

Definitions and Glossary:

Beach Miles: Training miles performed while on vacation. These miles unlike Blue Hair Miles do count to the annual mileage because they are actually done on a real bicycle. Close attention does have to be paid to the actual mileage ridden and not on the passing scenery.

Blue Hair Miles: These are miles accumulated on a stationary bike. This training method was made popular by Tom Newlin and all his morning blue haired friends at the sports center.

Brake Tuning: Modifications to the brakes, brake pads or actual wheel that allow a rider to achieve the desired pitch of brake squeal.

Gibson: A Gibson is a futile search for something while on a ride. Normally results in many more additional miles being added to the ride. Worst case scenario includes the use of a cell phone for support.

Groan: A groan is more than an attempt at a bad joke. It is a blatant attack on the humor senses of another rider. Used wisely, this can be used as a technique to gain advantage during an attack by disrupting the concentration of the pack. Results vary from a few seconds advantage to being run off the road.

Incidental Light: A red traffic light with no cross traffic that impedes the progress of the group. These lights are often ignored once due caution has been exercised.

Lost: Don't ask this group for a definition. They won't admit that it has ever happened. Maps are optional.

Matched Tires: This term is a misnomer. When associated with auto racing the term refers to a set of tires prepared for a specific racing surface. This is not the case for this riding group. The term simply means 2 tires that look alike. For some reason grey tread is overlooked but green stripes are not acceptable.

Sagging bag: This phenomenon is associated with a tool bag that is either too old or is otherwise in need of repair. The result is a bag that hangs so far from the saddle that it covers up the tail light or in worse cases actually comes in contact with the rear tire.

Shop Bike: A bike that spends more time in the shop then on the road.

Shop Bike2: A condition brought on by a rider having too many new bikes. The nicer bike often is hung on a wall somewhere and only brought out for parades.

Single tube change: The ability to actually change a flat using 1 inner tube. The use of previously patched tubes is even a greater challenge although most people tend to through those away.

Tractor Pull: The inability to pass a tractor on the road combined with the enjoyment of being struck by the mud from it's' tires.

Nature:

Question:

Why does a wooly warm cross the road so quickly in the spring time?

ANS: Their feet are hot. (This is a Tom answer, Dave was not there that day)

Sensual Brown: The color of a freshly harvested soy bean field in Indiana. Don't ask me, Tom called this one.

Dogs with wet noses don't bite. (This fact has not been proven; Tom did not stick around to find out)

Riding Etiquette:

Nose blowing: For those of us that suffer from allergies there is a proper way to blow your nose in a pace line. First touch your hand to your nose with your elbow as high as possible. This is the sign for those behind you to beware. If you cannot control the blow, move to the left of the pace line and join on the back. If you are experienced, begin blowing on the right side. This gives those behind you plenty of time to get around you on the left. Before attempting a left side blow, make sure all riders attempting to pass have cleared your line of fire, and then proceed.

Hill Climbing from a pace line: It is important to remember who got you where you are. Speeding by the leader of a pace line on a hill is considered bad form, especially after a long pull. The result may be that the rider may no longer be willing to ride with the group.

Noise levels: It is up to each rider to maintain their bicycle. Squeaks and other unfamiliar noise whether from the feet to the head should be taken care of prior to the ride. (ex. Pedal squeak, brake pad screech)

Communication:

“Up the Middle”: This statement is a complex one. It is not often used but is still very important. It is a warning statement to let 2 side by side riders know that a third rider is separating them in order to pass. This is often associated with the use of aero-bars and riders with slow reaction times to the brake levers.

“Eyes Forward”: This is a team alert message. It is called when someone spots a possible distraction up ahead in order to maintain the riding discipline of the group. This alert is especially tricky when it is called while approaching a turn at high speed. Caution must be taken to protect the rider making the call in case they decide to fade to the back of the pack to get a better look at the distraction.

Intersections: This is one of the most important of all communications given during a ride. Intersections present the greatest risk to injury to a rider so clear and accurate communication is a necessity. This is where real group leadership is required. The leader of the group must be able to quickly and accurately assess the status of an intersection and effectively communicate it to the group. As a warning, once the leadership trust is broken, it is very difficult to regain.

Given the level of importance it is understandable that there would be many variations of the intersection communication. Only the most common or the most dangerous ones are handled here.

Clear: This lets the group know that the intersection is safe for the entire group to pass through.

Partially Clear: This lets the riders know the leader will clear the intersection but possible obstacles exist for the rest of the group and that they should evaluate the intersection for themselves. This leaves the group wondering why they have a leader.

Clear for me: This communication lets the group know the leader is no longer the leader and can be pushed into the drainage ditch on the other side of the intersection.

Clear..., no it's a truck: This communicates to the group that the leader is trying but needs glasses and that its time to change leaders.

Corn-fused: This is a localized version of a communication. This allows the leader to communicate the fact that his vision is obstructed by the corn field. Everyone should proceed at their own risk. If the communication is not made and the leader misses the intersection all together, find a new leader who is more familiar with roads in Indiana.

Corn-clear: This is an early warning of a soon to be late call of a clear intersection.

Looks Clear: This communicates the resemblance of a clear intersection. This warning falls in the "lack of confidence" category. The call actually means that while crossing a road with a 50 mph speed limit, in a fog with 15 foot visibility, the road seems to be clear for the leader. This call is almost always followed by a secondary call of "Clear for me" or "Partially Clear".

Quotes:

"Done more with less facts" refers to the ability of the writers of the Daily Cycle to fabricate stories.

"I have to go to church" is the excuse given when the New Year's Day ride is on a day that is too cold for fair weather riders. Normally results in a trip to the Cayman Islands.