

# Rollin'

*News letter of the Silver Wheels Cycling Club*

*November, 2011*



## **Editor's Column Larry Best**

**So there I was, minding my own business as usual, when all of a sudden I** noticed the temperature had dropped significantly. To be perfectly honest that doesn't bother me much. Many people who are able make tracks to warmer climes. That's fine. Millions of people dislike winter with a passion. I'm not one of them. Maybe it's because I was born and grew up in "big snow country" in western New York. While I complain about the weather about as much as anybody I think I'd miss the change of seasons if I lived somewhere where there was no or little change. I get tired of summer with its heat and suffocating humidity, and I also get tired of winter with its cold winds and sloppy roads. Spring and fall pass by much too quickly for me.

This is about the time of year when most riders hang up their bikes for the year, head to the gym, ride rollers or trainers, or maybe go to spinning classes. This puzzles me. Most cyclists will, if asked, say something like, "*I'm not going to ride now. It's too cold. It's too windy.*"

*I'd freeze to death on my bike. You'd have to be crazy to ride in cold weather like this."*

Frankly, I find this puzzling. The folks that make statements like those are perfectly fine going hiking, cross country skiing, down hill skiing, skating or any number of outdoor activities. So, my question is, "Why not ride?" I'm a veteran year 'round rider. I commuted to work 36 miles per day in all kinds of weather from temperatures in the 90s to temperatures in the teens. I rode to work when it was in the low 20s and was so soaked with sweat when I got to work that I had to ask the home ec teacher if I could use her dryer so my clothes would be dry enough to ride home at the end of the day. In temperatures in the low 20s you (yes, you) can get so warm it will be uncomfortable. I guarantee it. "But it's the wind." They whine, "That's what makes me cold." It won't if you dress properly. You need to wear wind proof or wind resistant clothing.

Later in the newsletter I have an article about cold weather cycling, effective clothing, and physical performance in the cold. Okay, okay, I can already hear you saying to yourself, "*I don't care what he says there's no way I'm going to ride when it's cold.*" All I can say is be open minded and give it a try. C'mon ya wee lassies, get out there and ride.

**AN EDITORIAL  
In my opinion**



## Chili Wiener



Join us for our annual Chili Wiener ride on **Saturday, November 26<sup>th</sup>**. It's our traditional year ending ride and gathering. This is our cycling solstice. It will be your last chance to earn club mileage or ride credits before our annual awards banquet on December 1<sup>st</sup>.

Freeze your buns (and other body parts), then come back to the Oberlin Depot to thaw them out with a delicious variety of chili, wieners, hot beverages and yummy desserts. Even if you don't want to ride you can join us for the food and socialization/games.

Volunteers are needed to bring food: Spicy chili, mild chili, white chili, vegetarian chili, bread, cornbread, wiener buns, desserts, raw veggies.

Contact Bob at to volunteer.  
[rburkhardt@roadrunner.com](mailto:rburkhardt@roadrunner.com)

Rides begin at 10 a.m. Routes will be from 10 – 35 miles, led by seasoned ride leaders. There's a route for all levels of riders.

So don't put your bike away just yet. Come to ride. Come to eat. Come to do both.

The Ride Committee

By *Richard Masoner* —

**Study shows gutter bunnies get squeezed; for maximum passing distance, ride three to four feet from the curb.**

The Florida Department of Transportation published a study [PDF] in which highway

researchers measured how much room car and truck drives gave cyclists on Florida roads.

Florida's study seems to replicate the "Mary Poppins Effect" first observed by Dr Ian Walker at the University of Bath, England in 2005. **Walker found motorists gave him more passing room when he wore a wig (to appear like a woman) and when he was casually dressed (vs. in athletic apparel).** The FDOT study found similar results.

A little more interesting to me, and probably more relevant from a safety standpoint: FDOT researchers found car and truck drivers gave more passing room for cyclists who ride further out from the curb, up to a certain point.



**Intuitively, one would expect that the closer you ride to the curb, the more lateral separation you have. On the contrary, the results presented in Table 4 and Figure 6 show that riding closer to the curb results in a smaller separation. Field observations revealed that when bicyclists ride closer to the curb, some motor vehicles, especially compact cars attempt to fit in the lane without laterally shifting to the adjacent lane, hence causing lesser distance.**

On the other hand, the results show that riding too far from the curb also results in a shorter distance. It seems that there is a spot between 3 and 4 ft from the curb that results in the greatest lateral separation between motor vehicles and bicyclists. It should be noted however, that higher standard deviations were observed. This was mainly caused by the fact that some drivers choose to stay within the

outside through lane while others laterally shift to the inside lane.

Other findings:

- Passenger cars give less passing distance (mean 5.19 feet) than SUVs and pickup trucks (5.30 and 5.25 feet, respectively)
- Large trucks give the most passing room at 6.27 feet.
- Box trucks give the least passing distance at 4.48 feet. Florida bus drivers give the second least at 4.79 feet.
- Drivers slowed slightly when passing cyclists, dropping their speed by an average 1.4 MPH, but sped up and drove faster than their previous speed after passing, moving 2.7 MPH faster than previously on average. This “drive faster” behavior is common for traffic calming measures such as speed bumps and stop signs; as far as I know this is the first time this has been observed when passing cyclists.

From [Bike San Diego](#), which has more discussion on the gender and apparel aspects of this study. Via [Streetsblog Network](#). Study authors were [Thobias Sando, h.D., P.E., PTOE](#) and R. Moses at the University of North Florida.

Here are some links to the study:

<http://www.unf.edu/~t.sando/>  
[http://www.dot.state.fl.us/research-center/Completed\\_Proj/Summary\\_RD/FDOT\\_BDK82%20977-01\\_rpt.pdf](http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_RD/FDOT_BDK82%20977-01_rpt.pdf)

<http://www.bikesd.org/2011/10/florida-dot-study-reconfirms-ian-walkers-conclusions/>

## COLD WEATHER PERFORMANCE



In cold weather your heart has to work two and a half times harder to pump blood through your arms than your legs because smaller blood vessels have greater resistance against blood flow. Breathing cold air further decreases exercise capacity and makes your heart work even harder by constricting the bronchial tubes that carry air to and from your lungs, and the arteries that carry blood to your heart. Lack of oxygen increases risk of clotting and irregular heart beats. Cold air on your face causes a reflex that closes blood vessels leading to your heart to reduce the oxygen supply to the hearts of people who already have blocked coronary arteries. If you have heart disease, do not exercise in the cold.

Dr. Mirkin M.D.

## ELECTRONIC SHIFTING

COPYRIGHT GIZMAG (C) 2011

Shimano's Dura-Ace Di2 electronic shifting to give road racers a time advantage

Dura-Ace Di2 electronic shifting system

April 8, 2009 Japanese bike component manufacturer Shimano seems to have the pro-cycling world in a bit of a spin with its newly launched electronic Dura-Ace road racing components. It's still early days but already the Dura-Ace Di2 – which stands for digital

integrated intelligence – is receiving favorable reviews, with talk of significantly slicker, cleaner gear changes and one expert opinion describing the electronic component series as “revolutionary”.



It has also picked up an IF product design award for innovation, functionality and design in the leisure/lifestyle category – which hasn't done its early good press any harm.

The Dura-Ace Di2 7970 series features four main components – dual control levers, rear derailleur, front derailleur and battery pack – with optional dual control levers for time trials and triathlons and a satellite switch. The control levers feature an electronic shift button that riders simply push, just like a mouse click on your computer, to change gears. What's key is it moves the chain to the sprocket, or chain-ring, much quicker than mechanical systems.

According to TestRider.com, Dura-Ace Di2 manages the operation 30 percent faster than Dura-Ace's mechanical counterpart, with most of the improvement in shifting the front derailleur.

Another advantage, the electronic system's derailleurs, which move the chain between the different-sized sprocket wheels on the bike, automatically “trim”. This means, when a rider shifts the rear derailleur, the front derailleur automatically adjusts, so there's no need to trim. The result: no overlap or chain-rub. Also

with an electronic system, there are no contaminated or stretched cables.

TestRider.com also reports that the ingenuity of the Dura-Ace Di2 lies in its ability “to shift the front derailleur while out of the saddle ... (so) the harder you peddle, the smoother the shift. For any experienced rider used to planning ahead for front derailleur shifts under pressure, it is absolutely mind-boggling.”

While the smoothness of the electronic gear system can be enjoyed by anyone who rides a bike, the average cyclist is unlikely to care how fast their bike shifts gears and may balk at the heftier price tag of Shimano's electronic version (between USD\$4000-USD\$5000 for the main set of components).

In the super competitive world of professional road racing, however, any time saving, no matter how slender, may give a rider the crucial edge that might make all the difference. The dual control levers for time trial and triathlon provide additional benefit by eliminating the need to change hand position with the rider capable of shifting gear at the base-bar or bar extensions. Again, this provides another opportunity for riders to save time and it helps them to concentrate on the ride.

In the past, though, reliability has been at issue with earlier electronic gear-shifting attempts. Putting aside the deep pocket needed for the Dura-Ace Di2, questions remain about the ease of set-up and its all-weather durability. Only time – and plenty of road-testing – will tell.



## WOOD FRAMED BIKES

The bikes pictured below have frames that are entirely made from different types of wood. I think most of them are very beautiful. I'd love to own one. Or two. Okay...maybe 3.



Here are some detail Pictures





just standing around before the ride starts you should feel chilly. The parts that get cold, at least on me, are the extremities. Fingers, toes & ears hurt when they get too cold. A good pair of gloves is essential, as are socks. Smart wool socks are very good but “dumb” wool is just as good. You won’t want really thick ones. If they make your shoes too tight it’ll cut off circulation & your tootsies will freeze off. I always get socks that are knee high. When it’s below 40 it’s a good idea to cover your shoes with booties. These are my favorites.

[http://www.performancebike.com/bikes/Product\\_10052\\_10551\\_1082829\\_1](http://www.performancebike.com/bikes/Product_10052_10551_1082829_1)

1

In my opinion these bikes are truly works of art.

I don’t know how they perform, but I hear the ride is kind of wooden.



## DRESSING FOR COLD WEATHER RIDING

**Larry Best**



Layering is smart, but it’s not a good idea to wear too much. If you do you’ll be really uncomfortable, e.g., too warm. When you’re

They’re from Performance Bike & are about \$30. The last pair I had lasted 10 years. They’re made from Neoprene. Coupled with wool knee socks your toes will stay comfortable down to the low 20s.

When it’s around 40 F or less I won’t go out without a balaclava (ski mask). I bought a neoprene one several years ago. Big mistake! For me, the neoprene balaclavas are waayyyy hot. I have two; one is light weight made from Cool Max & the other is a knit made from who knows what. It’s heavier though. When buying one be sure to get one you can breathe through. There will be times when you might want to pull it up over your nose. It doesn’t have to have an opening for your mouth. Mine doesn’t.

I just breathe right through the fabric. Doing this also helps warm the air so it won't be such a shock to your respiratory system. If you buy one, hold it up to your mouth and breathe through it. You should be able to do it easily. If you can't, don't buy that one. You can find them on eBay for less than \$5.00.

When buying winter wear you'll probably want most of your clothes to be wind proof, or at least wind resistant (except for the balaclava). A good way to test for wind resistance is to hold it up to your mouth and try to breathe through it. If you can't, that's good. I try this on jackets, gloves, tights or anything else I want windproof.

I used to commute 36 mi/day all year 'round. I'm also a cheapskate, so I don't go nuts buying expensive brand names. When it's colder than 40F I wear Performance Triflex windproof/waterproof tights with no long johns or other base layer

[http://www.performancebike.com/bikes/Product\\_10052\\_10551\\_1108946\\_-1\\_\\_\\_\\_\\_](http://www.performancebike.com/bikes/Product_10052_10551_1108946_-1_____)



These are pricey at around \$100. From personal experience I can tell you they are absolutely wind and water proof. The fronts are insulated and as far as my experience takes me, there are no tights anywhere on Earth that are

as warm as these. Other, light weight tights are all right for temps of 40-45+

On top I wear a jersey from Sahalie made from Polartec. They call it butterfleece."

<http://www.sahalie.com/jump.jsp?itemID=3149&itemType=PRODUCT&path=1%2C2%2C8%2C2008&iProductID=3149>

The down side is they have no pockets, but they are very warm & zip up into a nice turtle neck. It's easy to wear it over a jersey or other base layer. They're very soft, warm, and cozy.

I wear a Performance unlined, windproof jacket with Illuminite. Actually, I have two. One for cool weather that's just a nylon shell and the other I reserve for very cold weather. It's actually a rain jacket, so it's completely water proof and wind proof. Pit zips are a good feature because they can be opened when you (I told you) get too hot.

As I said earlier, the extremities are the things I find it hardest to keep warm. You can be very warm, even hot, when riding in cold weather, but if your fingers and/or toes are cold it makes for a miserable ride. When shopping for gloves I look for windproof, waterproof ski gloves with good insulation. Unfortunately these can be heartbreakingly expensive. Here's an excellent web site on which to look.

<http://www.sierratradingpost.com/s/gloves/>

If you can't find anything on this site, move to Ecuador.

I have a pair of Gortex mittens with removable liners that I wear. I almost never wear the mittens because they're so warm. Even with temperatures in the mid 20s my hands get so hot it's uncomfortable.

The last item that's a must for me are glasses with at least 2 sets of interchangeable lenses, one dark and the other yellow. On dark, cloudy days glasses with yellow lenses will improve your vision by making everything brighter.



Dark lenses are a must for the 4 or 5 days per winter when the sun shines.

With the booties, tights, jacket, gloves, balaclava, and glasses there isn't one square of inch exposed to the elements. I know some of

you still don't believe me, but you can be very warm and comfortable riding in the mid teens if you have the right kind of clothes. Basically it's the same stuff you'd wear for cross country skiing, and many of you know how warm you can be during that activity.

**During the winter months it's more important than ever to keep your bike clean. Salt, dirt, grit, and other slop from the roads can really do a number on your bike.**

**Here's a good way to clean it off.**



**Scroll down for the last page.**

