

BIKE SHORTS
A PUBLICATION OF
REDLANDS WATER BOTTLE TRANSIT
COMPANY



HAPPY HALLOWEEN

THANK YOU, SPONSORS!

DON'T FORGET TO THANK ALL OUR SPONSORS WHEN YOU DO BUSINESS WITH THEM!



Bike Shorts is a monthly publication of Redlands Water Bottle Transit Company, visit us at RWBTC.ORG.

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A special thank you to our members that contributed to this month's newsletter: **KEEP THOSE ARTICLES AND PHOTOS COMING. YOU CAN SUBMIT AT NEWSLETTER@RWBTC.ORG.**

If you have not renewed your membership now is a great time to do so. NEXT MONTH MEMBERS CAN ORDER A QUALITY KIT BY VOLER FOR THE LOW PRICE OF \$99. (YUP-JERSEY AND SHORTS) WHAT BETTER EXCUSE TO JOIN NOW. Besides making new friends we have great rides, events and parties coming this year. Go to the website and you can pay by bank card.

Message from the President!



Welcome to Autumn. Cooler days, earlier sunsets, later ride start times, goatheads, Halloween, pumpkin pie...

Summer is over. Rides start at 8 AM unless otherwise posted. The September Pizza Party had a huge turnout. Our October meeting was big and featured the new Specialized Robaix. We also had Jeff Herring from Voler out to help us with a fitting. The link to Voler is now active. You need to log onto our website with your user ID and password to be able to click the link to Voler and place an order for the 2017 Kit.

Because of the generosity of our sponsors, we are able to set the online pricing so that it is possible to purchase a jersey and shorts for \$99. This discount is applied across the entire lineup and only occurs on this initial order and only through Voler's online store. New for 2017 is the rain jacket, only full zipper on jerseys, and mountain bike jerseys. These prices end when the order window closes October 15th. I know it's been in the 90s lately but if you

wait to purchase that jacket, vest or arm warmers, you will be paying as much as 35% more and only IF we have a secondary order next year. The only items we stock in inventory are jerseys, shorts and a few accessory items, so if you want bibs or the 6+ hour Comp HP pad, now is the time to buy.

We opened nominations at our October meeting and I am very pleased with the number of members who have "thrown their hat into the ring". It's not too late for you to step up as nominations will close at the November meeting when we elect the 2017 Board of Directors. All positions are available and at the time of this writing, we still are in need for an individual to take on the position of Editor. Please consider the opportunity you have to give back to the club and help out.

Speaking of the November meeting, remember it is a pot luck and an opportunity for you to show off that special recipe. That takes us to December and the Christmas Party. This year we will meet at the Pavilion at Chapman Ranch in Yucaipa. The date is Friday, December 9th at 6:30 PM. The entrée will be Rosemary & Orange Crusted Tri Tip or Vegetable Lasagna. Entertainment will be provided by our own G_Don.

Ride safe,

Don

PLEASE WELCOME OUR NEW MEMBERS

ELMER BALCETA

TIM H DANSON

AARON FIELDS

JENNIFER G GRANT

MICHELLE HARRYMAN

JESSENIA N MONTEJO

ANDREW F WALL

**Don't forget to order a new kit by Voler
starting at the low price \$99 on the website.**

See you on a ride.

Newsletter Editor Notes:: : :

The **Christmas Party** is coming. It will be Friday December 9, 2016 at The Yucaipa Country Club. So mark your calendars. The address is 33725 Chapman Heights Road, Yucaipa. 6:30PM no host bar, 7 PM dinner. Choice of Entre is: Rosemary and Orange Crusted Tri Tip or Vegetable Lasagna. Yum!

PLEASE NOTE: If you want dinner you must sign up on the club website. There will be no food tickets sold at the door. The country club requires an exact head count. Sorry.

More info to follow, watch your email

Warning: This club has a crack problem, please be aware.....

I'm not talking about the terrible street drug. You know what I mean. The rider in front of you has on some well-worn shorts. They probably have thousands of miles on them and they are comfortable. But the Spandex has done its job by expanding and expanding to the point there is little left to the imagination regarding parts of the lower human posterior.

Ask your riding partners, do I have a crack problem? And if in doubt throw them out. But do not despair because you can get a new pair and a jersey all for the low price of \$99 bucks. Ordering on the club website is now available. You can get club kits for like 35% ish off the list price. It's a deal and you won't be hanging it out there!!! You will have to login to the club website to order and pay. "Nuff said".





RWBTC MEMBERS GATHERING BEFORE RANDY'S FRIDAY NIGHT RITUAL RIDE

RWBTC

A message from your Ride Director Mark Wingo

RANDY STEPHENSON

“The bicycle is a curious vehicle. Its passenger is its engine.”

First and foremost, I want to thank everyone that showed up at the Celebration of Life for Randy Stephenson.

It was more highly attended than the Summer Party or Christmas party. Randy's family was genuinely touched by the out pouring of love and support by our members. The ride from

Don's Bike Shop to Ritual Brewing drew a large group. The largest I have ever seen for such an event.

For those who were not able to attend, there are lots of pictures & videos on the club's Facebook page and website.



The University of California Riverside Pipe Band was one of the truly memorable moments when playing Amazing Grace as everyone in the building stood quietly. There wasn't a dry eye in the house.

WATCH THE CLUB CALENDAR FOR RIDE TIME CHANGES!!!!!!!

Beginning October 1st ride start times will change as follows:

- Tuesday/Thursday (AM Fitness) L-“B” Leader: Sue S.
- Tuesday/Thursday (AM Fitness) L-“C” Leaders: Chris S./Vic J.
- Saturday (Local Rides) L- “B,C,D” Leader: See Calendar
- Sunday Morning Breakfast Ride Leader: Don Q.

Start Time: 8:00 AM

Start Time: 8:30 AM

Start Time: 8:00 AM

Start Time: 8:00 AM

In August of this year many in the Club rode The Cool Breeze Century and Metric Century in beautiful Ventura, CA. The Club Metric riders had been asked by a non-club rider on a recumbent tricycle and a mother and adult son team if they could ride with us. They liked our pace and friendly group. We of course let them join us.

As we were coming back on the bike trail not far from the start/finish an accident occurred. As we rounded a corner a large truck was crossing the path blocking it. Several other riders were stopped and a “STOPPING” command was yelled out by the RWBTC group. Unfortunately, the mother and adult son crashed into the tricycle. The son had a bloody lip, the mother’s wrist was broken and the tricycle was disabled. Most impressive was how us “Water Bottlers” jumped to action and helped out those in need. Some went to slow bike traffic on the path, others were on the phone to SAG support and contacting first responders. Others were attending to the crash victims and keeping them comfortable until help arrived.

This is a text from the mother sent to Bob Patterson:

Hi everyone, Denise here, I text Bob later that weekend & thanked him and the crew for staying with my son & I after the crash. It was the true spirit of why I/we cycle.

My take away from this accident - do not ride behind a recumbent.

Thank you again! 🚲🚲🚲



Some of those helpful “Water Bottlers”.

Hi,

The Excellent Adventure of Kathy and Roger has included about 7500 miles of traveling so far. We've been through 24 states and one Canadian province. Tomorrow we leave the Houston area, heading for Waco (Kathy's mom and dad) and then up to Oklahoma City. Recently, we've been down the Natchez Trace (a really great ride) and before that, along the valleys of Appalachia.

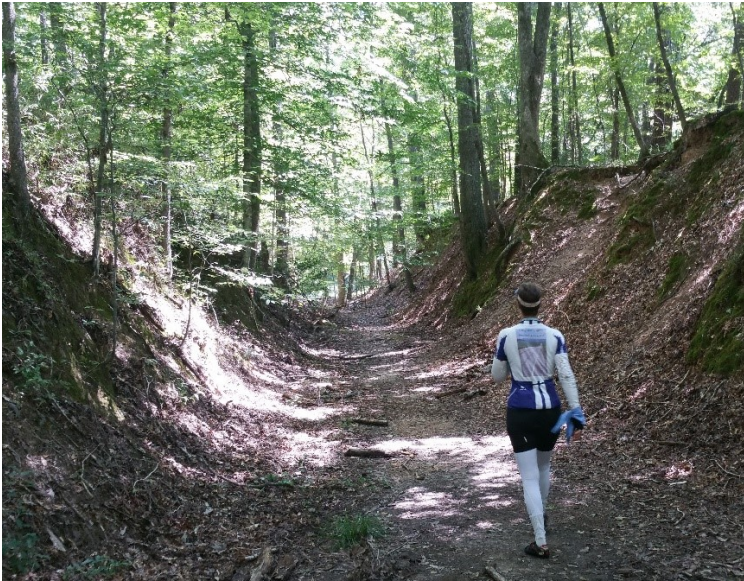
Here's a couple of photos of the Silver Queen along the way.

Roger as we arrived at the Mississippi River (for the second time)

Kathy walking a bit of the original Natchez Trace

Kathy and Roger on the Natchez Trace Parkway.







You can never have too many bikes☹but what to do with those that don't fit in the garage. Submitted by Randy Wilson.

Rules of the Road: Cycling Legend Jens Voigt's Do's and Don'ts of Group Rides

By Jens Voigt



You'll often see cyclists riding in a group, and especially during a race, in a *peloton*. And there's a reason for this: safety. You'll be more visible to cars, can call for help if someone crashes, and as is the case with racing, can help each other keep pace. Even when riding for fun, though, it's safety first, and only after that is group riding a social experience.

Here are few rules to keep your group rides safe (and still enjoy them):

DO consistently pay attention to your front wheel, and make sure it's not close to touching the wheel of the rider in front of you.

DO warn the rider behind you if you intend to pedal out of the saddle. Make a signal with your hand and say, "Raising." Standing out of the saddle can throw your bike back a little, so this way the person behind you gets a heads up.

DON'T spit or clear your nose—without first considering the wind direction. Move out of the line to make sure you don't spit on the rider behind you! This is about the most disgusting thing that can happen on a group ride, believe me.

DON'T *half-wheel*—which is when you consistently stay a half-wheel's distance in front of the person next to you. It can cause the pace to increase to uncomfortable standards. Instead, communicate. If one rider is clearly stronger than another, discuss the matter. Perhaps the weaker rider can pull a little harder, but only for short 2-minute bursts. The stronger rider can also agree to slow down out of courtesy. There is no need to humiliate a fellow rider.

DO bring your own food, water, and a spare tire. Every rider loves to help out, but you don't want to be the person to always “forget” your stuff. You may become less welcome in the group!

DO define your group's objectives. If some people want a harder ride, or race simulation, make sure everyone knows before the ride begins. That way whoever decides to join the particular ride knows what he or she is in for. Likewise, if the goal of the day is simply to cover base miles for four hours, then please respect the easier pace.

DON'T take both hands off the handlebars at once—if you're a complete beginner. The pros take off gloves and rain jackets while in the middle of the peloton, but we have years of experience and are paid professionals.

DO keep your hands close to your brakes until you feel comfortable riding with a group. That rule also applies to anyone who's riding with new group members. You simply don't know about their riding skills, and will want to be able to brake if necessary. I keep my hands close to the brakes all the time when I show up at social rides, and I don't know anybody there.

DO chat, laugh, and tell old stories. Safety comes first, but the rest is what group rides are best for: chatting and laughing and making new friends.

This article is not intended to substitute for informed medical advice. You should not use this information to diagnose or treat a health problem or condition. Always check with your doctor before changing your diet, altering your sleep habits, taking supplements, or starting a new fitness routine.

Jens Voigt



Fitbit Ambassador Jens Voigt is a former professional cyclist currently serving as a team consultant for Trek Factory Racing. Jens embraces pain and lives by the motto: “Shut Up Legs!” He once rode 20 kilometers in the Tour de France on a kid’s bike. Jens has six (yes, six!) children and lives in Germany.

Bottom of Form

Submitted by Bob Patterson



8 Things Slowing You Down on the Bike

• By Marc Lindsay



On the bike, the wind is enemy number one. While it doesn't mean you need to wear a skinsuit on your weekend group ride (seriously, please don't), if you're wearing an ill-fitting jersey it could be slowing you down. Instead of a loose, baggy jersey that will act like a parachute in the wind, opt for a closer fit for better aerodynamics.

Under- or Over-Inflated Tires

2 of 8



Rubber inner tubes leak around 5 to 10 psi per day. If you're using a latex inner tube, it's even more. If you aren't airing up your tires to the correct tire pressure before every ride, the lower tire pressure will increase the contact patch on the road and slow down your speed, acceleration and cornering. Likewise, over-inflated tires will cause unnecessary bouncing, which will not only fatigue your body but also slow down your momentum—particularly over bumpy surfaces.



Cheap Shoes

All cycling shoes are not made equal. While the fit and closure are subjective, the stiffness of the sole will make a difference in how efficiently your energy is transferred to the pedals. Pricier cycling shoes made with stiff carbon soles are extremely efficient at transferring the power you're producing into forward movement. Shoes with a softer sole will lose energy the more the sole flexes, which in turn will keep you from going as fast as possible.

Your Weight

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Cycling, particularly when you are going uphill, is all about your power-to-weight ratio—or how much power you can produce per kilogram of your body weight. A few extra pounds on your mid-section isn't helping you produce power, and in turn, will slow you down significantly. To get faster, try to lose a few pounds while maintaining the same amount of strength.

Your Position

5 of 8



Comfort plays an important factor in how fast you pedal on the bike. If your back or your neck hurts after a few miles, you aren't going to feel like pedaling for very long. Dialing in the fit of your bike will solve this problem, and it'll also put you in a good aerodynamic position.

If your current position is too upright, you'll expose your chest to the wind, which will also slow you down. Once you find a balance between a comfortable position and good aerodynamics, you'll be more likely to use the drops for longer periods of time. This will lower your center of gravity, expose less of your chest to the wind and make you faster on the bike.

The Stuff in Your Pockets

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There is a delicate balance between being prepared for what can go wrong out on the road and lugging a suitcase's worth of stuff in your jersey pockets and saddle bag. Carrying something you'll likely never use? That's extra weight you have to account for. A full size hand pump, 28-ounce water bottles and three inner tubes are all going to slow you down. Pair down your gear so you only bring along the essentials, and carry smaller bottles that weigh less. You can always find a place to fill those bottles up instead of carrying all that extra weight.

Sloppy Shifting

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Shifting at the right time can help you maintain forward momentum. This means shifting before a climb instead of waiting until you're on it, or before you slow down heading into a corner. But precise shifting also means your drivetrain is working correctly. If you try to shift and your bike doesn't find the gear you were hoping for right when you need it, it'll slow you down. Over time, cables stretch, derailleur springs wear and the teeth on your cassette eventually become round, so a regular tune-up is necessary to keep your bike shifting smoothly and on time.

Entry-level Wheels

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Even if you have a new, fairly expensive bike, there's a good chance you're still cruising around on entry-level wheels. The reason most companies include cheaper wheels on bikes is because it lowers the overall purchase price significantly. But with those cheaper wheels comes poor aerodynamics and an increase in rotational weight. While it won't be cheap, an upgrade in your wheels is one of the easiest ways to go faster while producing the same amount of power.

Submitted by Don Quering



EXTRA! EXTRA! READ ALL ABOUT IT!

Have a picture to show? A story to tell about a ride? Any bike related info you want to share? The RWBTC Bike Shorts wants to hear from you! Please email all contributions to Bruce Dowell at newsletter@rwbtc.org.

October Ride Calendar—All weekend rides begin at **8:00 AM** from Stell's Coffee located at Brookside and Alabama, Redlands, **unless otherwise noted**.

ALL rides and their start times are posted on our web site, on the Calendar

Standing rides are held each weekend on Saturday and Sunday mornings. Other rides head out on Tuesday and Thursday evening, and (seasonally) Wednesday evening.

Introductory rides are offered by the club and "Ride Yourself Fit." See website for details.

Ride Classification

Level	Description
D	For novice or recreational riders. Expect to ride at a pace of 10 – 14 mph with re-groups as needed. Expect the ride leader or another club member to stay with the slowest rider and to offer assistance for flats and other minor mechanical problems.
C	For competent riders with basic safety and bike handling skills. These rides combine social riding with improving fitness and riding ability. Expect that most riders will ride in groups at a pace of about 14 – 16 mph. There may be re-groups on the route, but they will be limited. Riders are comfortable navigating by map if separated from the group and can handle their own mechanical repairs.
B	For strong, experienced riders with considerable group riding experience. Expect the emphasis to be on improving individual stamina and riding skills. Most riders will maintain a pace of 16 – 18 mph and will not feel obligated to wait for slower riders. Pace lines are common. Riders are able to handle their own mechanical repairs and are comfortable navigating by map if separated from the group.
A	For extremely strong and competitive riders with expert bike handling skills. Expect riders to be self-sufficient and to maintain speeds of 19+ mph for extended distances using pace lines.