



The Hub Bike Co-Op's Quick Guide to Winter Specific Maintenance and Riding:

- ❑ BEFORE winter begins...
 - ❑ Thoroughly clean the bike with a dry rag or soapy water
 - ❑ Apply a frame polish or wax to help protect the frame
 - ❑ If you have a steel frame, apply Framesaver internally
 - ❑ Thoroughly clean the chain and lube with a "wet lube".
 - ❑ Spot lube pivot points, cables and spoke nipples with Triflow
 - ❑ Remove the seatpost and stem and apply grease to prevent corrosion
 - ❑ Remove and oil the axle nuts or quick release skewers, re-install.
 - ❑ Remove and oil/grease any threaded fasteners you have access to, in order to prevent corrosion
- ❑ The ABC's of winter maintenance. What to check EVERY ride.
 - ❑ A = Air. Check your tire pressure before heading out for the day. Just give the tire a squeeze and make sure it is not flat/ close to flat
 - ❑ B = Brakes. Check that your brakes are working smoothly and that you do not have friction in the lines. All parts should move properly.
 - ❑ C = Chain. Check for rust (it can come on overnight). Clean and lubricate if needed.
- ❑ Your winter riding WEEKLY maintenance checklist
 - ❑ Clean and lube chain. Use a wet lube for the winter. If you see rust developing, then switch this to twice per week.
 - ❑ Wipe down bike with clean dry rag or soft bristle brush to get the big stuff off.
 - ❑ Spot lube all pivot points and cables (Triflow)
 - ❑ Check air pressure
- ❑ Your winter riding MONTHLY maintenance checklist
 - ❑ Weekly checklist, plus...
 - ❑ Spot lube spoke nipples with Triflow
 - ❑ Lubricate the keyway and shackle of your lock

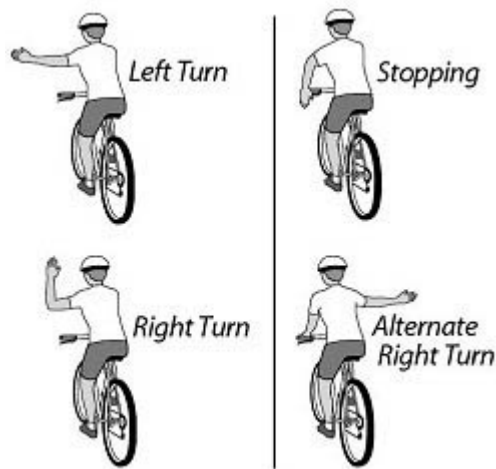
- Perform a thorough cleaning of the entire bicycle and reapply frame polish or wax.
- Check your chain, tires and brake pads for wear
- Check all cables and housing for any damage, rust, lack of function or fraying and replace if any is found
- At the END OF WINTER, if you are putting your winter bike in storage make sure to...
 - Monthly checklist, plus...
 - Clean the bike thoroughly and note any corrosion. Replace corroded parts
 - Overhaul bearings (headset, hubs, bottom bracket, pedals etc.
 - If you are really looking for something to do as an added bonus.
Remove, tires and tubes, remove rim tape and thoroughly clean inside the rim bed and spoke holes.
- Following these checklists should be considered only a guideline, use your best judgment for your particular situation and please see any of our mechanic if you have questions about the best way to care for your bike. If you do not have a good location to perform these checklists, feel free to stop in to use the "Do it Yourself" room at our 3020 Minnehaha Ave location (\$5 per during any store hours as of this writing).

Winter Riding Techniques

- a. Bike lanes and the best routes
 - i. When the snow piles up a lot of bike lanes start to disappear and all of us travelers out on the road get a little pinched as the roads effectively narrow. Now is the time to step up your game. Be vigilant, be predictable and be visible.

- b. Predictability

- i. If other travelers know what to expect from you, you will be much safer
 - 1. Signal your moves using your left arm...



- a.

- b. Keep in mind that using your right arm for the “alternative” right signal may be harder to see by traffic, which is usually on your left.

- 2. Obey traffic laws. This will take the guesswork out of your interactions with other traffic.

- c. Visibility

- i. There are a few things that you can do to increase your visibility. Minneapolis requires a front white light and a rear reflector. This is minimal visibility and not the best option for winter. The best visibility comes from a combination of reflectors, lights, route choice and behavior
 - 1. Reflectors come in 2 main varieties. Those that are mounted and those that are worn. Your bicycle is most visible with reflectors on the pedals, wheels, seatpost and handlebar. You as a rider are most visible with hi-visibility/ reflective outer layers (vest or shell layer), gloves. Reflective stickers can add more visibility on bike frame, helmet, etc.

2. Lights should be of a high quality and bright. The headlight will not only help you be seen, but ideally will help you see. There is a lot of dark hours in the winter and having a good beam of light to guide your way should help your ride be more fun as well as safer. Rear lights can help ensure that car traffic will be well aware of you as they pass by.
3. Route choice can have a huge influence on visibility. If possible, stick with roads that have ample street lamps and well marked lane positions (This is not always possible, but if it is a choice, it will help keep you visible to other traffic).
4. Behavior. This is a part of predictability as well. Stick to your line when riding. Cyclists are allowed access to the lane and believe it or not, it can be safer to ride on the road as compared to sidewalks (it is illegal to ride on many sidewalks anyway). If you stick with traffic and act like traffic then you will be visible to traffic. One common mistake to avoid is to ride closer toward the curb in the spaces between parked cars. This will only cause problems when you have to ride back out into the lane to avoid the next parked car. It makes you unpredictable and harder to see by motorists.

d. Stay Upright

- i. One major difference between winter riding and fair weather riding is how far you lean into turns. In fair weather one can often lean quite far into a turn. However, in the winter you are more likely to lose your traction due to ice. To deal with this, simply try to take your turns a little slower and a lot more upright. This way if you do happen to fall, you won't have the same momentum to slide out into the road.
- ii. Another big difference is stopping distance. If you find yourself on a slippery patch, you may need a LOT more time to bring your bike to a safe stop. Always practice caution and begin your stops sooner than in the summer.

e. What if I fall?

- i. For starters, there are many things we can do to minimize the chances of falling.
 1. Take it easy and ride a little slower, this will allow you more control and more reaction time
 2. Stick to roads that are well maintained. Yes, this often means busier streets, but if the roads are plowed and cleared, they will likely be relatively safe for travel as well. For huge portions of the winter many such roads are almost as dry as they are in the summer.
 3. If you do happen to fall, stay calm. The added clothing and snowy ground can often make a winter fall less painful than a summer fall. The big danger is ice that will allow you to slide toward traffic. If you find yourself sliding toward traffic, do not panic. Get yourself under control so that you can leave the traffic way. Prioritize getting yourself off the road first and your bike second.

- f. Public transit
 - i. The train or bus can be a great backup for those days that are just too cold or the snow is too deep or you just don't want to fix that flat tire in a snow bank. It is a good idea to keep a bus schedule and know the line that could get you off your regular bike route to wherever you need to be.
- g. Cell phone
 - i. Could get you out of a jam if you have a phone with charged batteries.
- h. "Warm houses"
 - i. Find various places along your route where you can stop and warm up. Could be a coffee shop, a friend's house, a corner store, or if you're lucky it could be a bike shop! Simply make a note of the options you have should you get caught on an extra cold day, in need of a warm up.