



Q I was recently knocked off my bike by a driver joining a roundabout I was on. Police and ambulance were called; I was discharged from hospital with bad bruising. A PC later sent me an email saying that the police were not pursuing the matter, and giving me the name and address of the driver in case I wanted to pursue a civil action. It seems to me that the driver was clearly in the wrong and was driving dangerously. I'm surprised that the police have chosen not to prosecute him. Is this normal?
Nicholas Dennis

This sort of reply from the police is surprisingly common, unfortunately, and we have cases where cyclists have suffered fairly serious injuries and still the police failed to prosecute the offender. One thing to be aware of is that you do not need to have a criminal prosecution against the offender to be able to pursue a compensation claim. Having the name and address of the driver is good. This is information you should always try to get at the scene.

The police often require an application to them for this information if you don't have it, and they also charge for providing it. This can often delay claims. Do be aware that you can complain to the police about their decision not to prosecute the offender but don't delay with this.

Remember that, as a Cycling UK member, you get legal support and representation in compensation claims. Just phone the Incident Line on 0330 107 1789.

Nadia Kerr



Q I plan to buy a Pashley Roadfinder X and want low gears on it (around 18in bottom). I was going to fit a 36-22 MTB chainset and 11-34 cassette, but Pashley says this won't work. Is it possible get a 36-22 road chainset? I'm not sure if I can use a triple using Shimano 105 brake levers with mechanical disc brakes.

Andy Goll

The Roadfinder X has a heavily indented right-hand chainstay designed to provide clearance for the 40t single chainset specified in each of the complete bike's three component group options, which is why other chainsets may not work.

The plain, non-X Roadfinder will accept 45mm wide tyres and a double road chainset but is not optimised for an MTB chainset. That will have wider axle formatting and a chainline offset some 2.5mm to the outside compared to a road chainset, but you may achieve acceptable performance with a little finagling. If you can find old Shimano 105 triple dual-control levers, they will work with road cable pull mechanical disc callipers. How about non-indexed dual-control shifting? I reviewed the Growtac Equal Control Levers last issue.

Richard Hallett

Meet the experts



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