

CYCLOPEDIA

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



Right: pannier.cc

Q & A

Legal

Parking violation

Q While touring we parked our laden bikes by a Norfolk pub's kitchen, with approval from the people working there, and went in for a meal. The owner subsequently decided they were "a health and safety hazard that had to be moved immediately". She dragged them to another location – they were locked together.

When we found out we were furious. A bent derailleur could have left us stranded. Luckily we got away with only scratches. Where would we have stood legally and financially if they'd sustained real damage?

Ron Stobbart

A You had sought permission from employees of the business. While this was a prudent step, it's a moot point whether they would have authority to speak for the owner. The maître d' is clearly a different proposition from the kitchen porter.

The pub owner may have specified the nature of the health and safety hazard, but we are not privy to it. A defence to a charge of criminal damage is having lawful excuse. An e-bike with a battery starting to smoke? That's probably lawful excuse. If the bikes were blocking a fire exit from public parts of the premises or the kitchen,

Coronavirus

For up-to-date cyclists' advice regarding Covid-19, visit: cyclinguk.org/coronavirus

Your Experts



DR KATE BRODIE
Retired GP
{Health}



RICHARD HALLETT
Cycle's
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PAUL DARLINGTON
Consultant
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then proportionality has to be applied. That might have included an inquiry of the staff and then a walk through the premises seeking the owners; cyclists are often easy to spot. So forcible removal with a reckless disregard for damage seems disproportionate, without taking other steps first.

The civil liability chain runs thus: duty, breach, causation, damage. Clearly there's a duty not to do anything that carries a reasonably foreseeable risk of damaging another's property, absent lawful excuse. By moving the bikes in a clumsy manner in which damage was reasonably foreseeable, the duty is breached. The move caused the damage which leads on to quantification of loss.

Concluding, unless there was a real as opposed to a fanciful danger or risk, and in the absence of any other measures to resolve the situation, then the pub owner appears to have acted disproportionately or recklessly, so would be liable for losses reasonably flowing from the act.

Paul Darlington

Technical

Wireless woes

Q Four years ago I swapped my 11-speed Shimano 105 groupset

to 11-speed SRAM Red eTap as I have arthritic wrists. The front derailleur has stopped working properly. It goes into the big ring, then after a couple of seconds it changes back to the small ring. I took it to my local dealer who sent a video of it to SRAM, who said they have never seen this before and that they could not repair it. In their words: "It has had its life." There are no replacements on sale as the system is now obsolete. I don't want to spend a lot of money on a new groupset. Is it salvageable? I'm



currently using a mechanical front derailleur with a bar-end shifter.

Clive Bryan

A Welcome to the largely non user-repairable world of electronic shifting. The workings of your front mech are less easily envisaged than those of a mechanical shifter, not least because they are hidden inside a weatherproof cover. The rude mechanicals themselves are controlled by a tiny electric motor with attendant electronics. If the problem is mechanical, you may be able to determine what it is if you are able to remove the cover, although this does not guarantee you'll be able to fix the fault in tiny moving parts.

Assuming you can find it, rectifying a fault in the electronics is probably beyond the home mechanic. Essentially, such components are disposable, as the manufacturer's response indicates. The Red eTap 11-speed front mech is still available online. It's pricy, although less so than a new groupset.

Richard Hallett

Technical

Crankset Q-factor

Q I'm thinking of buying a Mason Definition (above right) with SRAM Rival eTap (2x12). The crankset is offset more than others to allow for use on wider-tyred bikes. Is there a potential issue with the chain line, given that I'd spend 99% of my time on the large chainring?

Peter Bond

A The SRAM Rival Wide crankset has a quoted Q-factor of 150mm. This is the effective distance across the outside faces of the cranks at the pedal threads. It dictates the lateral spacing of the pedals, but this can be increased by using pedal washers. Lateral adjustment of the shoe cleats will also affect foot spacing, or tread, when pedalling.

Although many designs are narrower by a few millimetres, 150mm is widely considered the industry norm for road cranks. Despite the 'Wide' label, your SRAM crankset shouldn't place your feet uncomfortably far apart. The quoted



chain line is 47.5mm, which is wider than that of a 'road' double and equivalent to an MTB triple. If you're using a suitably spaced cassette, for example on a 135mm MTB rear hub, then you'll be fine with chain alignment, especially if you avoid the undesirable large/large and small/small combos.

Richard Hallett

Health

Cycling with incontinence

Q Returning to cycling at the age of 66 after a ten-year break, I was disconcerted to learn that I may have prostate cancer and face the possibility of treatment that may lead to a degree of urinary incontinence.

What advice would you give to me and others in this predicament?

Andy Whelan

A Taking the issue of urinary incontinence first: there are different reasons for a leaky bladder. It can be an overactive muscle or a faulty valve. The first can be calmed with medication or avoiding bladder irritants like coffee and tea. The second may respond to pelvic floor exercises. There are specialist continence nurses available through your GP who can help with this. If neither controls the leakage, then padding up with continence pads would keep you dry. It is important that you feel able to drink enough to keep hydrated when cycling.

A diagnosis of cancer is life-changing. Sometimes the cost of a cure is long-term side effects from treatment. Your team should talk all this through when looking at the best options for you. It is true that some patients can suffer damage to

the sphincter or valve that controls the bladder after intensive radiotherapy, but this may still be the best choice.

Best wishes to you if your fears are confirmed. There is no doubt that regular exercise such as cycling improves the outcome for cancer patients in terms of fitness and recurrence rates.

Dr Kate Brodie

Technical

Brooks repair

Q I have a couple of well-used Brooks saddles that need recovering. I thought Brooks offered this service but apparently not. Do you know of any other options?

Peter Green



Left: Alamy

A The leather upper is the only part of the saddle Brooks don't offer to 'repair'. If your saddle frames have outlasted their respective uppers, you may try contacting Brooks using the company website's Get In Touch page (getintouch.brooksengland.com/hc/en-gb) and enquiring about replacing, not repairing, the leather. However, given that the upper is the part that breaks in to match your anatomy, you may as well start from scratch with a new saddle and, importantly, new frame.

Richard Hallett

Get in touch

EMAIL your technical, health, or legal questions to editor@cyclingsuk.org 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: 0330 107 1789**.