDs. (With a battery weighing as little as a house brick, you could light up the night like a football stadium – for 40 minutes.)

Nowadays LEDs have swept all before them. They're powerful, efficient, reliable, durable – everything those old EverReadies weren't. Then, commuting on unlit lanes with battery lights was a lottery. Traffic could see you; you could see where the edge of the road was. It was like navigating with an usherette's torch.

Now the battery lighting problem has been reversed. We've got so much power. A lamp the size of a packet of Polos will shoot a beam like a Klieg light. Off-road nightriders have never had it so good. On road, however, that much illumination, spraying everywhere, is dazzling. Cyclists have become the people we used to curse: drivers who fail to dip their headlights!

Dan Joyce
EDITOR



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On the cover
Off-road riders at Newcastleton, one of Scotland's 7Stanes trail centres © Joolze Dymond

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