



## A LITTLE CYCLING ETIQUETTE

We have covered in a past issue details of *Safety Riding in a Group*, so let's cover a little Cycling Etiquette.

There are unspoken "rules" of behavior in the cycling community. If you are a new rider or your riding is done mostly solo, you may be unaware of these protocols, so here are a few "rules" of cycling etiquette to help those of us too embarrassed to ask.

**Don't Be Late** - Be respectful to the ride leader and don't be late. Be prepared to ride alone if you arrive late. Group rides typically start on time of the official roll out time. It is a good idea to arrive at least fifteen minutes before the start of the ride so you can get your cycling gear prepared and give your bike the ABC's (Checking your Air, Breaks & Chain).

**Pick The Right Group Ride** - Most group rides separate into groups depending on mileage and speed. Pick a group that's right for you. This way you are sure what type of group ride you are getting yourself into and you are being respectful to everyone you are riding with.

**Remember this when joining a group ride** - It is expected that cyclists attending group rides will respect the work and effort of the ride leader and their fellow cyclists by maintaining a pace within 2-miles per hour of the advertised average. *Example:* if the average pace is advertised as 14-16 mph, then you are expected to average a minimum of 12 mph or average a maximum of 18 mph.

**Be Prepared** - Always bring a tube, CO2 or a pump and the tools to change a flat. Know how to change a flat, if you don't know, ask a fellow cyclist to help you do this so you can do it the next time it is needed. Be sure to have water bottles filled and ready to go. Bring some money on the longer rides be-

cause often group rides stop at convenience stores to fuel up. Bring a cell phone to have in case something happens and you need to call for help. Getting the numbers of the cyclists that you are riding with is a great idea in case you get lost or need help.

**Be Predictable** - Group riding requires even more attention to predictability than riding alone. Other riders expect you to ride straight, at a constant speed, unless you indicate differently. Not doing so makes you a hazard to yourself and everyone else riding with you.

**Communicate with the group** - Use hand and verbal signals to communicate with members of the group and with other traffic. A few examples are:

- Use hand signals to indicate all turns, stopping, slowing, and road hazards.
- Use verbal warnings. This includes warnings for turns, stopping and slowing.
- "Car up" to warn of approaching vehicles.
- "Car back" or "Coming around" to warn of passing vehicles. "Car Back" also means to single up immediately.
- "On your left" when overtaking and passing (always pass on the left) other cyclists.
- Point out and loudly announce hazards in and along the road. This includes potholes, bumps, road kill, gravel, sand, dogs, runners, pedestrians, cars, or anything hazardous to a cyclist behind or in front of you.

**No-Drop Means** - If the group ride is advertised as a no-drop ride, as a courtesy, this means a leader or a designated rider will wait at turns if the group becomes separated. This does not mean that you will never be alone on a long stretch, so be prepared to ride alone if you are not keeping the speed of the other riders.

## Special Events/Announcements

### 2010 MEMBERS

Becky Stanley, Ben Cole, Bob Evans, Bonnie Vowell, Bret Burleson, Craig DeLoach, Curt Snider, Dan Evans, David Johnson, Forrest Strickland, Frank Willingham, Janel DiVirgilio, Jennifer Wiggins, Joey Latulippe, Joy Burnham, Ken Hacka, Laurie Johnson, Nancy Mallory, Patrick Wilson, Penny Willingham, Rick Smathers, Ron Cole, Ronald Bolton, Shane Shaddix, Steve Alford, Vicki Shaddix

### October

Lewis Grizzard Bike Ride for Literacy	3rd
Honey Bee Century	9th
Trek Breast Cancer Awareness Ride	9th
<b>Club Meeting</b>	<b>11th</b>
<b>Club Ride</b>	<b>16th</b>
Spin for Kids	23rd
Howling Halloween Hundred	30th

### November

Alpharetta Century 2010	6th
<b>Club Meeting</b>	<b>8th</b>
The Eurand CF Cycle for Life	13th

### October Club Ride

#### LAST CLUB RIDE FOR 2010

**Saturday, October 16**

**Hosted by: Vicki & Shane Shaddix**

3 routes, no-drop, no SAG available

Rolls out at 8:30AM sharp from the West Point Dam, parking at the Resource Manager's Office

Cue sheets will be available.

Contact Vicki: [bluedolphins@charter.net](mailto:bluedolphins@charter.net)

Online maps available at: <http://www.westgeorgiaflyers.org/ridemaps.html>

### HAVE A STORY TO SHARE? WANT TO CONTRIBUTE?

Email your written article to Vicki Shaddix. Just copy and paste it into an email. [bluedolphins@charter.net](mailto:bluedolphins@charter.net)

## COLD WEATHER IS COMING, WHAT SHOULD YOU WEAR?

A good rule of thumb when preparing for a cold weather ride is to start off just a little cold, because after about 10 minutes of pedaling, you'll warm up quite nicely.

Layer clothing made for cold temperatures and avoid cotton, because once it's wet, it only makes you colder.

**The Core:** First, consider the rule of layering. This is a technique of wearing varying weights of clothing designed to wick, trap, hold and block. The overall purpose of layering is to trap insulating air between layers of clothing and subsequently hold heat in.

Wear a lightweight, wicking fabric next to the skin. This type of garment will wick moisture away from the skin, keeping your skin and clothing dry to avoid heat loss through evaporation.

Next, wear something with thermal capabilities that retains warmth while allowing a slow "breathing" process of the fabric. Modern synthetic fabrics like polyester breathe and will help you stay warmer longer.

The outer garment will serve two purposes: Hold warmth in, while blocking the cold air and wind. Fabrics like nylon serve this purpose well.

**A TIP:** If you're riding without a windbreaker and find that you need one, insert sections of a newspaper inside your cycling jersey. Insert it in the front to block on-coming cold air, and in the back to conserve core body heat and act as an insulator.

**The Head:** About 30 percent of the body's heat is lost through the head. A tremendous supply of blood circulates through this area, so if you keep your head warm, your body will stay warm. Depending on the severity of the cold, differing levels of head gear can be used. Ear bands or ear warmers are a good beginning. A scull cap of synthetic fabric is a good lightweight remedy.

In very cold weather, use a heavy-duty winter cycling cap that has both a bill AND ear flaps. Worn under a helmet, the helmet strap holds the ear flaps down, keeping the head nice and warm.

In extreme conditions, use a balaclava (or full hood) which covers the head, face and neck and has a small opening for the eyes and nose.

And don't forget the eyes. Traveling through cold air causes your eyes to tear, making it extremely difficult to see. Choose a good pair of cycling glasses that curve around the face and protect eyes from wind and other elements, without fogging up.

Respiration is another way to lose body heat, so if you're not wearing a balaclava, fold a bandana into a triangle and tie it to fit over your nose and mouth—just like the robbers in the old Westerns. This can make the difference between a comfortable ride and a miserable one.

**The Hands:** Most cycling gloves are cushioned on the palms, providing proper circulation in the various hand positions on your handlebars. Gloves also protect your hands from road rash if you fall. In the winter months, full fingered gloves are a good idea or cycling mittens for more extreme conditions.

**The Feet:** Since the feet are pedaling circles and churning through the cold air more than the rest of your body, they need to be protected from the cold. Like the head, body heat is lost to a large degree through the feet. For cold-weather riding, use a heavier thermal cycling sock that wicks moisture and retains heat; choose socks made from synthetic fabrics or wool.

Cycling booties slipped over your shoes are great in cold weather. The booties are designed to accommodate your pedal cleats, and insulate your foot and ankle as well. For days that aren't cold enough for booties, wear toe covers. Toe covers accomplish the

same thing that a windbreaker does for your chest: they keep the cold air from penetrating your foot.

If you're on a ride without booties or covers and your feet get cold, get plastic bags from a convenience or grocery store and slip them over your feet (inside your shoes).

**The Legs:** Keep knees covered anytime the weather is below 50 degrees. This helps keep them warm and protected from the cold air, thus keeping them properly lubricated and functioning. For semi-cold weather, short cycling tights are a good option; they come down just below the knee without covering the entire leg.

Cycling leg warmers are also very convenient as they are easy to zip on and off quickly as needed. For colder weather, full cycling tights range from lightweight to heavy and waterproof, or you can find insulated cycling pants.

**The Arms:** Like cycling tights and pants, arm warmers can be used to keep arms warm in semi-cold conditions. Arm warmers can be quite useful for days that start out cold and warm up as the sun comes out. As the weather warms, the arm warmers can be rolled down or taken off and stored in your jersey pocket. Again, there are varying degrees of thickness and insulation of arm warmers.

On winter days that don't warm up, wear a long-sleeved jersey (either insulated or not depending on the cold) for your middle garment as described above.

**Eating:** Eating during the cold weather is way more important than you think. What happens when you are cold is your body burns more carbs to keep you warm and toasty. Eating well in the morning - both carbs and protein before you go out on any kind of a ride is important. But eating and drinking during an endless ride is even more important.

Last thing about the cold - do not fear it...base layer up and get out there.