

TECHNICAL/LEGAL/HEALTH
YOUR QUESTIONS
OUR ANSWERS

Q&A

MEET THE EXPERTS



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Open source mapping for GPS devices isn't always user friendly

[TECHNICAL]

Geeky & easy digital maps

Q The review and Q&A in the February-March issue inspired me to purchase a Garmin Etrex 20. However, the advice on using Open Street Map barely scratches the surface of a dark art requiring deep computer knowledge! I never did get the programs referred to (Velomap and OpenMTBmap) to work. I came across two very useful sites dedicated to Open Street Map: talkytoaster.co.uk and sites.google.com/site/

openstreetmapgarmincycleuk.com. I now have a fully working GPS with the entire UK mapped using OSM (National Cycle Network included) and am looking forward to planning some rides using bikehike.co.uk as Chris suggested.
PETER THORNE

A I've had a few other complaints about that recommendation, which came from the CTC Forum. Now I've tried Velomap/OpenMTBmap myself, I must agree: clever stuff, but user-friendly it ain't! Referring to a well-thumbed copy

of Get by in Geek, I nevertheless installed mapping of Iceland on my Etrex and appreciated how I could tailor it to either hiking or biking.

Perhaps the user-friendliest open source mapping comes for a straightforward but small fee (rather than the usual 'donation'), pre-loaded on SD card – or to download – from shop.opencyclemap.org. Another useful link is: wiki.openstreetmap.org/wiki/OSM_Map_On_Garmin/Download, where you'll find a comparative list of who does what for where. That's how I found mapas.alternativaslibres.es (click English), where I got better maps for my last cycle tour than I could have bought in Stanfords, not just of the Himalayas but the whole of India, which was also useful when sightseeing in Delhi.

Other folks will have other favourites. Tell us yours – but tell it how it is, considering that GPS is for everyone now, not just geeks!

CHRIS JUDEN

[PHYSICS]

Falling branch risks

Q In north Norfolk where I live, I ride on lanes that pass through woods. On windy days, I find myself anxiously scanning trees by the road, looking out for branches that might fall. Do you think it's better to hug the verge, or (traffic permitting) keep in the middle of the road? I suppose the latter position improves my

CONTACT
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Send health and legal questions to the Editor (details on p78). We regret that Cycle magazine cannot answer unpublished health and legal queries. Technical and general enquiries, however, are a CTC membership service. Contact the CTC Information Office, tel: **0844 736 8450**, cycling@ctc.org.uk (general enquiries) or Chris Juden, technical@ctc.org.uk (technical enquiries). You can also write to: CTC, Parklands, Railton Road, Guildford, GU2 9JX. And don't forget that CTC operates a free-to-members advice line for personal injury claims, tel: 0844 736 8452.



**Letter
 OF
 THE
 MONTH**

an irreplaceable Campag pedal spanner (inadvertently put in hand luggage), I am worried about losing my essential battery. What shall we do for the best?

JULIAN CHAPPELL

A It's a fact: Li-Ion batteries may ignite if short-circuited, which isn't good on an aircraft! Airlines nevertheless allow passengers to bring laptops on board, and will carry electric wheelchairs powered by similar batteries to those on e-bikes. So I phoned Easy-Jet and eventually got to talk to not just a real person, but a really helpful person!

As a result of that phone call, Easy-Jet's bicycles FAQ now informs that they do carry electric bicycles as an item of 'sports equipment', provided that the battery is removed and packed in a separate item of normal hold luggage. All the other usual rules apply, the same as packing and checking in a normal bike.

CHRIS JUDEN

[TRAVEL]

E-bike on easy-jet

Q In order to resume normal cycling activities after cancer treatment, I fitted an electrical assistance kit to my bike. By this means, I plan to tour Cyprus this summer, with my friends in West Kent CTC. We've booked our seats and bikes already with Easy-Jet, but a question arises over the carriage of this kind of bike, specifically the Lithium-Ion battery, which does not seem to be answered by their website. Having in the past suffered confiscation of

chances of missing heavy timber...

JOHN MASON

A Surrey is the most heavily wooded county in Britain, but even cycling or walking on windy days, with lots of recently fallen wood on the ground, I've never seen or heard a branch drop on the road or trail ahead, or anywhere nearby.

Trees surely loose branches only when the wind gusts to its strongest. So unless you're cycling at the absolute peak of the worst storm in months, don't worry too much. But a relatively small disturbance may bring down a detached limb left hanging in other branches, so it's worth looking out for and avoiding those – especially when it's windy.

CHRIS JUDEN

[TECHNICAL]

Oversized barbag brackets

Q I want to fit a handlebar bag to my Dawes Vantage but the Klick-fix system is too small for the handlebar, which measures about 30mm. Any suggestions?

ALAN C LONGHURST

A Although 'oversize' handlebars are now commonplace, and Rixen & Kaul do make 31.8mm

Unless you are out cycling when a gale is at its worst, the chance of being hit by a falling branch is tiny

clamps to go with their ubiquitous Klick-fix attachment system, retailers and makers of handlebar bags often provide only standard (22 to 26mm) clamps with the bracket. So you have to buy those clamps extra. They're easy to find in shops or on the internet, for less than £3.

CHRIS JUDEN

[HEALTH]

What causes ringworm?

Q I have recently had ringworm on my legs. After several different treatments, it is at last beginning to fade. I am puzzled how I could have picked up this >

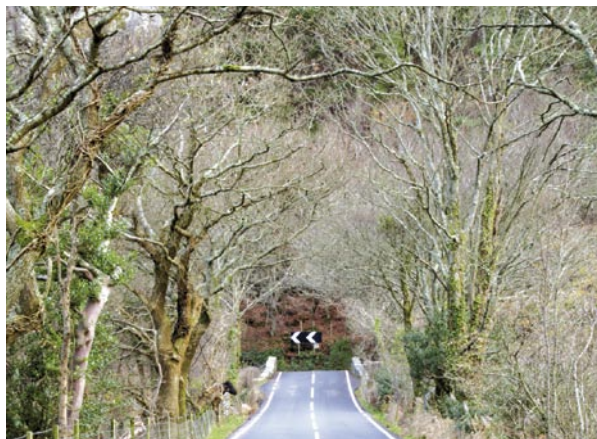


Photo: iStockphoto.com



unpleasant condition. I do a lot of cycling on country lanes, whilst wearing shorts.

JOHN WENLOCK

A Ringworm (tinea) is a type of fungal skin infection. Despite the name, it has nothing to do with worms. Tinea corporis is the name given to the infection when it occurs on the trunk, legs or arms. A small area of infected skin tends to enlarge into a circular, inflamed, scaly and often itchy area. It can be a single ring-like rash or multiple patches.

Antifungal creams, such as clotrimazole and miconazole, usually work well and are available from pharmacies. An oral antifungal medicine is sometimes prescribed if the infection is extensive or severe.

The fungal spores can be spread from humans or animals (for instance, by stroking an infected dog or cat), or from infected objects such as towels, clothing and bedding. Rarely, they can be spread from lengthy exposure to infected soil. However, ringworm would not usually be caused by mud splashes while cycling and is not spread through animal faeces.

Anyone can get tinea, though it prefers warm humid conditions. For this reason, some forms may be associated with cycling. These are tinea affecting the groin (sometimes called jock itch or tinea cruris) and the feet (athlete's foot or tinea pedis). Good hygiene and clean dry clothing and footwear should help prevent this. Tinea can be similar in appearance to some other skin conditions and therefore if the rash fails to respond to treatment, other diagnoses should be considered.

DR MATT BROOKS



Photos: iStockphoto.com



[LEGAL]

When green means wait

Q Recently, I was cycling through temporary traffic lights. It was a long stretch, and although the light was green when I set off, a stream of cars came the other way before I was through. What would be the legal position if I had been hit by one of the oncoming vehicles?

DAVID SCOTT

A In the event of a collision there would be two potential defendants: the motorist or the highway authority. I would anticipate problems in pursuing a claim against the highway authority. There is a presumption in law that traffic lights are working correctly. Whilst the highway authority might be criticised for the phasing, it is difficult to show that the lights have been set incorrectly unless there is strong technical or anecdotal evidence to the contrary. In my view, it would be easier to establish liability on the part of the motorist.

The motorist could be criticised for failing to keep a proper look out for oncoming traffic, especially cyclists (see Rule 211 of the Highway Code). The fact that the lights might have changed to green

(Above) Regardless of whether traffic lights are temporary or permanent, green means 'go on if the way is clear', not 'go'

Ringworm is a fungal infection that can appear as a patch or a ring-like rash. Antifungal creams are usually effective

when the driver pulled away does not mean that he or she is able to continue if there is oncoming traffic. The motorist ought to stop or slow down and allow the cyclist to pass.

The leading case illustrating the duty of a motorist in this situation is *Radburn v. Kemp* [1971] 1 W.L.R. 1502. In this case, the claimant cyclist came to a large road junction controlled by traffic lights. He wished to enter a street on the opposite side of the road but the lights were red against him. When the lights changed to green, he pulled away, but by the time he was two-thirds of the way across the junction, the light at the mouth of the street he was aiming for had changed to amber. He was then struck by a motor vehicle emerging from a street on his left. The defendant motorist claimed that the lights were green in his favour but he admitted to not seeing the claimant. At first instance, the court held that the cyclist was 50% to blame for not seeing the car.

Not surprisingly, this was overturned on appeal. The Court of Appeal held that the defendant, for whom the lights had just changed to green, was under a duty to ensure that there were no vehicles on the crossing which might still be passing across.

In my view, motorists always need to exercise extreme caution at temporary traffic lights, where phasing is often short. If I were instructed by an injured cyclist in this situation, I would be pretty confident of establishing liability in full against the motorist.

Note that from 1 April 2013, the Government has introduced a series of reforms that will result in fixed legal costs for lower value personal injury claims (claims below £25,000) and will no longer permit the recovery of success fees from defendants. Whilst it is still possible for claims to be funded under a CFA (no win, no fee arrangement) most claimant law firms are no longer offering 100% recovery of damages – usually there is a 25% retention of damages to meet legal fees. In the case of CTC members, there will *not* be any reduction of damages to meet legal fees. The CTC's legal services scheme is thus a valuable member benefit.

PAUL KITSON