

# CYCLOPEDIA

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

Right: Alamy



Check hip movement by lifting your knee towards your chest

Q & A

## Health

### Leg-over issue

**Q** At 73, I'm finding it increasingly difficult to mount my bikes due to decreasing flexibility. What exercises should I do to regain some flexibility?  
*Cliff, via the Cycling UK Forum*

**A** The most likely area causing this problem for you is your hip. To check this you could test how well you can pull your knee up to your chest and see how far you can swing and rotate it inward and outward. If you have reduced movement due to tight muscles either in the hip flexors or the iliopectas region, stretching will ease it. Arthritic stiffness will be harder to undo. A good physiotherapist will be able to spot the problem and give you some exercises to help.

Yoga for cyclists (see [cyclinguk.org/article/yoga-cyclists](http://cyclinguk.org/article/yoga-cyclists) for an introduction) addresses the main muscle groups that shorten with hours of cycling and gently stretches them. Pilates is good for strengthening a weak core but will also address tight muscles.

Laying the bike over at an angle will reduce the height of the top tube. A step-through bike frame helps some people keep riding too. A dropper seatpost (see the review in this issue) can also be a great help.  
**Dr Kate Brodie**

## Your Experts



**DR KATE BRODIE**  
*Retired GP*  
{Health}



**RICHARD HALLETT**  
*Cycle's Technical Editor*  
{Technical}



**RICHARD GAFFNEY**  
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{Legal}

## Technical

### Road disc brakes

**Q** I have a 2012 SRAM Red 10-speed mechanical groupset. I thought I'd run mechanical discs off the shifters. The TRP Spyre (road callipers) I'm using are okay but really just about okay. They're not in the same league as the SRAM Red rim callipers, and nothing compared to my TRP Hylex RS hydraulics. Is there likely a compatibility issue? Or do I need to just try and improve the setup further?

*Jupestar, via the Cycling UK forum*

**A** TRP say the Spyre calliper will work with 'any drop bar levers on the market', which includes SRAM Red 2012 levers, so compatibility should not be the issue. Cable-operated disc callipers can prove a disappointment to anyone used to full hydraulic operation, but assuming you have given the brakes plenty of time to bed in, you may consider further work on cable choice, cable routing and pad choice. In my experience, TRP's own HY/RD hybrid calliper offers superior performance if you wish to use cable-operated disc brakes. Failing that, there's always the option of reverting to the calliper rim brakes.

**Richard Hallett**

## Technical

### Tight derailleur clearance

**Q** The arm on my Tiagra 4700 front derailleur is very close to fouling the rear tyre when in the large chainring. It works fine but I'm conscious that even a small wobble in the rear wheel could quickly destroy my tyre. The levers are GRX 400 series. I'm looking for recommendations about how I might solve this problem, ideally without buying a new front derailleur!  
*pulseezar, via the Cycling UK Forum*



Shimano's GRX 400 mech has a shorter actuating arm

## Coronavirus

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

**A** The GRX 400-series shifter is designed to work with the FD-RX400 front mech, which is one of the new generation Shimano 'toggle' road front mechs with a short actuating arm. This and others of the same design, such as the latest 105 and Ultegra double front mechs, would give more tyre clearance than the Tiagra mech fitted.

If the clearance between the Tiagra mech and tyre is about the same as between the tyre and righthand chainstay, the issue is moot as the tyre can rub on the latter if the wheel goes out of true. The simplest solution in that case would be to swap to a smaller tyre size.

**Richard Hallett**

Right: Alamy



If the lights change mid-bridge, oncoming traffic should yield to you

## Legal

### Traffic light timing

**Q** I cross a couple of small bridges on my commute along country roads. Traffic is only permitted in one direction at a time due to restricted width. This is controlled by traffic lights. Even if I set off at the start of the green light, I can't get across before they change, and I usually meet oncoming traffic. Who would be responsible in the event of a collision or other incident?

**Roberta Hewitt**

**A** In these situations where the Highway Code is silent, the

answer is usually in alignment with common sense. Much like on a narrow road obstructed by parked vehicles, right of way is given to the person or vehicle who is already established on the road. If a cyclist is crossing a bridge and the traffic light signals for oncoming vehicles to approach, the motorist ought to wait until the cyclist has successfully crossed the bridge before proceeding onwards. Should the vehicle approach while the cyclist is still on the bridge, proper etiquette would be for the motorist to move over to the side and stop, even reversing if necessary.

As counter-intuitive as it may sound, if there is an obstructed view on the bridge, do not race over it to try and beat the lights. Instead, slow down to give yourself and any potential oncoming traffic the time and opportunity to take any necessary emergency actions to avoid a collision.

Establishing fault in road traffic incidents is rarely a straightforward process. When establishing liability the court will look at a number of factors, but the principle test applied is that of reasonableness. The purpose of this test is to determine whether the actions of both parties were reasonable in the circumstances at hand, and whether either party could have, or ought to have, acted any differently.

Litigation arising from the scenario discussed here will likely favour the cyclist as cyclists are recognised under the Highway Code as vulnerable road users. As such, motorists owe a higher duty of care towards cyclists to ensure that a collision does not occur. Defendants will often explore questions of whether the injured party was partly responsible for the collision: this is called contributory negligence.

Contributory negligence arises when the claimant is not taking their own safety, or the safety of others, into consideration – such as by whipping around a blind bend when they know traffic is often present. In such circumstances, the court seeks to determine the relevance of the claimant's actions on the overall mechanism of injury.

If you believe the other party to be at fault, you can call the Cycling UK Incident Line on 0330 107 6470.

**Richard Gaffney**



A stand that clamps the chainstays can damage paint or fragile tubing

## Technical

### Fitting a kickstand

**Q** I often stop and paint when out for a ride, and thought it would be easier to use a kickstand to stop anywhere to unload the bike or use it as a support. I have an aluminium Rockhopper so wondered if it would be okay to fit one, or will it rotate or damage the frame?  
**roberts8, via the forum**

**A** Universal fit 'centre' kickstands are designed to be placed underneath the chainstays and between the bottom bracket shell and chainstay bridge. They use a central bolt to clamp the stays between the stand body and a top plate, which both have a mating surface designed to increase grip. The system works well and should be fine on your aluminium frame but can mark paintwork when tightened securely. This won't damage the frame, but may be enough to dissuade you from using one.

**Richard Hallett**

## Get in touch

**EMAIL** your technical, health, or legal questions to [editor@cyclingsuk.org](mailto:editor@cyclingsuk.org) 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: 0330 107 1789**.