

Expert advice

Q&A

YOUR TECHNICAL, LEGAL, HEALTH AND POLICY QUESTIONS ANSWERED. **THIS ISSUE:** SKIN PROTECTION, SADDLE REPAIR, HUB GEARS, & MORE



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MEET THE EXPERTS



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{Technical}



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{Legal}

Health

SUN DANGER

Q We cyclists love to ride in shorts and short sleeves in summer. Like many long distance touring cyclists, I have picked up the occasional basal cell carcinoma (BCC). Last autumn, I ended up having three 'spots' removed. One was an early stage-one melanoma. Over the years, I had used skin creams – clearly not enough.
Brian Morris

A Skin cancer is one of the most common types of cancer and includes melanoma and non-melanoma types, the latter incorporating squamous cell carcinoma (SCC) and basal cell carcinoma (BCC). Melanoma is the least common but most serious type as it is the most likely to spread to other parts of the body. Melanomas are usually pigmented (black or brown) lesions which are often enlarging, asymmetrical and irregular. Common sites are on the back (particularly in men) and legs (especially in women).

BCCs are the most common skin cancers but are generally slow-growing and rarely

spread. They often present as a lump with a rolled edge and pearly appearance. SCCs may present as an ulcerated or hard lesion but clinical appearance is variable. Both are commonly found on sun-exposed parts of the body including the head and neck and the backs of the hands.

UV radiation is the single biggest risk factor for developing skin cancer. It is thought that the amount of sun exposure (particularly during childhood) and a higher frequency of previous episodes of sunburn increase the risk of developing skin cancer in adult life.

Cyclists need to take sensible precautions to limit UV sunlight radiation, especially in summer. These include limiting time spent in the most intense sun around the middle of the day, using a hat or helmet with a peak, and wearing UV-blocking cycle clothing.

Regular liberal application of a high factor sun cream and lip protection is important. Use one with high UVA and UVB protection and don't forget to reapply since sweating can wash it off. Wear

sunglasses and remember to protect any exposed areas of scalp. See your GP if you are concerned about new or changing lesions.

Dr Matt Brooks

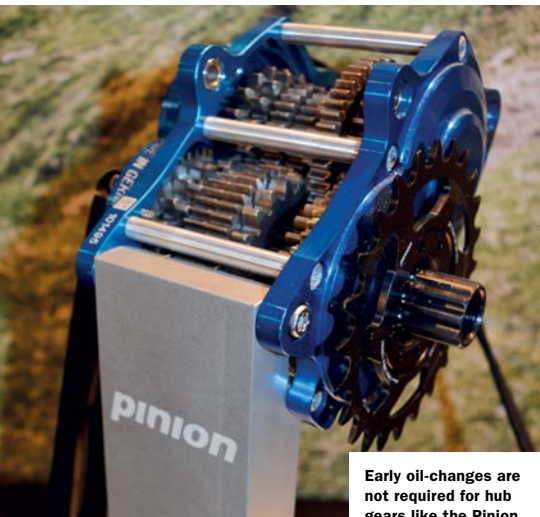
Technical SADDLE REPAIR

Q The rail on my old Brooks B17 has broken. I have a similarly broken Lepper Voyager. Is there anybody who could do a repair?
Peter Arnold

You can send your Brooks saddle with a covering note to the manufacturer at Downing

Brooks offer a saddle repair service. A new frame can be fitted to well-loved leather





Early oil-changes are not required for hub gears like the Pinion

Street, Smethwick B66 2PA, where the treasured upper will be riveted to a new frame for around £50. For more details, visit the website brooksengland.com. I'm unaware of a similar service for Lepper saddle owners, but if the frame is steel it should be possible for a framebuilder to braze it to make at least a short term repair.

Richard Hallett

Technical OILING THE GEARS

Q I bought a new bike with a Pinion P1.18 gearbox December 2015 and want to change the oil. Although the manufacturer states that the oil only needs changing every 10,000km or once a year, I would like to change it now. Do you have any knowledge of these gearboxes and where in UK I can purchase the 60ml oil syringe?

Arthur Hulls

A Service parts and supplies for the Pinion gearbox may be obtained from bikefix.co.uk, tel: 020 7405 1218. I should point out that to change the oil well before the service interval determined by the manufacturer is simply to incur an unnecessary cost and will not result in either improved performance or extended service life, but it probably won't do any harm.

Richard Hallett

Technical TREAD ON ARMADILLOS

Q I have Specialized Armadillo tyres on my own and my wife's road bikes, and our Claud Butler tandem. I can boast of puncture-free riding over many miles. However, I've had four Armadillos that have shed their tread. I have not recorded the actual mileage but there appears to be plenty of tread left and I ride with correct pressures. My complaints to the retailer have been met with blank faces.

David Moseley

A In this type of construction, the tread is not glued to the carcass but vulcanised under pressure and heat to make the rubber form a bond with the carcass fabric. It appears that the tread formed only a tenuous bond with what looks like the anti-puncture belt underneath. Synthetic threads such as Nylon may need a special coating to promote bonding. In any case, the tread should not separate from the carcass in such a manner. The tyre has failed prematurely and you should demand a replacement.

Richard Hallett

Legal COMPENSATION DENIED

Q I was thrown from my cycle by a pothole and suffered a fractured cheekbone and a damaged shoulder.

I attempted to get compensation via the Cycling UK Incident Line but West Sussex Council were able to deny any responsibility as they could prove they satisfied 'statutory requirements'. This was that the road was inspected every month and that the defect was noted and repaired within a month. One of the questions asked was: is the pothole deeper than three inches? I assume it is not considered dangerous if less?

Name supplied

A Claims against highway authorities are difficult but not impossible to pursue. What is required to succeed in a claim against a highway authority for injuries or loss caused by a defect in a public highway is set out by the Court of Appeal in the case of *Mills v Barnsley MBC*.

1. Was the highway in such a condition that it was dangerous to traffic or pedestrians?
2. Was the dangerous condition created by the failure to maintain or repair the highway?
3. Did the injury result from the failure to repair?

If all of these questions are answered in favour of a claimant, there is then the need



If the tread sloughs off the casing like this, ask for a replacement

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It's easier to make a claim if a pothole has already been reported

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to consider whether or not the Highway Authority has a statutory defence under Section 58 of the Highways Act 1980. Essentially, if the highway authority has in operation at the time of the accident a reasonable system of inspection and repair, then the claim will fail. It is on this basis that the majority of such claims fail.

The first question relates to 'dangerousness'. The existence of a defect does not mean that the highway authority is automatically in breach of its duty under the 1980 Act. Nor does the fact that an accident has happened. Only 'dangerous' defects are actionable. It is clear from case law that no measurement threshold exists for what amounts to a dangerous defect. This is a pure question of fact for the trial judge.

All highway authorities have set intervention criteria. Certain defects, depending upon their size, nature and location, will require remedial repair within certain periods of time. The Code of Practice for a Highway Maintenance Management sets out examples of various categories of defects.

The final consideration – 'Was the dangerous defect created by the failure to maintain or repair the highway?' – is rarely a problem for claimants. As long as the defect relates to the structure and fabric of the road as opposed to a transient defect then this

can be answered in favour of the claimant.

Assuming all of the above questions are answered in favour of a claimant, consideration then has to be given to the statutory defence. In this case,

West Sussex County Council had implemented a monthly inspection system. It would have been very difficult to mount a credible argument that the inspections were not frequent enough. If a defect does not require urgent repair, then usually the time-frame for repair is 28 days. In this case, the highway authority had identified the pothole for repair. This and the timing of the incident provided West Sussex County Council with a 'reasonable system of inspection' defence.

Unfortunately, claims against highway authorities for defects to roads and pavements are not viewed with much sympathy by trial judges and Appeal Courts. Austerity measures imposed upon public bodies have, in 'borderline cases', resulted in a further trend towards judicial discretion being exercised in favour of local authorities.

This does not mean that Cycling UK members should not attempt to pursue pothole-related claims, only that it can be difficult to succeed. It is easier to pursue a claim if dangerous defects have been reported – via fillthathole.org.uk.

Paul Kitson

Technical DI2 DESTRUCTION

Q While out riding my Ultegra 10-speed Di2-equipped road bike, the rear derailleur sheared itself from the frame dropout and lodged itself in the rear wheel. On inspecting it, Madison (the UK distributor for Shimano) declared that this was not due to defective manufacture.

As Shimano have stopped making Di2 10-speed derailleurs, I have had to spend £525 on an 11-speed drivetrain (rear derailleur, front derailleur, chain and cassette). I didn't replace the 10-speed crankset with an 11-speed one, so not all 22 gears engage as well as they should.

I appear to have reached an impasse with Madison. Any suggestions?

Chris Wagstaff

A It is impossible to offer much advice on the reason for the rear mech's demise without having seen it working prior to the incident. Was it regularly serviced by a competent mechanic? Were you pedalling hard and trying to change gear at the time? Was the damage caused by the mech moving into the spokes? Although shifting is controlled electronically, there are 'stopper' screws that prevent the mech over-shifting past the end sprockets. If the low gear stopper screw was correctly adjusted, it is hard to see how the derailleur could do this, which may explain Madison's decision.

I assume you bought 11-speed dual-control shifters? Perhaps the best course of action would be to sell your surplus 10-speed components and use the proceeds to fund the purchase of an 11-speed chainset to complete your groupset and allow you to fully enjoy the delights of electronic shifting.

Richard Hallett



Like mechanical derailleurs, Di2 ones have stopper screws to prevent overshifting

Contact the experts

Email your technical, health, legal or policy questions to editor@cyclinguk.org or write to **Cycle Q&A, PO Box 313, Scarborough, YO12 6WZ**. We regret that Cycle magazine cannot answer unpublished queries. But don't forget that Cycling UK operates a free-to-members advice line for personal injury claims, tel: **0844 736 8452**.