

20-105". This said, your alternative plan to buy a new bike with disc brakes suggests you aren't entirely sold on the Rohloff. Maybe a test ride would help you decide?

Richard Hallett



Right: Jojoize Dymond

Legal

Invisible to traffic lights

Q On a ride recently, I approached a set of traffic lights at a T-junction with a main road that I was turning right onto. The lights were red and did not change. Then a car approached from behind me, turning left and triggering the lights to change for them. I continued to sit there for a few more minutes before giving up and crossing on the pedestrian crossing. What are your legal rights when the road infrastructure does not recognise your existence?

Dr Chris Dennis

A As if it wasn't bad enough being invisible to drivers, going unnoticed by an inanimate object is just rubbing it in. The reason may be something to do with the move away from ferrous metals used in cycle construction to alloys and composites. Although some traffic lights in more remote and rural areas rely on simple timers, most in urban areas trigger with an inductive loop, which relies on the principles of the electromagnet. The presence of a ton or so of steel in the magnetic field of the inductive loop changes the inductance of the loop, which is picked up by the traffic light sensor and triggers the change. A state-

of-the-art bike won't have that effect. (Try it with a 1950s Hercules!)

None of this would be terribly compelling in persuading a police constable not to issue a fixed penalty for jumping a red light, so the course of action you're adopting is correct and safe. (I only jumped a red light once, as an impatient teenager out with the school cycling club. The ride leader, our ceramics teacher 'Potty' Barratt, explained in plain terms why it wasn't a good idea and I've not felt the urge since.)

Paul Darlington

Technical

Handlebar too low

Q As I've got older, I'm getting bad neck pain. My racing bikes are all at their limit to raise the bars. I've had a bike fit and turned stems but probably need a more tailored solution. Is there anything else that can help me sit up more and straighten my neck but still give a good club-run ride?

Jan Brogan

A You don't state whether the position you have been able to achieve by raising your bars and/or inverting your stems is sufficient, but your desire for a 'more tailored solution' suggests not. Nor do you state whether your bikes have quill or threadless stems. Unless you are using the shortest stems available to fit your bars (which is often 80mm for road bike stems but can be much shorter for stems intended for mountain bikes), fitting a shorter stem will reduce your reach and place your back more upright.

If using a threadless steering system, you might try a stem raiser (pictured), which clamps around the top of the steerer and has an extended upper section for your stem to clamp. If you



have a traditional threaded headset, a quill-to-threadless stem convertor may give more bar height than your existing stem, as may an extended quill stem such as the Nitto Technomic.

A more expensive but more 'tailored' solution might involve anything from a new fork with longer steerer right up to a new frame or even a complete bicycle that meets the specifications of your bike fit – assuming that hasn't yet been realised.

Richard Hallett

Technical

Lower gears with Campag

Q I have a 10-speed Ribble R872 carbon road bike with the following Campag components: Veloce Power Torque compact crankset 50-34; Xenon Ergopower levers; Centaur 12-30 cassette; Veloce medium rear derailleur; and Veloce double front derailleur. I rarely use the top two gears (50/12 and 50/13) but would like a lower bottom gear. I'd like to keep the close ratios that the cassette provides and have been considering changing the crankset to a super-compact 46-30. I would like to keep the front derailleur if possible. Could you advise if there is a suitable option for a 46-30 super-compact chainset on this bike?

Vaughan Thompson

A The Middleburn RO1 tested in the Oct/Nov 2022 issue ([cyclinguk.org/cycle-magazine/review-middleburn-ro1-chainset](https://www.cyclinguk.org/cycle-magazine/review-middleburn-ro1-chainset)) fits your description. It uses a square taper axle fitting, while the RO2 does the same job using an oversized axle with external bottom bracket bearings.

Richard Hallett

Get in touch

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