

VELOSPACE

The bicycle as a contemporary space and the dress for that

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INTRODUCTION



<https://www.pinterest.ch/pin/334744184795757038/>

Modernity has been nourished by speed, by widening of the horizons and a questioning of the tradition. Flexibility has acquired an anthropological dimension. Flexibility and modernity: two movements that go hand in hand.

Urban mobility is growing everywhere in the world and in many cities saturation is gaining the road infrastructure as well as the public transport networks. This causes a strong need for innovation, a profound evolution of uses, tools, actors, values, and even the imaginations of mobility. Technical solutions are now adding new balances and hybridization between public transport and private vehicles (carpooling, Vélib, etc.) **Homo Mobilis by Georges Amar, introduction by Armand Hatchuel.**

To meet the challenge of this necessary metamorphosis, the modern human being needs a new wardrobe.

I use the bicycle as my daily means of transportation. It is a functional sport. I save time and money. In the morning, if I would take the bus to get to the university I would have to spend 20 minutes while with the bicycle it takes me half of the time and I don't have to buy a ticket. Also the amount of adrenaline that spills into my blood while I am cycling wakes me up and gives me a good mood. I ride my bicycle for 10 years already but never had any accidents. I am very careful, drive slow and try to be visible. The market offers helmets and visibility vests which I never used from reasons that I am going to expand further. Also in terms of everyday wear there are not so many options that are dedicated specifically to the urban cyclist that doesn't want to look like it is racing for the Tour de France while going to his job, an official or less official meeting. Another challenge when riding without a roof it is the bad weather. For rainy situations the majority of outerwear it is made out of plastic fabrics that create a `sera effect` by not letting the body breathe and also cannot be worn on a daily basis because of the sporty look and the synthetic feeling. I prefer natural fibers and sophisticated cuts that mix classic office attire with leisure wear. I think the wardrobe of a modern human being needs a strong hybridisation between social code and comfort.

Bicycle vs cars in an urban environment



The Real Cost Of Cycling In London
17TH OCTOBER 2018 / OLIVER SAMPSON / <http://www.londoniguide.co.uk/the-real-cost-of-cycling-in-london/>

The millennial city: a giant grey machine paved with asphalt, concrete, parking lots and many traffic jams! Paris, London, New York, Moscow, Geneva...are united traffic jam heroes. The people of these cities wait for hours on narrow streets in big cars to move towards their jobs or homes polluting the atmosphere of the city with stress and harmful gasses...less in Copenhagen and Amsterdam which have a road and traffic policy promoting cycling. It works :the main public means of transport is the bicycle. The tiny sleek machine was invented in 1817; it brought big changes in people's lives before being dropped by the big majority in favour of the 4 wheeled car which allowed us to live faster, go further, while filling the cities parking spots. Indoor fitness centers replaced the outdoor exertion of cycling. Bicycling has become a leisure activity, or a sport with it's own competitions and athletes. It also still remains a means of personal and independent transportation. However, city cyclers are exposed to urban pollution and car exhausts, which is unhealthy. Copenhagen stands as an example that it is possible to have more bicycles than cars on the streets of a city and that it is a healthier solution for both the people and the environment.

A recent study ([A Beginner's Guide to Biking to Work By Ac Shilton, www.nytimes.com](#)) found that two-wheeled commuters were happier than their gas pedal-stomping, car-caged peers. While accidents and fatalities affect a small percentage of drivers or cyclists, the long-term consequences are felt by every single driver and every single cyclist. Driving very obviously involves sitting still in a car, often up to a few hours each day. To put it bluntly, the health effects of this sitting time are horrendous. Drivers are at an increased risk of heart disease, type 2 diabetes, and certain types of cancer. For every hour you spend in a car each day, your risk of obesity goes up by 6%. There's no way around it, driving is hazardous to your health. It shortens your life. Cycling, on the other hand, does the opposite. Cycling can reduce your risk of heart disease, type 2 diabetes, obesity, depression, and certain types of cancer. It strengthens your heart, muscles, bones, and brain.

We live in cities that are built for cars first. We are surrounded by people who think cycling is borderline foolish, while driving just makes sense. Changing the infrastructure, and people's minds, takes time. (<https://medium.com/@ow/its-time-to-consider-cars-a-luxury-cycling-is-taking-the-world-by-storm-137afbd0775f>)



Copenhagen aims for becoming the bicycle-friendliest city of the world

Image: Troels Heinen
<http://www.traffic-inside.com/2014/02/13/creating-the-worlds-best-city-for-cyclists/>

CYCLING IN THE SUPER-MODERN CITY

Non-Places of Marc Auge



**BODRUM INTERNATIONAL
AIRPORT**
[https://www.theplan.it/
webzine/the-plan-
award-2015/bodrum-
international-airport](https://www.theplan.it/webzine/the-plan-award-2015/bodrum-international-airport)

The space of our primary perception, the space of our dreams and that of our passions hold within themselves qualities that seem intrinsic: there is a light, ethereal, transparent space, or again a dark, rough, encumbered space; a space from above, of summits, or on the contrary a space from below of mud; or again a space that can be flowing like sparkling water, or space that is fixed, congealed, like stone or crystal. Yet these analyses, while fundamental for reflection in our time, primarily concern internal space. I should like to speak now of external space. ([Architecture /Mouvement/ Continuité, October, 1984; \("Des Espace Autres," March 1967, Translated from the French by Jay Miskowiec, pg.3\)](#))

We travel a lot, we buy a lot and we spend a lot of our times in virtual realities in front of our TVs and computers feeling connected in solitude.

In the book *Non-Places: Introduction to an Anthropology of Supermodernity*, Marc Augé coined the phrase "non-place" to refer to spaces where concerns of relations, history, and identity are erased. Examples of a non-place would be a motorway, a hotel room, an airport or a supermarket. The perception of a space like a non-place, however, is strictly subjective: each of us in his or her own way can see the same place as a non-place, or as a crossroads of human relations. For instance, a shopping mall is not a non-place for a person who works there every day. The concept of non-place is opposed, according to Augé, to the notion of "anthropological place". The place offers people a space that empowers their identity, where they can meet other people with whom they share social references. The non-places, on the contrary, are not meeting spaces and do not build common references to a group. Finally, a non-place is a place we do not live in, in which the individual remains anonymous and lonely.

(https://en.wikipedia.org/wiki/Non_place)

This `non-places` are the result of globalisation, they don't have a specific definition, I see them as the backstage of our modern life.

`Even in the Delhi metro there are children playfully hanging down from the ends of the handles. They laugh as their Sikh father in elegant turban eagerly takes photos of them, so that the single sign of 'underground' definitely fits the frame. Although they are in the transit zone, they are still present. Even within this 'lack' or non-India, so to say, social relations and various cultural or even historical meanings are formed. In addition to shops, cinemas, offices, beauty salons in some Asian metropolitan supermarket, we can sometimes also find clinics, which means that in Augé's non-place women can now give birth. [Terje Toomistu \(The University of Tartu\) http://www.materialworldblog.com/2012/11/non-places-of-non-auge/](http://www.materialworldblog.com/2012/11/non-places-of-non-auge/)

Places and non-places are all the time on the move, one is never fully erased and the other reached. This again may raise questions about the use of non-place as an analytical category. As Laviolette in his presentation, Non-Places of non-Augé on November 22, 2012 in Conference and Event Reports also noted, when a category becomes too relativistic, it may not be useful for the analysis of social reality. Rather it seems that the contemporary Augé (or non-Augé), who has undoubtedly moved much further from the concept of a non-place developed many years ago, today uses non-place as a metaphor, which is more useful as a category of thinking rather than a category for direct analyses.

We do not live inside a void that could be coloured with diverse shades of light, we live inside a set of relations that delineates sites which are irreducible to one another and absolutely not superimposable on one another. ([Architecture /Mouvement/ Continuité, October, 1984;](#) ("Des Espace Autres," [March 1967, Translated from the French by Jay Miskowiec, pg.3](#))

`The "NON-PLACE" incites no sense of belonging. It is a space of solitude, anonymity, and consumption in which nothing other than use, function, and personal reflection is applicable. These places are meant to be temporary, not meant to be built upon, created, or have great meaning. Existing in these spaces temporarily distances one from the worries of an environment and provides a sense of liberation, of empty-mindedness.` ([Marc Augé, Non-Places: Introduction to an Anthropology of Supermodernity, 2008,pg.20](#))

Velospace



<https://www.bicycling.com/training/a20028202/8-reasons-to-ride-in-the-rain/>

`One day, the need for space makes itself felt...it comes to us without warning. And never goes away. The irresistible wish for a space of our own. A mobile space that can take us anywhere. A space where everything is to hand and nothing is lacking...just like the aircraft, really. `Already, space is inside you...You never seem so firmly on the ground as you are in (the E)space,` the advertisement ended pleasingly.` (Marc Auge, [Non-Places: Introduction to an Anthropology of Supermodernity, 2008, Prologue, pg.3](#))

A bicycle it is a private moving space within a public space. For about 30 minutes, the time that would take me to cycle through the city to get from one meeting to another I would be alone at last.

Since childhood when I was landing on the go solo concerts, until now when I listen to music in my earphones while commuting on my bicycle through the city, the movement of the bicycle diffuses into my blood the same feelings of freedom, happiness and sense of pleasant utility. I started cycling when I was around 5 years old. I fell over and over again, but my enthusiasm stayed fresh no matter what. It seems impossible to balance on the bicycle in the beginning and then „boom“ you get the knack and your body never forgets it. The wind that was tickling my skin, the sense of freedom and speed were incredible! It was like the swing, with the difference that I never felt sick and I was also moving from one place to another. My favourite activity on the bicycle was singing. I sang only while riding my bike. There was something very empowering about it and I could just let go all my fears and just shout it out loud. Maybe because I could just run away, you could not really hear me or see me...just an arrow, a sequence, a colourful line in the wind.

`I think that spaces in transition are a mix between internal spaces, our minds and external real spaces. The lack of individuality and the little amount of time that we spend in this spaces in transition are like recreational oasis's for our brains.` (Marc Auge, **Non-Places: Introduction to an Anthropology of Supermodernity, 2008,pg.**)

On a bicycle, in this ultra open space in transition compared to the motorcycle, car, bus or train the smells, the sounds, the textures of air are accessible without distortion. The only layer of change is speed and the time you have to inhale or feel the outside world on the go and transform it into endorphins than migrate into feelings.

What is also very interesting is that after each ride the body changes. The muscles develop along with the addiction for cycling. Usually I have to make the same ride 2 times per day and in order to make it fun I propose my self to do it faster each time or to observe more the world around me while being fast. I am also noticing how the type of music that I am listening while riding my bicycle is influencing my performance. It is almost like the fuel for a car. Cycling definitely challenges my mind to challenge my body and vice versa. This process is addictive. `Within tens of minutes, the metabolic rate increases and blood viscosity is improved. The oxygen flow rate increases from 8 litres when in rest to 100 litres per minute in your peak performance. Also, the blood flow to your brain increases, making you more awake. The hormones of happiness are released into your blood circulation, which makes you motivated to go on. It also blocks muscle pain; and makes you instantly smarter. If you come to your office right after the ride, your decisions will be better and your working efficiency will be elevated. The increased blood flow allows the cells to take in more oxygen and nutrition from the blood which is a good start for losing weight. Your brain starts to release more endorphins, which lift your mood. The satisfaction after the hard work is here – you feel happy and positive.

Luckily, exercise produces mood-boosting, painkilling chemicals called endorphins, which your body learns to crave. The smile spreading over your face as gravity rewards you is just one of the many things your body is doing. Easy pedalling keeps blood pumping from the heart to the legs and helps shuttle lactic acid into the liver to be converted into glucose. When you get to the next hill, you'll feel better if you've kept things in motion. **(Eric Sternlicht, PhD, associate professor of kinesiology at Chapman University in Orange, California, and an avid cyclist. This Is Your Body on Cycling BY [AC SHILTON](#) www.bicycling.com)**

Are these magic effects of cycling still valid in a busy, polluted, traffiky city? In fact, one study found that the benefits of cycling are actually nine times greater than the risks. Even when accidents and exposure to pollution are accounted for, cycling has the potential to increase people's life expectancy by up to 14 months. To summarise, the typical perceptions we have about the safety of driving and the dangers of cycling are not well-founded. Fatalities from driving and cycling are both quite rare, while the health effects touch everyone. As a result, when it comes to your health, and the length of your life, cycling is the safer choice and driving is the true danger.

DANGERS & SOLUTIONS



[https://
www.mhpslaw.com/
personal-injury/the-
bottom-line-is-that-
bicycle-accidents-can-
be-deadly/](https://www.mhpslaw.com/personal-injury/the-bottom-line-is-that-bicycle-accidents-can-be-deadly/)

The velo-space it is a space of swiftness, freedom, and ease of movement, weaving in and out of traffic and streets. The body among the metallic cars and motorcycles and busses it is a very fragile mechanism and it`s only `shell` are the garments. The clothes function as a cover for the human-vehicle in transition.

As there is with walking and driving, cycling also carries with it a risk of injury. Terrible traumas are caused by motorists, bus or car drivers when they make simple mistakes; such as changing direction without checking their blind spot or bigger than allowed speed. Sometimes defects in road surfaces, tram lines, rain or ice can easily cause riders to be thrown off their bikes, onto the road, or worse, towards the traffic. There are also frequent cases where cyclists have been knocked off their bikes by a car door being opened into their path. Also it is good to make sure that the bicycle is in good condition and especially the breaks.

In case of collision the most vulnerable parts of the body are the head, the vertebral column, the elbows, hands and knees. Eyewear are an important protection from the small particles that could enter the eyes and endanger vision. The novice gasses emanated by the participants in road traffic are also a risk for the ones that have sensitive lungs. There is also the risk of being attacked by a criminal while cycling by night in dangerous lonely places so having a spray or a device than will make noise will help to spook away the attacker. Health conditions such as osteoarthritis, knee problems, heart or back problems (sciatic, lumbago) are not really compatible with cycling... In order to avoid any collisions it is key to be visible in traffic. And in case any of the above mentioned accidents happen it is good to protect beforehand with paddings, helmets, eyewear and breathing masks the vulnerable parts of the body. And of course to enhance freedom of movement and style.

Visibility



LED Neon Color Lights that fit your bicycle wheel and create a circle of Neon when in motion.

<https://vistashops.com/products/4pc-pack-led-neon-colored-lights-for-bikes-cars-and-motorcycle>

Being visible on the streets next to cars is paramount. This experience isn't just born out anecdotally – research (<https://www.ncbi.nlm.nih.gov/pubmed/12971922>) suggests that the majority of crashes involving a cyclist and motor vehicle are a case of “looked but failed to see”. There's no research on which color creates the best contrast, but fluorescent orange is a good pick because it's commonly used on highway safety and construction signs (ie. drivers associate it with caution), and to dress workers on road construction sites; furthermore orange is rare in the natural and urban environment.

This is for the day light, but by night these colours have zero effect. By night the most efficient solution are reflective materials. And not just reflective but also intelligently placed and in good proportion. A 2012 study by Dr. Tyrrell ([The Science of Being Seen: A Guide to Safer Riding by Joe Lindsey, jan 12, 2017, www.bicycling.com](#)) and other researchers found that drivers correctly identified a rider wearing a reflective vest 67 percent of the time; the rate jumped to 94 percent when ankle and knee reflectors were added. The reflective piping on lots of garments is simply too small to make a difference, says Dr. Tyrrell. To create contrast, the material must be large enough to draw attention and pop out of the background. For comparison, the minimum ANSI recommendation for reflective material on road workers' apparel is 155 square inches, equivalent to a 10x15 square patch. Another very good tactic is “Reflective-sidewall tires” (www.bicycling.com) which are more effective than clothing in some cases,” says Trek's Michael Browne. They're so distinctly different from other reflective elements that, when drivers see them, they instantly recognise them as belonging to a bike. So a good solution is to make the bicycle reflective rather than the cyclist.

Head Protection



Lumos is the world's first smart
signals, and helmet into a single
<https://uk.lumoshelmet.co/products/>

bike helmet that beautifully integrates lights, hard brake, turn
cohesive whole.
lumos-helmet

A very important part of the body it is the head and its brain. Many people protect their heads while cycling with a helmet. But there is another majority that opts not to wear a helmet.

Less than 0.5 percent of Dutch cyclists wear helmets, which is one in 200 people on bikes. And that's really just the sport cyclists. Virtually everybody else, from children to old people, doesn't even think about helmets in Holland. It's just not present in their culture, because they've ultimately decided that it's far more important to build this culture of everyday cycling, and to build safe streets, instead of requiring people to protect themselves from hazards on the streets. Robert Chirinko is a man with a minor obsession for spotting how people's behaviour changes according to their perception of risk. Thus, he notes, while a small car might be less safe if someone is actually in a crash, recognition of this fact often makes a person more likely to drive carefully, and they may well end up safer overall. He also has thoughts on the plague of serious concussions affecting American football. "Is the solution more padded helmets and other protections? Offsetting behaviour suggests that more protections lead to a greater feeling of safety, and hence an increase in the severity of tackles, blocks and other confrontations," he says. "It follows that the solution may well be less protection. If US footballers feel less safe, they will surely temper their performance on the field accordingly, with desirable health outcomes for all participants." **(The big bike helmet debate: 'You don't make it safe by forcing cyclists to dress for urban warfare' by Peter Walker, <https://www.theguardian.com/lifeandstyle/2017/mar/21/bike-helmet-cyclists-safe-urban-warfare-wheels>)**

Yes, a helmet might make you safer if you get knocked off. However, it might also, even marginally, increase the chance that this happens in the first place. And it's when a government decides it needs to pass a law making helmet-wearing compulsory that we start to see even more unintended consequences. One study carried out for New South Wales transport authorities in 1993, a year after mandatory helmet use for adults in the state was extended to children, was mainly intended to check whether the new law was increasing helmet uptake. This it had, but the researchers also found a 30% reduction in the number of children riding to school. Similar data showed even bigger reductions in bike use in other parts of Australia when helmet laws came in. In New Zealand, where helmet compulsion was introduced in 1994, the number of overall bike trips fell 51% between 1989-90 and 2003-6, according to one research paper ([Evaluation of New Zealand's bicycle helmet law by Colin F Clarke, 10th February 2012, Volume 125 Number 1349, https://www.nzma.org.nz/journal/read-the-journal/all-issues/2010-2019/2012/vol-125-no-1349/article-clarke](https://www.nzma.org.nz/journal/read-the-journal/all-issues/2010-2019/2012/vol-125-no-1349/article-clarke)).

`The reasons are mixed. It can be in part because some people simply don't want to bother with a helmet, a factor arguably less important now than 20-plus years ago, when bike helmets were more expensive and not nearly as comfortable. More pressing, however, appears to be the fact that obligatory helmet use reinforces the notion that cycling isn't an everyday way to get about, but a specialist pursuit needing safety equipment, which makes it less appealing.`
[\(How Cycling Can Save the World by Peter Walker, 2017, pg. 170\)](#).

I personally do not wear a helmet and yes this makes me extremely careful while riding.

Padding



TITAN SPORT

JACKET

<https://www.foxracing.com/titan-sport-jacket/10050.html>

`Supermodern clothing can be interpreted as another manifestation between fear and urban design. Like the houses and the cars it attempts to create a secure and defensible space around the individual. In so doing it fulfils many of the physical and symbolical functions of armour.` **(Andrew Bolton, The Supermodern Wardrobe, 2002,pg.75)**

The majority of the military wear has reinforcement patches on the elbows, knees and buttocks.

Ballistic nylon it is a bullet proof textile that can withstand a gun shot if it is layered 9 times. In one layer it is light enough to not make the garment too heavy and will protect the pant knees and the sleeves elbows from ripping along with the skin that is underneath.

Another solution for people that weather ride at hardcore speed or are ultra afraid that they might get hit by an accident are the Titan Sport Protective Jackets and the Knee Shin Guards especially designed for cycling police uniforms. Both have plastic plating in key contact areas that provide impact protection surrounded by elastic fabric that moulds easy on the body along with a patented strapping system that prevents any slipping or twisting. But as in the case of the helmet safe driving it is the best solutions.

Air pollution and respiratory masks



<https://www.quora.com/How-effective-are-simple-cloth-masks-against-air-pollution>

Air pollution now causes more than 4 million deaths a year. And it might be having a surprising impact on one group in particular: the 86,000 New Yorkers who commute by bike every day. This segment originally aired July 17, 2018 on VICE News Tonight on HBO. Cyclists might seem like a particularly vulnerable group. Stuck behind buses and lorries and filtering through traffic jams, they appear to be getting more than the normal share of fumes. In 2012, Professor Jonathan Grigg and his colleagues from Queen Mary University of London analysed the amount of soot in the lungs of London cyclists and compared it to that found in the airways of commuters relying on public transport. Participants in the study wore black carbon monitors to enable the researchers to understand where the air pollution was coming from. The measurements indicated that the higher accumulation of carbon in the lungs of the cyclists was due to the longer time they were spending in traffic. **(Fuming: air pollution and cycling, www.cyclinguk.org)** .

I am trying to avoid saturated road traffics opting for a longer but calmer and less agglomerated road. Also when I am trying to find a better way for daily routes this awakens in my the explorer in search of hidden treasures.

If compared to other means of transportation, there is much more black carbon on the Tube, especially on the deep lines. There is not much ventilation so it's actually quite dusty. `On the Tube, the peak exposure is 80 micrograms per cubic metre - more than twice as high as the highest exposure during a cycling commute. The researchers also know that cyclists breathe better air than people in buses and cars, even if they are travelling on exactly the same route at exactly the same time. When it comes to the overall health risks or benefits, one also needs to keep in mind that cycling, as a physical activity, by itself provides benefits, Grieve believes.` **(Fuming: air pollution and cycling, www.cyclinguk.org)**

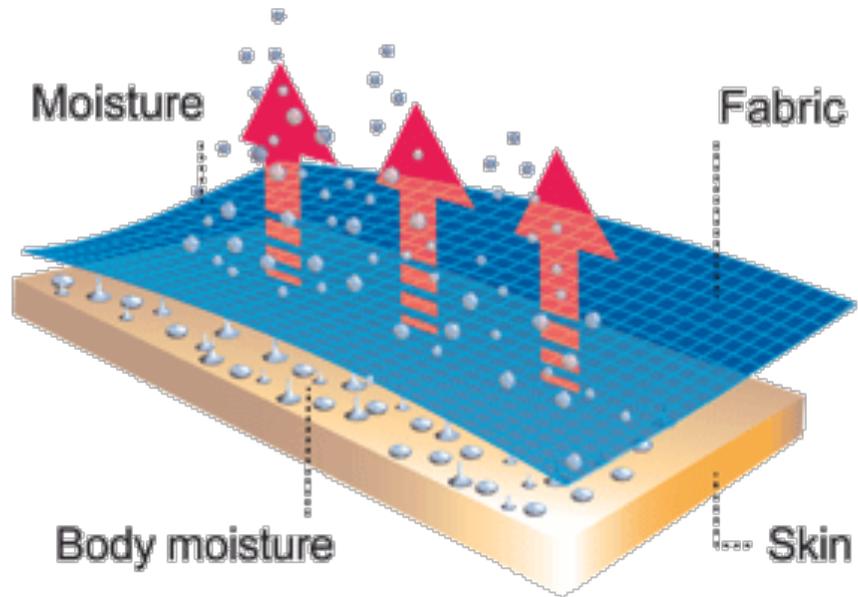
A pollution mask worn over the mouth and nose helps to filter out dangerous pollutants from being breathed in. A pollution mask is beneficial as long as it uses Sub-Micron filters, which help to filter out any of the small particles. The better the mask, the more it seals off outside air, with only filtered air coming through the valves on the mask.

On balance, pollution masks do offer a layer of protection against the most harmful of pollutants and perhaps more practically, shield you from the awful smell of diesel fumes and a layer of protection during harsh winters. Over the long run, pollution masks rather than cloth masks will do more good than harm. For a commuter, the mask needs to be secure during riding and not be prone to falling out. The filters need to be effective at keeping microscopic particles as well as noxious gases out. The seal should be tight, so that airflow only comes in through the valves. The filters need to be replaceable or washable for reuse. Most cycling masks provide two valves or filters, either side of the mouth. The filtration usually comes from a cloth filter to help filter the worst of urban pollution. While some also provide a HepA-type filter to screen out pollutants such as respirable dust and pollens. The two valves allow easier exhalation and help release such things as heat, water vapour and carbon dioxide. A contoured shape is usually designed to fit around the person's face, accompanied by a highly stretchable head brace allowing for customisability. A Nose clamp can be found on most masks as well, to both help sealing and also to help fit the person's face correctly. While some masks are made from Neoprene giving a comfortable and secure fit, a mask can be made of numerous flexible materials including cloth. Filters are always replaceable and are designed to last around 1 month of continued daily use. Most brands of masks also provide numerous sizes and it is recommended to follow their sizing charts. While breathing requirement is important, so is ease of use. The ease of cleaning, attaching and carrying are also important considerations. Finally, cost is of course important. The cost of the mask and replacement filters should be able to be found at a reasonable cost, while also be readily available where ever you may be living. If they're so good at filtering at pollution then why isn't everybody wearing one? A sales assistant I spoke to in cycling shop Evans told me that it slows him down and he struggles to breathe through the mask. "If you're a commuter racing through the streets you'll find them frustrating. Not only am I getting weird looks from pedestrians who think I'm here to take over Gotham, I got an actual eye-roll from a fellow cyclist. Others resembles a surgical mask, as if I was performing an operation

when asked to run an urgent errand. And sometimes it looks like you're fleeing from some kind of nuclear attack. Although a mask can be uncomfortable at times, and sometimes restrict your breathing and make you look like it is the end of the world and the air is for sale the health benefits of wearing masks far outweighs these cons and all cyclists should seriously consider pollution masks if they ride through heavy traffic." ([Anti-pollution cycling masks tested, www.theguardian.com](#))

I never used a respiratory mask, the city I live in currently is not that polluted, but I noticed people that are using their sweatshirt or pullover turtleneck as masks. Or sometimes cyclists use a scarf to cover their mouth and nose. If these accessories were equipped with filters that can be changed this would solve the "apocalypse" look and transform the masks into an easier acceptable accessory.

Body temperature, breathability and rain



<https://watervapourpermeabilitytester.com>

Water Vapor Permeability

`One of the primary functions of clothing is the provision of shelter against the elements. Clothings ability to cover and accommodate the body has led many writers, including John Carl Flügel, to compare clothing to architecture. As he observed in his influential book `The Psychology of Clothes` (1930), `Clothes, like the house, are protective; but, they are (unlike the house) portable. With their help, we carry - like snails and tortoises - a sort of home upon our backs, and enjoy the advantages of shelter without the disadvantages of becoming sessile. In a similar vein, Susan Watkins comments, `Clothing is our most intimate environment. What makes it a unique environment is that it is carried everywhere with an individual, creating its own room within a room and its own climate within the larger climate of our surroundings.` **(Andrew Bolton, The Supermodern Wardrobe, 2002, pg.43).**

As we pass through the city we experience a variety of different environments ranging from the natural environment of the streets to the artificially created environments of the city, like metros or shopping areas. So often we transition from the cold or rainy outside to the warm safe inside where it is obviously from a sudden to hot because we are all layered in protective from cold layers. Full opened sides that facilitate aeration or smart straps that hold only on shoulders the outer layer like a back pack could be very good solutions. Also the use of smart natural fabrics like wool or hemp or linen that adapt to the body temperature keeping it cool when it is warm and heat up the body when the temperatures are too low. It is important to have materials that are windproof and rainproof but still allow the skin to breathe.

The transformer jacket by Issey Miyake part of the autumn winter collection 2000-2001 called `Versatility` it is made out of cotton and includes a nylon raincoat that can be worn together or separately. When not used the waterproof layer could be worn as a bag or concealed into the jacket.

`Cyclists can generate an extra 10 to 15 degrees of body heat while riding. In hot weather an improperly ventilated or hydrated cyclist can easily fall victim to heat exhaustion or heat stroke. Perspiration dampens the clothes and allows the body to lose heat faster, that is why it is important to wear fabrics that are breathable and dry fast. Ventilation will create an air conditioner effect letting the air circulate freely and cool down the body keeping it dry.` **(Bike Patrol Uniforms and Equipment: We've Come a Long Way, Baby by Officer Kirby Beck, Coon Rapids Police Department, <http://ipmba.org/blog/comments/bike-patrol-uniforms-and-equipment-weve-come-a-long-way-baby>)**

Something that can really cool a cyclist down is rain. It happened to me many times and every time I end up being happy like a little child. It is something about those drops that fall on the heated from cycling skin. All the colours around me become more vivid and usually there are less people and cars on the road when water pours down from the sky. The wheels slide easier on the wet surface of the asphalt and I ride slower and with more care.

“Go out and ride in the rain.” That’s the advice Kate Veronneau—a guide with Thomson Bike Tours—gives to everyone who signs up for one of her trips to dream destinations. Because while it’s always 75 and sunny in your daydreams, the real world doesn't work that way. “It’s important to know how your bike handles and how to handle your bike in the rain, as well as how to dress to be confident and comfortable in those conditions,” she says. That’s good advice for all of us. If you ride long enough, you’ll eventually get caught in downpour—so you might as well just go out and ride in the stuff. Learn from it. Heck, play in it. Because once you embrace the weather others eschew, you’ll blossom as a cyclist like a flower in May, rife with skills and strengths that will spill into the rest of your life. Before you know it, you might actually start to like riding in the rain. **(ANYONE CAN SPIN IN THE SUNSHINE, BUT SKILLED CYCLISTS ARE MADE IN THE RAIN BY SELENE YEAGER MAY 13, 2016, <https://www.bicycling.com/training/a20028202/8-reasons-to-ride-in-the-rain/>)**

Ridding in the rain will make one understand what kind of jacket would cover as much as possible with as much freedom as possible and style. There is a wide range of rain covers for urban commuters: lightweight, breathable, fluorescent, hooded, packable, capes, etc.

The CleverHood it is made in London, it is made out synthetic waterproof fabrics with a very nice print, sophisticated fabrics that look classy. `The idea is to enable people to be clever and active in their `hood, walking, dog walking and biking instead of retreating to a car, or worse yet, not going outside at all. Our initial concept was to make a great looking, high-performance rain poncho. Something that would cover you and your stuff and would transition from foot to bicycle, seamlessly. We've expanded beyond our original rain cape but the same attention to detail is put into all of our products. With all our products we consider how they can make getting outside a better experience, a smarter experience.` (<https://www.cleverhood.com/about/>)



<https://cottagelife.com/outdoors/beyond-the-umbrella-8-pieces-of-rain-gear-to-embrace-the-outdoors-when-its-wet/>

I think it is a nice product but it means that I have to carry it with me in case it rains, because I cannot wear it on a daily basis as an outerwear and I have to be as light as possible during my daily commutes.

Norwegian Rain.

If Rick Owens designed raincoats, they'd probably look like this. Slightly gothic, voluminous and avant grade, Norwegian Rain coats are perfect for those who need protection from the rain and cold but can't stand the thought of a conventional raincoat.



This brand from my point of view it is very cool and it definitely has a personal touch upon rainwear which tends to be quite the same since almost forever, but it is a bit too classy or rather gothic for me, whereas I search for a more modern sporty futuristic look.

Senscommon Cyclist Raincoat is a breathable, lightweight overcoat ideal for cycling. An everyday essential, determined to be the minimalist techwear item of your wardrobe.

Using state-of-the-art technology melded with a simple utilitarian design, the unisex Cyclist Raincoat is effortless to use - on and off any two-wheeler, protecting against all elements in all seasons. Lightweight Technology: Technological fabric allows for a durable, entirely seam-taped,

waterproof, wind-resistant yet breathable raincoat. It weighs only 400 g (14 oz) and comes with its own watertight pouch.

Clear Side Vision: Special hood design provides excellent peripheral vision making you feel confident in traffic.

Safety In Traffic: Black reflective print on the back of the sleeves - subtle during the day yet providing optimum safety at night.

<https://road.cc/content/tech-news/207086-cyclist-raincoat-has-smashed-its-€35k-kickstarter-funding-goal>

Yes this jacket is definitely a winner, it is lightweight, modern and not that expensive. But reading the comments almost, everybody was complaining about the sauna effect that it creates...even if it says that the synthetic fabric that it is made out of it is breathable.



I have created a trench coat that can be used on daily basis. It has a simple cut with a semi fitted hood that allows peripheral vision. It has an extra layer on the back top, and another one from waist until a bit lower than the knees in order to make water slide easily from the garment. The sleeves are longer in order to cover the hands when it rains. The lower part has a closure around each leg in order to protect the feet from rain. It is made out of a windproof, waterproof, lightweight cotton. The special weave makes it impermeable, and although it is light, because it doesn't let the cold air from outside enter it keeps warm inside. I don't even need ventilation, because the fabric breathes naturally. All last autumn and winter I wore my jacket that I named `Bruce Lee`, because he has this famous quote `be like water my friend`. The next step it would be to make covers for shoes from the same fabric and in the same minimalistic but sophisticated easy to wear spirit, or I could just spray my shoes with a water repellent solution.

NEO-NOMADS



<https://www.pinterest.ch/pin/548313323360618717/>

Urban nomads are a new definition for urban society that has put bigger portion of mobility in their daily lives.

The present epoch will perhaps be above all the epoch of space. We are in the epoch of simultaneity: we are in the epoch of juxtaposition, the epoch of the near and far, of the side-by-side, of the dispersed. **(Of Other Spaces: Utopias and Heterotopias by MICHEL FOUCAULT, introduction, March 1967)**

While I am traveling through the city going from one place to another that have different codes and activities I feel like a nomad. I have to adapt fast and easy from private space to public space, family space and social space, cultural space and useful space, space of leisure and that of work, virtual space, etc.

On a bicycle I slide easily through the traffic jams, chain it, sometimes to improvised spots and arrive to the destination.

`Commuting to and from work can also be a time of contemplation and inspiration. Some of us have our best thoughts when we are out of the office and on the move. In this sense we are all names of workers or 'road warriors', to borrow a term from Jeremy Myerson. **(Andrew Bolton, The Supermodern Wardrobe, 2002,pg.49)**

One of my week days starts with University in the morning where I can wear almost anything I want but of course in the limits of "decent" and comfortable. Around 6pm I have my tennis, mountain climbing or swimming courses. After my sport activities I will take a shower (so I should have a towel and a pair of flip flops in my back pack) and will go for a dinner with a friend in a fancy or less fancy place. If it is Thursday I will continue to my late evening

French courses from there will go straight home. But if it is Friday the dinner will be proceeded by drinks and from there maybe a little dancing in a club.

A more serious person has almost the same schedule except that in the morning the outfit should be more official, most probably the classic office wear: suit jacket, vest, shirt pants or skirt. If it is autumn the outerwear it is a trench coat, and in winter a coat or a puffer jacket.

I see people cycling with big square paintings on their back and with a backpack in front, others caring groceries and their baby or cycling in tandem. The speediest are the bicycle messengers. Wearing spandex tights and huge boxes on their backs. `Most of the people who do this risky job ride around uninsured. So, an accident not only ruins your career, but it puts you in serious debt. Despite all of this, the messengers we spoke to and read insisted that they loved their time riding. They said that messengers are like a band of brothers (and sisters) who ride together, hang out at bike shops together, and get drunk together.

Messengers caution, however, that it isn't something to get into unless you love it.` (5

Things to Consider Before Becoming A Bike Messenger by BRENDEN GALLAGHER, www.complex.com)

Blogger Emily Chappell had these words to say reflecting on her time as a messenger:

`I miss the post-work beer and sweat and hyperactive camaraderie with all the gorgeous specimens of manhood and womanhood who were my colleagues. I miss burrowing around in the innards of office buildings, looking for that elusive postroom. I miss the comforting heft of my courier bag, and the way it would wrap around my body like a hug. I miss sitting in the control room before work, dunking custard creams into a mug of over-strong Nescafe and listening to Andy making sarcastic comments to other riders over the radio. I miss the simple satisfaction of food and bed after a good hard day's work. I even miss yelling at

pedestrians. [\(5 Things to Consider Before Becoming A Bike Messenger by BRENDEN GALLAGHER, www.complex.com\)](#)

We the cyclists almost always smile at each other and the communication is easy. We're all one big enigma of people, trying to get to our destinations as humans, rather than big metal machines. It's much more personal because you're out there next to each other, rather than cocooned in your comfy driving box. We are a tribe united through the choice of our daily commutes: the bicycle.

The proverb "birds of a feather flock together" describes homophily, the human tendency to form friendship networks with people of similar occupations, interests, habits. Some tribes can be located in geographically proximate areas, like villages or bands, though telecommunications enables groups of people to form digital tribes using tools like social networking websites. In terms of conformity, tribalism has been defined as a "subjectivity" or "way of being" social frame in which communities are bound socially beyond immediate birth ties by the dominance of various modalities of face-to-face and object integration. [\(<https://en.wikipedia.org/wiki/Tribalism>\)](https://en.wikipedia.org/wiki/Tribalism)

I have a friend that doesn't have a car but instead owns 6 bicycle, each for different occasions. A car it is functional, but the big majority of people use it as a status symbol. In his second presentation "Non-places and Globalization" Augé touched on the intersections between tourism, time and image-based perception of the world, which consequently has led to a number of tourist attractions that can also be regarded as non-places. In this case, the historical environment has turned into a tourist environment, where the form is present, but not the spirit. Speaking of images, Augé also raised a question about whether the West is not colonising itself through images. Tourism, advertising, television and new means of communication all contribute to the satisfaction we get from the images, even to such an extent that it eliminates the desire for knowing more about the anthropological 'other'. Often the image is the only thing we know about the 'prophet', whether it's Obama or Putin. We are so much paralysed by the images that the fictional character Mr. Amegawa, who was

introduced by professor Rein Raud in his presentation on the trajectories in Japanese culture, did not know what to shoot with his camera when travelling, because he had forgotten his guide book home (Japanese tourists often like to take photos which mimic or even mirror the images in guide books). Augé, in turn, pointed out that tourists travel through two series of images: the ones they look before going, and those they share with their friends after returning. **(Non-Places of non-Augé by [Patrick LAVIOLETTE](#) on November 22, 2012 in Conference and Event Reports, Terje Toomistu, The University of Tartu).**

So it is clear that no one will reach the second impression if the first one doesn't attract. We live in a world of images with codes. One city contains many different tribes that live their life at different paces and in different places, intersecting in the majority of cases only in `non-places`. The road it is a `non-place` that connects and disconnects paradoxically. For example in LA many people complain about the poor social life because almost everybody is stuck in their cars and don't have the same opportunities of interaction as people do on the small streets of Paris or while cycling in Copenhagen.

I ride between 10 to 20km per day and a bike messenger 80 to 160km.

`Stacy, age 24, used to relish the personal exchanges she had with the secretaries and receptionists she made deliveries to
"Before 9/11, we would deliver to offices; you'd go to someone's secretary instead of going to a mailroom. It made me love my job, because I didn't want to be sitting in their position, and a lot of time they'd make small talk, like, 'If I could have another job, I'd be a messenger... you're so lucky to be on your bike all day.' And, yeah, it's worth it, to be in rush hour traffic when you're flying through cars with men in their suits sitting in their BMWs; it's just really liberating.`

www.overlookednewyork.com/pages/bike-messenger/images/stacy.html

<http://>

`The story of the luxury trap carries with it an important lesson. Humanity's search for an easier life released immense forces of change that transformed the world in ways nobody envisioned or wanted. Nobody plotted the Agricultural Revolution or sought human dependence on cereal cultivation. A series of trivial decisions aimed mostly at filling a few stomachs and gaining a little security had the cumulative effect of forcing ancient foragers to spend their days carrying water buckets under a scorching sun. The body of Homo sapiens had not evolved for such tasks. It was adapted to climbing apple trees and running after gazelles, not to clearing rocks and carrying water buckets. Human spines, knees, necks and arches paid the price. Studies of ancient skeletons indicate that the transition to agriculture brought about a plethora of ailments, such as slipped discs, arthritis and hernias. Moreover, the new agricultural tasks demanded so much time that people were forced to settle permanently next to their wheat fields. This completely changed their way of life. We did not domesticate wheat. It domesticated us. The word 'domesticate' comes from the Latin 'domus', which means 'house'. Who's the one living in a house? Not the wheat. It's the Sapiens.` [\(A brief history of humankind, The luxury trap by Yuval Noah Harari, e-book\)](#).

That is the reason why people feel the need to move and to feel excitement. Modernity is too comfortable. We need to feel the thrill of risk. You cannot feel it on a treadmill in a gym or by following someones indications to lift your hand up and down...The majority of the messengers are ex cycling champions who were fed up to follow the rules of the Championship road races. They play the delivery guy for the fun of it: it is real, it is unpredictable and there is always a possibility that they might not come back home one day. It is like a hunting back in the days, with the difference that the obstacles are the cars and the people, and the hunt it's time. It is all for the need of adventure.

ATHLEISURE



Lycra executives: why cycling gear is now standard business attire in London's smartest offices

Fit for business: Model wears Odlo Cyclewear, stocked at Wiggle Cycles, wiggle.co.uk (Picture: Getty/OJO Images RF)

<https://www.standard.co.uk/lifestyle/london-life/lycra-executives-why-cycling-gear-is-now-standard-business-attire-in-london-s-smartest-offices-9827643.html>

Clothes have social, psychological and physical functions. A suit may emphasise wealth and status while a military uniform fear or authority. For the designers of super modern clothes physical functions are a priority because first of all they are aimed for spaces in transition where comfort is paramount.

Pragmatism and rationalism are the driving forces behind sportswear. Soft construction and primary interest for mobility, loose fit, practical, simple and versatile.

`Athleisure is a trend in fashion in which clothing designed for workouts and other athletic activities is worn in other settings, such as at the workplace, at school, or at other casual or social occasions. Athleisure outfits are yoga pants, tights, sneakers, leggings and shorts, that "look like athletic wear" and are characterised as "fashionable, dressed up sweats and exercise clothing". The idea is that gym clothes are supposedly making their way out of the gym and becoming a larger part of people's everyday wardrobes. Athleisure can be considered as a fashion industry movement, enabled by improved textile materials, which allow sportswear to be more versatile, comfortable, and fashionable. Activewear clothes are clothes that serve the purpose of an active life mixed with a casual social life; they can be used for exercising and then transitioning into casual wear. Athleisure – the trend of wearing activewear in everyday life – has been popular since the 2010s, but it continues to sweep the nation.`

<https://en.wikipedia.org/wiki/Athleisure>

HYBRIDIZATION: FASHION+SPORT



Novak Djokovic and Rene Lacoste

<http://www.icon-icon.com/en/fashion-accessories/ready-wear/rene-lacoste-crocodile-and-novak-djokovic>

A very good example is the Rene Lacoste invention: the tennis shirt which is better known as the polo shirt. Back in the days men used to wear shirts and ties when playing tennis. The design of the polo shirt overcame lots of problems associated with traditional tennis attire. The short sleeves solved the problem of long flapping sleeves, the neck could be easily unbuttoned and loosened, and the collar could be worn turned up to protect the neck from the sun. Also the pique knit fabric had breathing capabilities.

An office environment calls for pants like slacks or chinos, while dressing for long trips usually means wearing sweatpants, as comfort is key. But what happens if your long daily commute is to work? Of course, you're not going to carry around an extra set of clothes to change into. Collaborations as Adidas and Yohji Yamamoto or Stella Mc Cartney proved that the marriage between everyday wear and sports it is a win win situation: a classy look that can be transitioned through the many different places the modern nomad has to go through with the comfort of athleisure wear.

CYCLING FLEXIBILITY ESSENTIALS

The standard riding position requires that the cycling jacket should be cut and sized so they are roomy across the shoulders, with slightly longer sleeves and back. It should be large enough to accommodate multiple layers. I am planning to design by sculpting each seam around the body's curves to properly fit and move fast. It is a good idea to insert elasticated fabrics where more flexible parts of the upper body are, like the vertebral column, under arms, elbows and neck.

Sitting on seams is uncomfortable therefore bike pants and shorts minimise seams and place them in areas that do not have direct contact with the saddle. Bike pants hug the legs at the bottom to prevent entanglement in the chain and the knees are often articulate for freedom of movement. Bike pants and shorts should be made out of material that dries quickly after getting wet from rain or sweat. Some bike pants are available with zip-off legs to double as shorts. Stretch lower back panel and seamless stretch inner leg panels for extra comfort. Extended ankle length, zips with velcro cinches will ensure the pant length stays always where you want it and there will be no worries about getting them caught in a chainring. Intelligently placed pockets in order to not constrain mobility, sealed with zips will help to keep all belongings in place while sliding carefree around the city.

Mr. David Millar
Photography by Mr Michael Bodium |
Styling by Mr Toby Grimditch
[https://www.mrporter.com/journal/
journal_issue40/6#1](https://www.mrporter.com/journal/journal_issue40/6#1)



CITY SPRINT

Lose the Lycra and get ahead with the kind of suit that's always right for business, and also happens to be the perfect partner to a stylish office commute

Modularity



Patrick Cox for Mandarina
Duck Spring Summer 2010
'Pieces' collection

(Andrew Bolton, *The
Supermodern Wardrobe*,
2002, pg.26-27)

There are many other solutions for enhancing freedom of movement and aesthetics. One of the is modularity. Mandarina Duck offers a modular system wardrobe in the Spring Summer 2010 `Pieces` collection, that allows the wearer to construct it`s own style and needs by adding or removing parts of the garment. This kind of tricks can be found in the fishermen`s attire or the ones dedicated for hunting as well.

Clothing as luggage

One of the most recognisable pieces from C.P. Company's 1999 Urban Protection line, Moreno Ferrari's 'Move' jacket allowing the wearer to carry a foldable scooter.

<https://www.cpccompany.co.uk/blogs/archive/57047685-urban-protection-move-jacket-1999>



Being on the go means one has to carry many helpful objects. Blurring the line between luggage and clothing it is another mission. `Originally called the Trunk Manufacturing Company, Samsonite was established as a luggage brand in 1910. From its inception, the company's overriding concern has been to simplify the experience of comfort and mobility of the individual traveler. Samsonite's Black label Travel Wear collection, a range of 'uni-aged' clothing aimed at a nomadic urban population. The collection incorporates physical and functional attributes of luggage into the garments themselves, shifting the emphasis of `carrying your luggage` towards `wearing your luggage`. For the Autumn / Winter 1999-2000 collection, Neil Barrett introduced the Bag Pocket Jacket, which featured a large marsupial-like pocket. The pocket was large enough to carry everyday items and personal effects. It's placement in the stomach facilitates easy accessibility and enhances the functionality of the jacket. The idea was developed in the Spring / Summer 2000 collection, which included the 'Detachable Bag Pocket Pant' (plate 3.11) and the 'Rucksack Vest'.

(Andrew Bolton, The Supermodern Wardrobe, 2002, pg. 35-38)

Transformer



INFLATABLES AIR-MATTRESS PARKA
2001

[https://www.cpcompany.co.uk/
blogs/archive/60716933-
inflatables-air-mattress-
parka-2001](https://www.cpcompany.co.uk/blogs/archive/60716933-inflatables-air-mattress-parka-2001)

Being able to transform one object into another it is already from the range of magic. Transformer object fascinated me since forever. I think that this is where creativity and function collide into surprising and jaw dropping results that mutate into artistic expressions. `While other designers of supermodern clothing respond to the multiple functionality of transitional spaces incorporating the technological apparatus of these spaces, others create garments which literally transform themselves. As part of its Spring / Summer 2000 collection, CP Company introduced a range entitled 'Transformables'. Designed by Moreno Ferrari, all the pieces were made from ultra-light, waterproof and windproof nylon mesh. The collection included a multi-pocketed boiler that follows into a long coat of trench coat through zippers and a long orange hooded jacket that turns into kite.

Similarly, in its Spring / Summer 2001 range, the CP produced a bright blue polyurethane inflatable jacket which turns into an armchair and an inflatable transparent PVC waistcoat which turns into a cushion. the pieces in the range come with an air compressor. However, it is doubtful that some of the more elaborate 'Transformable' are functional garments at all. The cape that converts into a kite and the jacket which turns into an armchair almost transgress multiple functionalism to become non-functional concept apparel.` (Andrew Bolton, The Supermodern Wardrobe, 2002,pg.19)

Other garments created by super modern designers transform into temporary shelters in order to accommodate the homeless people or urban nomads that travel so much that having a fixed house just doesn't make sense for them. There are many restaurants or gas stations that have showers and the clothes can be washed and dried in 1 or 2 hours in specialised laundries.

CONCLUSION

After my research I realised that we live in a world of `image` and of `spaces in transition`. The modern human being passes through many spaces at a high speed. We read about the anthropological other`s functions and personality by the dress in first place. I realised that dress codes won`t dissolve over night, it took thousand of years to establish them. Instead I can introduce into the everyday wear or even the more formal garments elements from sportswear for freedom of movement, intelligent pockets from military uniforms and smart textiles from technical wear.

I am imagining a sleek silver surfer that slides easily through the day encompassing physical, psychological, social and environmental challenges using as the main means of transportation the bicycle.

As Marc Auge states: `The world of super modernity does not exactly match the one we believe we live, for we live in a world that we have not yet learned to look at.` ([Marc Auge, Non-Places: Introduction to an Anthropology of Supermodernity, 2008, pg.45](#))

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Thank you!

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