

CYCLOPEDIA

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



Left: Rob Sparring

This cycle track in Birmingham is decent but it isn't *obligatory* for cyclists to use any facilities

Q
&
A

Cycling infrastructure

Get off my road!

Q I am motorist as well as a cyclist, and get annoyed at being held up behind a cyclist when I'm driving and there is a designated cycle path beside the road. Should the law oblige cyclists to use such paths when available? Until then, I tend to use my horn as a gentle reminder of my presence. If a cyclist and driver collided on a road with an adjacent cycle path, is the cyclist's legal position diminished?

Bob Tydeman

A Rule 61 of the Highway Code, referring to cycle routes and other facilities, notes that "use of these facilities is not compulsory". It goes on (Rule 63) to advise that cyclists use on-road cycle lanes "when practicable". Usage will be dependent on the cyclist's experience and discretion.

One of the most common reasons why cyclists choose not to use a cycle lane is out of concern for their safety. Drivers may fail to check for cyclists before turning, which can have catastrophic consequences.

Cyclists are recognised as vulnerable road users – meaning that they are awarded all the same rights and privileges as car drivers, plus some additional protections from the Highway Code to encourage the safety

Your Experts



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of cyclists, motorcyclists, and pedestrians. It would be highly unusual for a court to increase a cyclist's liability in a claim for personal injury purely because the cyclist was not in the cycle lane. So long as the cyclist is utilising the road properly and demonstrates reasonable skill and competence, liability on that front should remain unaffected.

When the court is determining liability in personal injury claims, it will look at the actions of both parties. An example of where a cyclist would be culpable for an accident in a cycle lane would be the case of *Clenshaw v Tanner* [2002], where a cyclist in a cycle lane was hit by a breakdown truck turning left. Liability in this case was awarded on a 50/50 basis because the truck driver, despite not looking for cyclists before turning, had been moving slowly and had indicated his turn with ample warning. The court found that the claimant ought to have noticed the truck's indicators in time to stop or slow down.

Richard Gaffney

Technical

Creak-free BB

Q I have a BB30 bottom bracket with an FSA crankset. I've been told that I can change to a threaded bottom bracket such as GXP. Apart from the adaptor and a new crankset, is there anything else I need? What about a new front derailleur?

Mattievers, via the forum

A Adapters are now available from Praxis Design, Token, Rotor, Wheels MFG, and others, allowing the use of a 24mm or similar axle crankset with BB30 and similar bottom brackets. The new crankset's chainline should be much the same as its replacement, so you should be able to adjust the existing front mech to work well.

Richard Hallett



Coronavirus

For cyclists' advice regarding the Covid-19 outbreak, visit: cyclinguk.org/coronavirus-advice



Banging your head can lead to a shopping list of side effects for some weeks afterwards

Right: Alamy

► Health

Concussion after a fall

Q Five weeks ago I took a tumble off a step-ladder and banged my head hard on the ground. After a check-up at the hospital, including a CT scan, I was given the all-clear – just told to rest and take painkillers.

I'm still getting headaches, particularly when I ride over a bump in the road, and I sometimes have dizzy spells, although not when cycling. Should I go back to the doctor?
661-Pete, via the Cycling UK forum

A What you are describing is Post Concussion Syndrome, which can occur even after quite minor trauma. Symptoms can include nausea, headaches, dizziness, impaired concentration, memory problems, extreme tiredness, and intolerance to light and noise. It can also lead to anxiety and depression.

The headaches you are suffering from when you exercise should settle with time. You should pay attention to hydration and use mild analgesia. Be careful not to take too many tablets as these can paradoxically worsen your headache. Like most injuries, the secret of recovery is to work within the limits of pain and fatigue while pushing forward gently at a level that challenges you.

Look for smoother roads for a while and consider a bike with better suspension. Before long you will be back enjoying your cycling again.

Dr Kate Hattersley



A drum brake's reaction arm will impose additional loads on the fork

Technical

Tracks of my tyres

Q I have a bottle dynamo. Can you help me to find a 28-622 tyre with a designated dynamo track on the sidewall? Even Michelin World Tour don't have them now, it seems.

John G Hitchcock

A Most modern bottle dynamos have a driving wheel that will run happily on a lightweight tyre's sidewall, although road muck left on the sidewall will cause abrasion. Tyres intended for touring duty generally have a heavier sidewall and will tolerate a bottle dynamo well. If you want a tyre specifically rated for bottle dynamo use, try Schwalbe's standard Marathon, which comes in a wide range of sizes including 28-622 and has a ribbed track designed to provide traction for the dynamo's wheel.

Richard Hallett

Technical

Drum brake conversion

Q I'm going to covert my commuting bike from disc brake to Sturmey Archer drum. I may swap the existing carbon fork for a Surly Long Haul Trucker steel fork. I did wonder if it would be feasible (or sensible) to bolt an adapter on to the disc brake mount to take the drum brake's reaction arm?
Phileas, via the Cycling UK forum

A You may decide to rig up some sort of adapter to enable use of your carbon fork, but this will be at your own risk. If the drum reaction arm extends past the disc calliper mounts, an adapter is likely to impose on the calliper mounts loads they are not designed for. The Surly fork looks the better option.

Richard Hallett

Technical

Carbide-coated rims

Q I wondered if you could explain the pros and cons of CSS-coated rims? I am keen to minimise rim wear without sacrificing braking.

Mark James

A There's one major pro to CSS-coated rims: they last a very long time even when used in adverse conditions. The coating is created by embedding very hard carbide particles in the relatively soft aluminium of the rim's braking surfaces. Since the rim surface is now harder than the abrasive grit suspended in road water, it doesn't get worn away by braking; rim life of more than 20,000km in all conditions is not unusual.

Why not make all aluminium rims this way? The coating adds to the cost, although this is offset by extended rim life. More importantly, braking performance in the wet can be compromised, even when using brake blocks specifically formulated to work with the CSS coating, although some users have reported that wet weather braking improves with extended mileage. Finally, and perhaps most importantly, hard rim coatings can cause terrible braking squeal. All of this applies to Mavic's old ceramic rim coating.

It's worth noting that Kool-Stop Salmon brake blocks (tested in Cycle, December 2018/January 2019) reduce rim wear compared with most manufacturers' standard products and provide excellent wet weather braking at relatively low cost – although they can squeal in the dry.

Richard Hallett

A Rigida Grizzly CSS rim, available from sjscycles.co.uk, among others



Get in touch

EMAIL your technical, health, or legal questions to cycle@jamespembrokemedia.co.uk or write to Cyclopeda, Cycle, 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**.