

CYCLOPEDIA

Questions answered, subjects explained – Cyclopedia is your bimonthly cycling reference guide

Right: Robert Sparring



Technical

Grippier winter tyres

Q I have a Whyte Clifton e-bike that I mainly use on roads and gravel tracks. I'm very satisfied with it but have noticed that its 47-584 WTB Byway tyres do not hold the road well in damp or soft conditions. In January I came off when the back tyre failed to hold on a patch of leaf mould on a slight downhill bend on a country road.

I am considering changing at least the back tyre for autumn and winter. Can you suggest a suitable alternative that would offer better road-holding capabilities without unduly compromising the smooth running of the WTB Byway?

Colin Taylor

A The Byway sports a classic example of the tyre tread pattern that hopes to have it both ways by combining a smooth, fast-rolling centre band with knobbly sides for grip when cornering on loose or slippery surfaces. Unfortunately, such treads can prove a disappointment on the latter, since the side knobbles may not be in play when needed, such as when cornering gently on leaf mould.

If the smooth running provided by the bald centre section is your priority, you may simply have to take extra care on treacherous going; it's surely better in poor conditions to err on the side of caution. That said, Continental's Terra Trail (reviewed Cycle Aug/Sep 2021 – see cyclinguk.org/terra-trail) rolls well, provides reassuring grip on muddy back lanes and is available in 47-584 format.

It is advisable to fit similarly grippy tyres front and rear, as a front wheel slide will almost inevitably result in a fall. Bear in mind also that few tread patterns give much grip on wet leaves.

Richard Hallett



Legal

Bike, camera, inaction

Q After recording a road incident on my cycle camera, I completed the Hampshire Police online form and was given a reference number. I was informed that a decision would be made within 24 hours. Two weeks later I have not received a reply. What can I do to progress the issue? I do not understand the system or know anyone who has reported a cycling incident.

Peter Adkin

A The police must identify the driver of the vehicle involved, which means sending the registered keeper a Notice of Intended Prosecution (NIP) within 14 days of the alleged offence. The NIP should be posted first class, recorded. Although all the Prosecutions Dept has to do is to prove the NIP was posted, if that is more than 14 days after the offence, that's usually an irredeemable flaw in the process.

Police communications with the public aren't always the best, so something may have happened, but if a prosecution were to be made you would be approached for a statement, not least to verify the provenance of your film. If the 14-day period has been missed, that's probably the end of it.

Paul Darlington

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