

CYCLOPEDIA

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



Left: Alamy

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&
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Legal

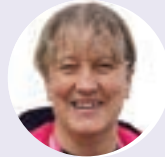
Might makes right?

Q What are the rights of cyclists on single track roads? I thought that any road user should stop at the first available passing place to let oncoming or faster following traffic pass. If I, as a cyclist, am close to a passing place, traffic should let me reach it before driving past me. On Tiree in the Hebrides, however, leaflets and posters advise cyclists to stop where they are, dismount, and get off the road so motorists can pass. The behaviour of motorists is, not surprisingly, noticeably more aggressive.
Peter Robinson

A Whilst there are no official legal guidelines in relation to the rights of a cyclist on a single track road, Rule 155 of the Highway Code lays down some general principals in relation to the use of such a road.

Firstly, if you see a vehicle coming towards you, whether you are a motorist or cyclist, you should pull into a passing place on your left, or wait opposite a passing place on your right. Where someone is travelling uphill on a single track road, they should be given right of way whenever possible. Equally, if it is necessary, you should reverse until you reach a passing place to let the other vehicle pass. Motorists should always manoeuvre

Your Experts



DR KATE HATTERSLEY
Cycling GP
(Health)



RICHARD HALLETT
Cycle's
Technical Editor
(Technical)



RICHARD GAFFNEY
Principal Lawyer,
Slater + Gordon
Lawyers
(Legal)

slowly when passing pedestrians, cyclists and horse riders.

It is apparent from this rule there is little in the way of protection for cyclists when travelling on a single track road. If there has been an apparent road rage incident or a driver has acted in an aggressive manner, this should be reported to the Police. Rule 147 of the Highway Code states that you should be careful of and considerate towards all types of road users, especially those requiring extra care. If someone has made a genuine threat against you, this may constitute an assault and should be reported. However, in order to secure a prosecution you must ensure you obtain sufficient evidence against them.

If you have been injured whilst riding your bike as a result of a road rage incident or an accident on a single track road and you believe there may be a claim against the other party, ring Cycling UK's Incident Line: 0844 736 852.

Richard Gaffney

Technical

Bottle fed

Q What is the most powerful light combination that can be run from a bottle dynamo such as the AXA HR? I'm fitting a front hub motor to an old bike, and its battery won't connect to lights. I was thinking of the 80-lux version of the B&M Lumotec Cyo IQ, run with a rear LED LineTec light. I'm getting conflicting advice on whether I need a duller front bulb (30-50 lux).
Boyonabike, via the forum

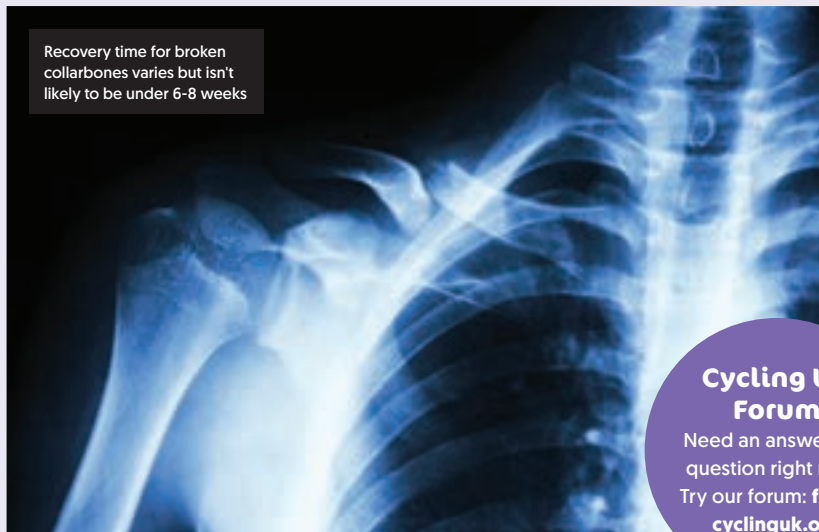


A The Axa HR Traction is rated at 6V 3W, the same as a top-end hub dynamo such as a SON 28, so you can run any front and rear dynamo light pairing intended to be powered by a 6V 3W dynamo, such as a SON Edelux or the excellent Busch & Müller Cyo IQ Premium T Senso Plus. For maximum light illumination, you might consider using a battery-powered LineTec rear light and sending the dynamo's entire output to the front light.

Richard Hallett

Cycling UK Forum

Need an answer to a question right now? Try our forum: forum.cyclinguk.org



Recovery time for broken collarbones varies but isn't likely to be under 6-8 weeks

Left: Alamy

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► Health

(Collar)bone of contention

Q What's the recovery time for a broken shoulder? I came off the bike and suffered two or three minor cracks and broke a couple of ribs. The doctor suggested six to eight weeks. *gbnz, via the forum*

A The commonest shoulder injury after a fall from a bike is a fractured clavicle or collarbone. If this is minor, no surgery will be required and recovery will be about six to eight weeks. That is the time for the bones to set. Rib injuries will be similar. If you are able to cope with the pain, you can ride on a turbo trainer as soon as you wish. You may find an upright position hurts less. Breathing deeply, although painful, will help the lungs.

Riding on the road should be delayed as a further fall would be dangerous, with a risk of puncturing the lungs.

Starting gentle on-road rides around six weeks seems reasonable, as long as you avoid icy conditions. By eight-to-ten weeks you should be strong enough to manage more strenuous efforts.

It will be three months before full union of the fractures, and for off-road cycling this would seem a prudent time to wait. During the recovery period you will benefit from carrying out gentle exercises to mobilise and strengthen the shoulder and arm. Cycling uses a surprising amount of upper arm muscle action.

Useful information can be found through the Chartered Society of Physiotherapists: bit.ly/cycle-collarboneCSP.

Technical

650B & 700C with rim brakes?

Q I'm building up a 584-rim touring bike and have a concern about rim replacement should one get damaged on a tour. A 622 rim with a slimmer tyre would fit at a push. Do you know of any cantilever and V-brakes that accommodate 20mm+ pad height adjustment, and clearance for 45mm+ mudguards over 38mm+ tyres? *Salade_Lyonnais, via the forum*

A The difference in radius between a 622mm (700C) and a 584mm (650B/27.5") rim is 19mm, so 20mm of pad height adjustment would be enough to accommodate both wheel sizes, provided that the brake blocks are at the bottom of their slots when used with the 584 rim. If, as is more likely, your cantilever bosses have been sited to place the blocks somewhere around the middle of their slots, then it won't be enough.

In any case, most contemporary cantilevers offer somewhat less adjustment, at around 16mm. You may find more using a design with a swivelling



Dia Compe DC988 cantilevers use a swivelling post mount

post mount such as Dia Compe's DC988, which allows you to angle the blocks up or downwards as required. This then means the blocks don't meet the rim square-on.

Bear in mind that 38mm tyres will soak up a lot of punishment and protect the rim. In five years of riding 38mm+ 650B tyres on all surfaces, including rocky tracks, I have yet to damage a rim. Any cantilever or full-size linear-pull (V) brake will clear 50mm mudguards and 38mm tyres.

Richard Hallett



Technical

Wobbly wheel

Q I have changed the innertube and tyre on my MTB and it seems to wobble from side to side. Any ideas? *BillDelve, via the forum*

A Assuming the wheel rim is running true – check by spinning the wheel and watching for any deviation – then the wobble means the tyre is not seated properly. This must be corrected, as a poorly seated tyre can blow off the rim.

Spin the wheel slowly and observe the edge of the tyre where there's a line moulded into the sidewall near the rim. This should be evenly spaced all the way around the wheel; if it dips under the rim at any point, the tyre will wobble.

Deflate the tyre to about 20psi and ease the tyre sidewall outwards by pinching and pulling it until the tyre is evenly installed. Dusting the tyre beads and innertube with talc before fitting them will help the tyre seat correctly as it is inflated.

Richard Hallett

Get in touch

EMAIL your technical, health, or legal questions to cycle@jamespembroke.com or write to Cyclopedia, 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**.