

## Technical Narrow suspension seatpost



**Q** I'd like to fit a suspension seatpost to my wife's bike to cushion the ride for her. The seatpost on her old Dawes is 26.2mm. I cannot find a suspension seatpost in that diameter. Could I fit a 25.4mm suspension seatpost with a shim? If so, which?  
**Paul Davidson**

**A** A quick online search will find several 25.4mm posts, any of which should do the job. The uncommon size means that most are telescopic in operation rather than the more sophisticated parallelogram style. However, the expensive Kinect 2.1 XL2 (pictured), which has a spring/parallelogram action, is available in several diameters, including 25.4mm. See [velobrands.co.uk/kinect](http://velobrands.co.uk/kinect) for stockists.

Any 25.4 suspension seatpost will work with a shim. The problem is finding a shim suitable as 0.8mm is a very small difference in diameter; the shim will have a 0.4mm wall thickness, which is a challenge to machine on a lathe. A shim piece hand-cut from a drinks can is the traditional solution and will work if you can find a source of the right thickness. Beer cans tend to be sturdier than those for soft drinks, and you can check using a vernier calliper.

**Richard Hallett**

## Legal

### Should council give way?

**Q** The Highway Code now makes it clear that a cyclist travelling forward should have priority over motor vehicles wishing to turn left from the main carriageway into a side road. However, many off-carriageway cycle tracks have give way markings where the track crosses each side road (and sometimes each driveway). Should the council remove the give way markings

Right: Alamy



and replace them with ones that align with the current Highway Code?  
**David Bennett**

**A** Losing momentum is a constant bugbear for cyclists, so 'Cyclists Dismount', 'Stop' or 'Give Way' signs are our least favourite instructions. An off-carriageway sole or shared-use facility is one physically separate from motor traffic in the circumstances you identify. Rule 206 requires vehicles to give way to pedestrians or cyclists using such a facility where there is no other instruction. It says: "Drive slowly and carefully when... needing to cross a pavement, cycle lane or cycle track; for example to reach or leave a driveway or private access. Give way to... cyclists using a cycle lane or cycle track."

A private driveway ought to be a 'creep and peep' exercise by the motorist; a give way facing the cycle track is inappropriate. One of the core design principles of Local Transport Note 1/20 is NOT to require cyclists to give way at each side road, because that is an obstacle to cycling and is likely to result in moving cyclists back onto the main carriageway.

A give way is used at the junction of a minor route with a more major one, requiring traffic on the former to give precedence to that on the latter. Just as the 'left hook' provision is intended to protect cyclists (and pedestrians) from known risks, the give way on cycle tracks is a balance of potential consequences.

Roads are categorised on the basis of volume and type of traffic, speed limits, and the nature of the areas which they serve. We would be unlikely to succeed in arguing that all off-carriageway facilities ought to be placed above a vehicular highway in the rankings. The exception could be a critical mass situation where the number of cyclists exceeds vehicles (hurrah!) in an urban environment.

This conflict is recognised in Chapter 10 of the Local Transport Note, which explains that, for safety reasons,

where the speed limit is over 40mph, it would not normally be appropriate to give cyclists priority. Various design options are set out, all requiring a more costly intervention than simple road markings or signs.

In summary: the highway authority really ought to reconsider its decision to place cycle facing give way signs at private driveways. Similar give way markings at side roads depend upon the individual circumstances (speed, traffic flow, etc) and the willingness/resources of the highway authority to undertake a junction redesign.

**Paul Darlington**

## Technical Hydraulic to mechanical

**Q** My partner's bike has a Magura hydraulic rim brake on the front. I'm wondering about replacing it with something non-hydraulic. Would it be possible to fit a V-brake? Maybe some sort of adapter exists?  
**tomsummer49, via the Cycling UK Forum**

**A** Magura rim brakes are designed to be mounted on modern standard cantilever/linear-pull brake bosses spaced at 78-80mm, which means that they can be replaced with either of those cable-operated options without the need

for an adapter. It's easy to measure the spacing of the bosses before taking the plunge, but remember that cantilever brakes will need some sort of hanger or stop for the outer cable. Linear-pull V-brakes should be a straight swap.

**Richard Hallett**



## Get in touch

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