



Q At 78, my fingers are badly affected by the cold weather. I struggle to use my Di2 shifters. I have tried waterproof gloves with a merino wool inner, and chemical pads which warm up in the gloves. However, the warmth from the pads doesn't reach my fingers. Could you please advise on the best solution?

Kevin Daniels

The wintry weather should be behind us now, but it is worth going over tactics for staying warm on your bike. Dress for warmth overall, with several thin layers, including baselayer thermals under cycle gear, thick socks, and a neck scarf or skull cap under a helmet.

As you have found, a thin inner glove will help beneath warm outer mittens. There are lobster-type mittens that split the fingers into two groups. If access to the Di2 makes thick gloves impractical, consider fitting bar mitts – also known as pogies – to your bike. These are the sort that delivery bike riders use. They cover the handlebar, shifters and brakes; your whole hand is inserted.

Start the ride warm and have regular stops for hot drinks and fuel, where you can warm up again. Circling your arms to boost circulation may also help. It may be a good idea to keep rides shorter in cold weather. It is meant to be enjoyable and not an endurance test!

Dr Kate Brodie

Meet the experts



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Retired GP
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Q The elastomer in the wishbone seatstay of my Klein Reve (bought in 2005) has perished. I've been told the frame is scrap due to scarcity of parts. I believe the part number for the 'bumper' is 243681, 243682 or 243833. I have been unable to source one. Do you know of a workaround? Or where I can get replacement parts?

W G Harris

The Reve's elastomer suspension bumper is a structurally important part of the composite frame's seatstay arrangement. In its absence the chainstays will be subjected to excessive flex, with the possibility of failure.

If you wish to continue riding it, one option is to have a carbon-fibre frame repairer such as Carbon Cycle Solutions or Carbon Concepts infill the gap. It would then be a rigid frame.

If you wish to preserve the suspension, it may be possible to have a replacement machined in a suitable durometer grade of polyurethane, using the dimensions of the original. Note that softer grades can be tricky to machine. A search online should turn up a machine shop willing to advise on the feasibility of this.

Richard Hallett

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