

Unofficial Bonita Bay Bike Club Rules and Guidelines (Adapted from the Velominati)

Rule #1// Obey The Rules.

Rule #2// Lead by example. It is forbidden for someone familiar with The Rules to knowingly assist another person to breach them.¹

Rule #3// Guide the uninitiated. The more experience rider should share their knowledge in an instructional way. The goal is to make everyone a better rider.

Rule #4// It's all about the bike. It is, absolutely, without question, unequivocally, about the bike. Anyone who says otherwise is obviously a tweedledum.

Rule #5// Toughen Up!

Rule #6// Free your mind and your legs will follow. Your mind is your worst enemy. Do all your thinking before you start riding your bike. Once the pedals start to turn, wrap yourself in the sensations of the ride – the smell of the air, the sound of the tires, the feeling of flight as the bicycle rolls over the road.

Rule #7// Tan lines should be cultivated and kept razor sharp. Under no circumstances should one be rolling up their sleeves or shorts in an effort to somehow diminish one's tan lines.

Rule #8// If you are out riding in bad weather (temperature above 90 or below 40 degrees or if it is raining), it means you are a badass. Period. Fair-weather riding is a luxury reserved for Sunday afternoons and wide boulevards. Those who ride in foul weather – be it cold, wet, or inordinately hot – are members of a special club of riders who, on the morning of a big ride, pull back the curtain to check the weather and, upon seeing rain falling from the skies, allow a wry smile to spread across their face. This is a rider who loves to ride

Rule #9// It never gets easier, you just go faster.

Rule #10// The Bike comes First. The correct response if your spouse says the you care more about your car than you do about them -is to say they are wrong, the bike is first, then the car.

Rule #11// Hydrate- On every ride you should have a means of hydration, be it a water bottle or a camel back- no exceptions

Rule #12// Wear your Club Clothing on a regular basis. We know that everyone wants to let others know that they rode across Alaska, Siberia or Duluth, that is fine, but not all the time.

Rule #13// Have a mirror. You need to see what is going on behind you

Rule #14// The correct number of bikes to own is $N+1$ where N is the current number of bikes you own.

Rule #15// There are only three remedies for pain. These are:

- If your quads start to burn, shift forward to use your hamstrings and calves, or
- If your calves or hamstrings start to burn, shift back to use your quads, or
- If you feel wimpy and weak, meditate on Rule #5 and train more!

Rule #16// Cold weather gear is for cold weather. Knickers, vests, arm warmers, shoe covers, and caps beneath your helmet can all make you look like a Hardman, when the weather warrants their use. If it isn't wet or cold, save your Flandrian Best for Flemish weather.

Rule #17// Introduce yourself. If you are new to the group you are riding with or you see a new rider walk up and introduce yourself and get some information before the ride starts. If you rode a bike in the Olympics that is good information for the group to know, if the last time you were on a bike and Jimmy Carter was president that is also good info to know

Rule #18// Make sure you have all the equipment you need to change a flat. This should include but not be limited to spare tube(s), means of inflation, tire levers. If you have a flat make sure you replenish your supply when you get back home.

Rule #19// Report mileage shortly after your ride. The group that rides gets credit for the mileage of the person that rides the farthest. (so try to ride with a person that lives in the high rise condos since they will usually have more mileage). Mileage should be

emailed to Stats, and the names must be in alphabetical order. For it to be an official club ride at least two club members need to ride together. If two or more riders are riding in an area outside of Bonita Springs, their mileage still counts

Rule #20// For the truly dedicated biker the bikes on the back of the car should be worth more than the car.

Rule #21// Make your bike photogenic. When photographing your bike, gussy her up properly for the camera. Some parameters are firm: valve stems at 6 o'clock. Cranks never at 90 or 180 degrees. Others are at your discretion, though the accepted practices include putting the chain on the big dog

Rule #22// Shorts and socks should be like Goldilocks. Not too long and not too short. No socks is a no-no, as are those ankle-length ones that should only be worn by female tennis players.

Rule #23// Socks can be any damn color you like.

Rule #24// Know how to change a tire. Everyone should know how to change a tire (men and women) If you do not feel you are strong enough or you have weak thumbs see Rule #5

Rule #25// Reframe from calling anyone an A*Hole when your riding. Make it a learning experience. As soon as A*hole comes up in a conversation it stops being a learning experience

Rule #26// Don't be an A*hole Note" if you must be an A*hole be a funny A *hole

Rule #27// Support the establishments we stopped at for rest stops. We want them to welcome our business. So if we use their tables and chairs and their rest rooms, buy something. Also many times the people at the counter are our stereo typical lazy teenager. Don't be your stereo typical grumpy old man. Note: Note since women are never grumpy this only pertains to men.

Rule #28//Communicate

- Point out obstructions in the bike lane “junk left” or “junk right”. Also point out obstructions by pointing down at which side obstructions are just ahead
- “all here” - as soon as we start up the lead biker goes at a slower pace until he hears “all hear”. The last biker usually is the one that calls out the “all hear” as soon as the group is together. The “all hear” is passed up the line until the lead biker acknowledges that he has heard it by giving a hand signal
- “gap” is called out when a rider is not keeping up with the group. Since it is club policy that we will never “drop” a rider we will slow down until the group is back together and” all hear” is heard.

Rule #29// Spitting- refrain from spitting. If you must spit, do it straight down. Even if you are the world

champion long distance spitter, if you spit off to the side it might not hit the person behind you but it will probably hit the person behind them.

Rule #30// eyewear shall be cycling specific. No Aviator shades, blueblockers, or clip-on covers for eye glasses. Glasses are worn to protect your eyes not only from the sun but also from any road debris

Rule #31// Don't Play Leap Frog. Stay in your place in the line. You will get your chance to "pull"

Rule #32// Never ride without your eyewear. You should not make a habit of riding without eyewear, although approved extenuating circumstances include fog, overheating, and lighting conditions

Rule #33// If you are leading a ride stay to the windward side of the lane. This will allow at least two riders behind you to "draft" and use less energy. If you don't like the two people behind you, ride on the leeward side of the lane. (it is called the leeward side because that was the side that Lee Chouinard always used to ride on so he could always "draft".)

Rule #34// When coming to a Stop light or a Stop sign "down shift". This makes starting easier. When waiting at the light your foot should be in the Power position "9 O'clock. Please note 6 O'clock is a "no-power" position

Rule #35// When starting from a stop position the lead rider accelerates slowly, and gets up to about 80% of the speed that the line was moving before the stop. As soon

as he hears the “ all here “ he resumes the normal pace. This should take a minimum amount of time unless some of the bikers forgot to downshift and started off with their foot in the 6 O'clock position.

Rule #36// Make more friends than enemies on your bike ride. If more people gave you a one finger salute than smiled at you it is not considered to be a successful ride. We want more people to think that bikers are really nice than to think that bikers are A*holes.

Rule #37// Don't Drink Alcohol while riding. Cycling and beer are so intertwined we may never understand the full relationship. Beer is a recovery drink, an elixir for post-ride trash talking and a just plain excellent thing to pour down the neck. We train to drink so don't fool around. Drink quality beer from real breweries(Bonita Bay Ale is the preferred club drink). If it is brewed with rice instead of malted barley or requires a lime or has the word Lite, you are off the path. Life is short, don't waste it on piss beer.

Rule #38// Keep the rubber side down. It is completely unacceptable to intentionally turn one's steed upside down for any reason under any circumstances. Besides the risk of scratching the saddle, levers and stem, it is unprofessional and a disgrace to your loyal steed. The risk of the bike falling over is increased, wheel removal/replacement is made more difficult and your waterbottle will leak. The only reason a bicycle should ever be in an upside down position is during mid-rotation while crashing. Note: changing a tire with the bike upright is something that we all need to learn to do.

Rule #39// Facial hair is to be carefully regulated. No full beards, no moustaches. Goatees are permitted only if you

were an art major in college, or if your head is intentionally or unintentionally bald. One may never shave on the morning of an century ride, as it saps your virility, and you need that to kick ass.

Rule #40// Drink in Moderation.

Rule #41// Keep your bike clothes clean and new. As a courtesy to those around you, your kit should always be freshly laundered, and, under no circumstances should the crack region of your shorts be worn out or see-through.

Rule #42// Aerobars on road bikes. Aerobars are only to be used while you are leading a ride

Rule #43// . When wearing cycling clothes and enjoying a coffee, If the word soy/skim latte is heard to be used by a member wearing cycling apparel, then that person must be ceremonially beaten with Co2 canisters or mini pumps by others within the community.⁶

Rule #44// Support your local bike shop. Never buy bikes, parts or accessories online. Going into your local shop, asking myriad inane questions, tying up the staff's time, then going online to buy is just plain sleazy. If you do purchase parts online, be prepared to mount and maintain them yourself. If you enter a shop with parts you have bought online and expect them to fit them, be prepared to be told to see your online seller for fitting and warranty help.

Rule #45// Hold your line. Ride predictably, and don't make sudden movements. And, under no circumstances, are you to deviate from your line.

Rule #46// When you are going to slow down if at all possible yell "slowing" before you actually slow down. This gives the riders behind you time to react. Obviously if it is an emergency situation you slow down and say "slowing" or "stopping" at the same time.

Rule #47// If something falls off your bike you don't come to a quick and complete stop. You yell "slowing" and "stopping" and gradually slow down and then meekly go back and pick up what fell off your bike.

Rule #48// You shall not ride with earphones. Cycling is about getting outside and into the elements and you don't need to be listening to Queen, Perry Como or Slayer in order to experience that. Immerse yourself in the rhythm and pain, not in whatever 80's hair band you call "music". See Rule #5 and ride your bike.⁸

Rule #49// Point in the direction you're turning. Signal a left turn by pointing your left arm to the left. To signal a right turn, simply point with your right arm to the right. that right-turn signal that you are taught to make with your left arm elbow-out and your forearm pointing upwards was developed for motor-vehicles prior to the invention of the electric turn signal since it was rather difficult to reach from the driver-side all the way out the passenger-side window to signal a right turn. On a bicycle, however, we don't have this limitation and it is actually quite easy to point your right

arm in the direction you are turning. The right-turn signal with the left arm just makes you look like you're waving "hello" to traffic.

Rule #50// Maintain and respect your machine. Bicycles must adhere to the Principle Of Silence and as such must be meticulously maintained. It must be cherished, and when leaning it against a wall, must be leaned carefully such that only the bars, saddle, or tires come in contact with the wall or post. No squeaks, creaks, or chain noise allowed. Only the soothing hum of your tires upon the tarmac and the rhythm of your breathing may be audible when riding. When riding the Pave, the sound of chain slap is acceptable., If the bike is making noise see Rule # 6

Rule #51// Do your time in the wind. Nobody likes a wheel sucker.

Rule #52// Cycling shoes and bicycles are made for riding. Any walking conducted while wearing cycling shoes must be strictly limited.

Rule #53// Legs speak louder than words. Unless you routinely demonstrate your riding superiority and the smoothness of your Stroke, refrain from discussing your power meter, heartrate, or any other riding data.

Rule #54 Helmets are to be hung from your stem. When

not worn, helmets are to be clipped to the stem and draped over your handlebars

Rule #55// Respect the earth; don't litter. Cycling is not an excuse to litter. Do not throw your empty gel packets, energy bar wrappers or punctured tubes on the road or in the bush. Stuff em in your jersey pockets,

Rule #56// Be self-sufficient. Unless you are followed by a SAG car, you will repair your own punctures. You will do so expediently, employing your own skills, using your own equipment, and without complaining that your expensive tires are too tight for your puny thumbs to fit over your expensive rim. The fate of a rider who has failed to equip himself pursuant to Rule # 18, or who knows not how to use said equipment, shall be subject to a verbal tongue lashing.

Rule #57// Follow the Code. Consistently with The Code Of The Domestique, the announcement of a flat tire in a ride oblige all riders then present in the bunch to cease riding. All stopped riders are thereupon entitled – but not obliged – to lend assistance, instruction and/or stringent criticism of the tire mender's technique and letting the owner of the flat know he is cutting into the riders beer time.

Rule #58// The Ride Starts on Time. No exceptions. The upside of always leaving on time is considerable. Others will be late exactly once. You signal that the sanctity of this ride, like all rides, is not something with which you should muck. You demonstrate, not with words but with actions, your commitment. As a bonus, you make more time for post-ride beer.

Rule #59// Don't surge. When rolling onto the front to take your turn in the wind, see Rule 51, do not suddenly lift the pace. The key to maintaining a high average speed is to work with your companions and allow no gaps to form in the line. It is permissible to lift the pace gradually. If you are behind someone who jumps on the pedals when they hit the front do not reprimand the offender with cries of 'Don't Surge' unless the offender is named Serge.

Rule #60// Use the correct tool for the job, and use the tool correctly. Bicycle maintenance is an art; tools are designed to serve specific purposes, and it is essential that you learn to use each tool properly when working on their loyal machine.

Rule #61// If you are offended by any of the above rules see Rule #5