

# CYCLOPEDIA

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



Left: Peter Cornish

Ride leaders for Cycling UK groups and affiliates already have liability cover

Q & A

## Legal

### Ride leader liability off-road?

**Q** What personal liability do I face when voluntarily leading a group of mountain bikers off-road? Or advertising it on social media? Can I limit my liability?

**Ben Waterfall**

**A** By publicly advertising a group ride on social media and offering to lead it, you are potentially opening yourself up to liability on two counts.

First, insofar as you are choosing the trail, you would need to ensure that you take suitable precautions to minimise risk to potential participants.

Second, you might be deemed to be acting in the role of an expert or instructor, which could have ramifications if a participant's skill level is insufficient for the route taken.

The courts were presented with a similar situation in the case of *Ahmed v Maclean* [2016], where a mountain bike instructor was held 80% liable in a seven-figure claim after the defendant failed to properly appraise the claimant's skill level and should have deterred him from taking an advanced route. It was accepted that the risk of serious injury should have been apparent to a

## Your Experts



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reasonably skilled instructor.

The chances of being found liable increase the more foreseeable and severe the perceived risk. There is a greater burden on the organiser to raise awareness of these risks to participants, and he or she must take steps to mitigate them.

If you are organising a ride and intend to go off-road on technically difficult trails, you can protect yourself by taking out appropriate insurance. Ride leaders for Cycling UK groups and affiliates already have Organiser's Liability cover. Additionally, Cycling UK offers Activity Provider Insurance for instructors. For details, visit [cyclinguk.org/insurance/cycle-activity-provider-insurance](https://cyclinguk.org/insurance/cycle-activity-provider-insurance).

**Richard Gaffney**



Some rim-tyre combinations are very tight. Continentals usually go on fine, however

## Technical

### Tyre too tight

**Q** I've just built a new front wheel with a Ryde Chrina rim. Trying to fit a Michelin Pro 4 folding bead tyre has been impossible. Can you recommend a 700x25C tyre that usually fits on the looser side so I have a chance of getting it in the wheel? **csowter, via the Cycling UK Forum**

**A** Your problem may be a slightly oversized rim, in which case an alternative tyre choice may not help. That said, tyre manufacturer Continental takes great care to ensure that all its tyres comply with the relevant dimensions and tolerances specified by the ETRTO, the European Tyre and Rim Technical Organisation, and as such they're generally straightforward to fit.

If you can't get even one bead on the rim, it may be worth trying a thinner rim tape if available. Also, push the bead into the rim's central trough at the point opposite the valve and ensure you finish bead fitting at the valve.

**Richard Hallett**

## Coronavirus

For up-to-date cyclists' advice regarding Covid-19, visit: [cyclinguk.org/coronavirus](https://cyclinguk.org/coronavirus)

It's fine to run tyres softer than their maximum pressure. Use what works best for you



## Technical

### Pressure gauged

**Q** I recently swapped my 28mm tyres for 32mm Schwalbe Marathon Plus 700×32C. Reducing the pressure to 60psi rear and 50 psi front, it is much more comfortable. Given I weigh 10.5 stone, can you suggest the pressures I should use – for comfort not performance?

*MartinS, via the Cycling UK Forum*

**A** It sounds like you have alighted on suitable pressures for your new tyres. They are much as would be suggested for someone of your weight on 32mm rubber and, as you say, they provide a comfortable ride. Perhaps not as comfortable as you would like, in which case why not 'air down' by a few psi?

The recommendation is that you can just feel the texture of the road surface through the tyres. Much softer than this and you'll lose out on stability and rolling resistance and, possibly, leave the tyres more susceptible to punctures.

*Richard Hallett*

## Technical

### Broken boss

**Q** On my aluminium MTB, one of the bottle cage bolts is stuck in the sleeve in the frame – and the sleeve turns with the bolt. How can I fix this?

*Seamus Elliott*

**A** The threaded sleeves used as bottle cage bosses in most aluminium frames are known as rivnuts. Usually steel but often aluminium in lightweight cycles,

rivnuts comprise a female-threaded top-hat-shaped sleeve. This is inserted in a prepared hole and crimped using a dedicated tool to create an internal flange that grips the tube wall, securing the nut in the hole and preventing rotation.

Over time, the grip of the crimping process can diminish due to corrosion or fretting. It can also be loosened while trying to turn a stiff bolt – as in your case, where the bolt has seized in the rivnut.

If you can get the bolt out, you may be able to crimp the nut some more by inserting a long M5 bolt and then tightening a suitable nut (with washer underneath) against the outer flange. Otherwise, the rivnut flange should be carefully filed off and a new one fitted.

*Richard Hallett*



Fitting a rivnut is easier with a proper tool but can be done with a nut, bolt and washer

## Health

### Heart attack response

**Q** A group of us recently came across a truck driver next to a cyclist lying on the road. The driver had found the cyclist five minutes earlier. Emergency services were on the way and had advised putting the cyclist on his side. I'm pretty sure the cyclist was dead; he wasn't breathing and his eyes were rolled. But we all felt totally useless. None of us could do CPR, and in the current pandemic would have been wary doing it even through a cloth (as advised by emergency services). Paramedics arrived within 20 minutes and said it was probably a heart attack. No attempt to revive was made.

*Graham Fletcher*

**A** I am sorry to hear of the traumatic experience you had. In my club,

South Devon CTC, we had a similar incident. On that occasion, our club member fell from his bike due to a heart attack and was then knocked unconscious by the fall. Thankfully it was witnessed. Club members knew how to perform CPR and kept him perfused until the air ambulance was able to take him to hospital. After a stormy hospital stay, he came home.

Club members were shaken, so to help them we organised several training sessions teaching basic life support and first aid. The most important thing to remember in this frightening situation is that the person has already died and your efforts cannot make things worse but might possibly bring them back.

If you can only perform chest compression because you are unable or ill equipped to do rescue breathing as well, don't be put off. The chance of survival is double or triple with chest compression alone compared to doing nothing.

I would suggest you organise some training sessions for your group as you will enjoy it and feel more confident riding out together in future.

*Dr Kate Hattersley*



First aid training is invaluable. Visit: [cyclinguk.org/courses-and-training/courses-available](https://www.cyclinguk.org/courses-and-training/courses-available)

## Get in touch

**EMAIL** your technical, health, or legal questions to [cycle@jamespembrokemedia.co.uk](mailto: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**.