

TECHNICAL/LEGAL/HEALTH
YOUR QUESTIONS
OUR ANSWERS

Q&A

MEET THE EXPERTS



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Cycling GP



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Photos: (right) Chris Juden; (others) iStockphoto.com

You can have a really compact double for touring by mixing road shifters with mountain bike mechs. If you want 10-speed, both will need to be Sram. See p66 for more

[TECHNICAL] Which groupset for touring?

Q With Shimano making road ever harder to combine with mountain, is it time to try another brand? In short: if I were building a new tourer and wanted STI-style shifters on drop bars, should I buy Shimano, or Sram, or perhaps even Campagnolo?
MIKE ORMOND

A We haven't seen a drop bar touring groupset since the 1980s. Mix and match is now our game, with Shimano raising the stakes every year. But Sram has lately provided an interesting option. Check out the Salsa Fargo I'm reviewing on p66. This has dropped bars with Sram Apex road dual controls (STI-like), operating mechs from their 'XX' (twice ten) mountain bike groups. Front and rear cable pulls are the same across all Sram's 10-speed systems, so it all works fine together.

Sram don't do road triples, so you're limited to a double. In the past that would have been a problem, but since MTBs went 10-speed at the back they're also reverting to doubles in front. And unlike so-called compact road, these doubles are really compact. The review bike's 27-tooth inner is as small as can be fitted to its FSA Comet chainset, but Truvativ XX (another Sram brand) fits 26 inners and Shimano's several MTB doubles go down to 22. With sprockets up to 36, crawler gears are here!

Front chainline will be a bit wider than a road double, so the rear hub had better be 135mm for smooth running in those low gears. But that's normal for touring, where an even wider MTB triple crank might otherwise be specified.

If you adopt flat handlebars, like the majority of European cycle

tourists, then Shimano's Deore LX trekking group falls neatly into place. Or any sort of MTB equipment that takes your fancy can of course be fitted.

As for Campagnolo: they do road groupsets only. Sometimes – perhaps by accident – they make something useful to those of us prepared to adapt it to work with something else from Shimano. But I don't think you wanted any more workarounds!

CHRIS JUDEN

[HEALTH] SHORT OF BREATH

Q I have been diagnosed with the beginnings of emphysema. Already hills make me puff and pant, but a friend mentioned an aid used often to enable asthmatics to breathe more easily, deeply and efficiently – perhaps Breathe Easy? Can you help and offer any other advice? I am a non-smoker.
BRIDGET BAND

A Emphysema, along with chronic bronchitis, is nowadays usually referred to under the term COPD (chronic obstructive pulmonary disease). COPD is often but not always attributable to smoking and relates to damage to the lungs which causes symptoms such as coughing and breathlessness.

Although COPD can cause

CONTACT
THE
EXPERTS

Send health and legal questions to the Editor (details on p30). 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.

[LEGAL]

Après l'accident

Q What is the legal position if am knocked off my bike when cycling through France by a French motorist? Where can I pursue the claim? I am a CTC member and I would have travel insurance. **NAME AND ADDRESS SUPPLIED**

A As a result of the Fourth Motor Directive, recently amended by the Fifth Motor Directive, it is now possible to issue proceedings directly against a motor insurer. The recent case of Odenbreit (European Court of Justice) made it clear that it is possible for a claimant to issue proceedings against an insurer in another EU country.

We have pursued several claims on behalf of CTC members who have suffered injuries whilst on cycle touring holidays in France or other EU countries. It is possible to issue court proceedings in this country and arrange for the proceedings to be served direct on the insurer in the foreign jurisdiction. Usually the insurers will nominate local handling agents who will instruct lawyers based in the UK.

Issues with both liability and quantum (i.e. the amount) are dealt with in accordance with the law of the jurisdiction where the accident occurred. This means that if a cyclist is knocked off their bicycle whilst on holiday in France, then liability is determined according to French law. Under French law there is no

need to prove fault on the part of the defendant motorist as strict liability applies. Quantum would also be calculated in accordance with French law.

In terms of costs, this is dealt with in accordance with English law and accordingly legal costs are recoverable from a defendant in the event of a successful claim. It is usually advantageous for a claimant to issue proceedings in this jurisdiction as the general rule is that legal costs are paid by the losing party. In many jurisdictions throughout Europe, only limited legal costs are recoverable in the event of a successful claim.

PAUL KITSON



Using CTC's Accident Line, you could claim against a French driver



similar symptoms to asthma, the difference is that there is no permanent damage to the lungs in asthma, and COPD tends to occur at a later age. Spirometry (a breathing test to measure lung volume by blowing into a machine) is used to help diagnose COPD and assess its severity. This can usually be performed at your GP surgery.

There is no cure for the damage already done to the lungs by COPD so treatment is aimed at improving symptoms and preventing further deterioration (in smokers, the most effective way to do this is to stop smoking). There are a number of inhalers which may be effective in alleviating your symptoms including bronchodilators, to open up the small airway passages in the lungs, and steroid inhalers. Other treatments include medicines to reduce mucus stickiness,

Even if you are diagnosed with emphysema or chronic bronchitis, it helps to do some exercise – such as cycling – to maximise your lung capacity

antibiotics and steroid tablets to treat exacerbations and chest infections.

Continuing to exercise is important to maximise your lung capacity, and cycling is a good way to do this. You may be offered a pulmonary rehabilitation course where you are taught exercises to improve your breathing.

I'm not sure which breathing aid or device your friend refers to but I suspect that in your case inhalers will be the most useful treatment. Most GP practices have a nurse who specialises in COPD and asthma. It would be a good idea to >



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discuss your treatment with them if you haven't already done so.

DR MATT BROOKS

[TECHNICAL] Ice-cream-cracked!

The 'Ice Technologies' rotor sounds like a great idea: stainless steel on the outside to resist abrasion and heat, aluminium on the inside to save weight and conduct the heat away. According to Shimano, an Ice rotor stays 100°C cooler than an all-steel rotor. That can only be a good thing, until you consider that the melting temperature of stainless steel is 550°C higher than that of aluminium.

As far as I know, there are no mountains in Dorset. So it can only have been a hill that Richard and Anne Lewis were descending, on their lightly loaded tandem (no tent), when the rear wheel skipped over a bump in the road, giving the pads a chance to grab the hot rotor. They grabbed and bit, just like when you bite an ice-cream wafer sandwich! As melting alloy extruded from between them, the stainless wafers collapsed and distorted, jamming the disc in the calliper. Fortunately Richard kept control of the tandem during its rear-wheel skid and no one was hurt. Solid stainless rotors were subsequently fitted.

The aluminium centre in this aluminium and steel sandwich melted due to the heat from braking, warping the rotor and causing it to jam in the calliper

One easy way to replace a cable that runs through the frame is to draw it through with the existing cable. You can join them together with heat-shrink sleeving

Admittedly this is not a standard bicycle and Shimano does not claim these brakes are suitable for a tandem (so Richard used the biggest available 203mm rotors). But neither is Dorset the Alps; and the energy to be dissipated on a descent is the simple product of weight and height.

CHRIS JUDEN

[TECHNICAL] Triple chain length

Q I have a Dawes Galaxy fitted with 9 cogs (11-32) and Shimano Deore triple chainwheel 26-38-48. I've reduced the 48 to 44 without shortening the 112 link chain. It works okay but I need to replace the cassette and chain. Should I shorten the chain and if so by how many links?

PETE SUTTON, CHIPPENHAM

A You could shorten it by two links but there is no need to. What concerns me is that if you have simply fitted a smaller outer ring, rather than the altogether smaller 22-32-44 chainring set, you will not be able to move the front mech down the frame – in order to maintain the recommended 2mm clearance between outer cage and outer ring teeth – because the deep inner cage still has to clear a 38 tooth middle. In that case the chain may, from time to time when upshifting, overshoot through the yawning gap that now exists between the outer ring and cage, ending up wrapped around the crank and pedal!

I recommend replacing all the

rings in order to maintain correct adjustment and operation of the front mech. Then you would want to remove those two links, to avoid the chain running slack in some inner ring gears.

The chain on a triple should be just long enough to climb onto the biggest ring and sprocket combination without damage. I cannot predict how long that is without measuring the chainstays. It is easier for you to pull it tight around those two and then round up to the next even number of links. For example: if 108 links just fit big-and-big, you want 110; likewise if 109 just fits.

CHRIS JUDEN

[OVER TO YOU] Replacing internal cables

Faced with the problem of how to replace a brake cable that is routed inside my frame, I used heat shrink sleeving. Normally used for electronics, it goes over a wire loose and shrinks down tight when heat is applied with a match or hot air gun.

Having cut the nipple off the old cable and removed all the outer casing, I threaded the new inner into the brake lever and first section of casing, then joined the new and old cables with a length of this shrink sleeve. When shrunk it just passed through the holes in the frame, allowing the new cable to be drawn through by the old.

This, of course, only works if you have the old cable still inside the frame.

DAVID HIGNETT

