

CYCLOPEDIA

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

Right: Joolize Dymond



Right: Alamy



Q & A

Health

Partial vision

Q I suffered a detached retina in my right eye five years ago and now rely on my left. That's corrected to driving standard with glasses, but I have some issues with balance, my road position, and judging distances. Do you have any advice?
Ruth Cooper

A Retinal detachment is not common but is an emergency that presents with flashing lights, floaters, a dark shape, or blurring of vision. Immediate treatment within 24 hours can reduce the long-term damage.

You are now essentially cycling blind on your right side. You will need to compensate by turning your head to the right to check the field of vision that side. It may be more stressful riding at the front of a group, so maybe you could tuck in behind a trusted friend to help with road positioning?

You have also lost the ability to judge distance that binocular vision gives us. There are some downhill mountain bikers who have sight in only one eye. They advise a relaxed but balanced stance with a good centre of gravity to absorb unexpected bumps and bends. The brain can adapt amazingly well after changes in health.
Dr Kate Brodie

Your Experts



DR KATE BRODIE
Retired GP
{Health}



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Legal

Knocked off bike

Q Cycling home one afternoon I was wiped out by a car, which pulled straight across me into a junction. I was cycling downhill at 20-25mph in free moving but not particularly busy traffic. I was knocked out and woke up in the road being helped by people. I went by ambulance to hospital, and I have four broken ribs, a small lung puncture, plus a shoulder dislocation that will probably need an operation. The incident is on dashcam, and the police say it was shocking driving. First time this has happened to me so I was just after some advice really.
Gehrman, from the Cycling UK Forum

A From your description, it sounds as though you would have a valid legal claim. The general position is that if you are injured as a result of a third party's negligence, then you have the basis of an actionable claim. However, the full circumstances of the incident would need to be considered before coming to such a conclusion. The police investigation report (if there is one), witness evidence, and the evidence from the dashcam would be invaluable in determining whether the driver was completely at fault, and whether or not the manner of your cycling had any part to play in the incident.

It sounds as if you have sustained some nasty injuries. Many cyclists involved in these types of incident can suffer significant injuries which can

Coronavirus

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

have immediate and ongoing effects on their livelihood, physically and financially. In establishing this, further evidence would need to be obtained, namely: medical evidence setting out the nature and extent of your injuries; whether there is any risk of deterioration over time; and how this would affect the value of your claim. You must also ensure that you issue your claim within the time limit set by law, which is usually three years from the date of the incident.

As a member of Cycling UK, you have access to the Cycling UK Incident Line where you are entitled to a free initial assessment and preferential treatment, with no deductions of solicitors' fees from your compensation; many law firms charge up to 25%.

Richard Gaffney

Technical Cable discs with STI levers



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 just need to try to improve the setup?

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 (pictured) 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 Boxed touring bike

Q Will a bike with rear and front racks fit in a bike box? I have transported my bike on planes in a cardboard box before but am considering a hard bike box. The images of all the boxes I find online show them with fancy road bikes. Will my Genesis Tour de Fer with a wide flat handlebar and racks fit in a typical bike box without removing them?

iorek, from the Cycling UK Forum

A Since both bike boxes and bikes come in a variety of sizes, it is impossible to give a definitive answer beyond that you are unlikely to fit a bike frame with racks on it inside a bike box.

Some bike boxes are indeed made for lightweight road bikes, without racks or mudguards, and you may struggle to fit either of the latter inside, even if removed from the bike. That said, mudguards can be wrapped around wheels and racks interleaved with the frame to take up less space. A flat bar should be no problem as most bike boxes require the handlebar to be removed for packing, and a flat bar takes up less room than a drop bar.

Otherwise, Thule's Round Trip Transition (pictured) should be big enough to take any disassembled bike plus rack and mudguards; the workstand inside this bike box can be left behind if necessary.

Richard Hallett



Thule's capacious Round Trip Transition

Technical Chain cleaning



Q This morning was my first outing on a new bike. Unfortunately the roads were damp. I'd be grateful for advice on how to clean the chain. I was thinking of using a stiff brush and also cleaning the cassette and chainrings with a damp cloth.

kgw2511, from the Cycling UK Forum

A My own method, to be used with an oil-based wet lube, is to apply a degreaser such as Morgan Blue Chain Cleaner to the chain by brush, agitating the rollers to work the degreaser into the chain's rollers. You can also use the degreaser to soften dirt on the rear mech jockey wheels and cassette sprockets.

Next, rinse the chain using clean water while rotating the crank. A hand-pumped pressure washer is ideal for flushing out the degreaser without excessive force. Alternatively, use a sponge filled with hot water: wrap it around the chain, squeezing while running the chain through it. Rinse the dirt off the sprockets and jockey wheels in the same way.

Apply a water-dispersant such as WD40 to the chain to drive out the water now inside the chain bushings. Then wipe the chain dry using an old rag, and apply lube before riding.

Before getting started on a well-used chain, check for wear. If worn to its limit, the chain may not be worth cleaning and can be thrown in the bin.

Richard Hallett

Get in touch

EMAIL your technical, health, or legal questions to editor@cyclinguk.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**.