

Subject: 2010 BP MS150 Training Series - Ride 2 Late Updates - Paid Version
From: "Moskowitz, Steve E." <Steve.E.Moskowitz@conocophillips.com>
Date: Fri, 29 Jan 2010 13:37:58 -0600
To: Undisclosed recipients;

As promised, I have a few quick updates about the ride tomorrow so let's get going...

Sign-in Update

In order to help you split into several lines sooner, here is the breakdown of the sign-in lists for tomorrow. I have split the six lists up into three groups of two lists plus the Unpaid riders on a separate list.

Paid Riders

Each of the groups below will be split into two lists when you get to your sign-in table

A to Haller - You will enter the store and go straight ahead to a sign-in table near about 2/3 of the way back into the store

Hambrick to Ostendorf - You will enter the store, make a right at the walkway past the bikes and make a left at the next walkway...

...the O to Z list will be ahead of you off to the right just before the 2nd turn - keep going to your list...

Ostrowsky to Z - You will make an immediate right as you enter at the service counter and make a left just before the restrooms.

The list will be straight ahead just past the bikes

Unpaid Riders (& riders who indicated they were not training)

A to Z - You will enter the store and go straight ahead but keep going past the A-H paid riders. We'll have your table near the door from Sun & Ski into the mall.

NOTE - UK Driving Rules Apply...

In order to make it easier to get in/out, please line up on the left side of the road in your respective line and leave the right half the aisle clear for riders heading back out after they have signed in. The flow will work better this way!

For instructions on how to pay tomorrow, etc, see the next tip...

Reminder - How can I get FAST answers to my questions?

If you can't recall if you paid or not, check the subject line of this note. Riders paid as of this morning are noted as paid in the subject line and riders who I have not received payment yet or who indicated that they are not participating are indicated as such in the subject line of this note.

If you have other questions, please check our FAQ (<http://www.conocophillipsbikeclub.org/FAQ.html>) and our Email archive (<http://www.conocophillipsbikeclub.org/links.html>). The FAQ Update sent last Friday (http://www.conocophillipsbikeclub.org/docs/SteveNote_012210.pdf) has some very useful info as well.

I have a busy afternoon before a BUSY weekend and won't be able to look at any cycling questions/issues until this Sunday afternoon so PLEASE check the links above - they have a LOT of answers to almost 100% of the questions we have received in the months of December and January.

Weather Update

Several of you asked if the ride tomorrow was canceled based on the wet weather this morning. The weather forecast predicts that the rain is past but the clouds will stick around for a while. The forecast is for 35 degrees at the (cloudy) start and only getting up to 44 degrees with the sun starting to peek out between 11 am and noon.

This is not the best weather for riding but definitely not weather to consider canceling the ride.

As I noted in the Wednesday note, dress in 2-3 layers - so you can take one off if needed as you warm up and, if you need to, arrive at Sun & Ski early (6:00 am) to get some of the great winter wear they have available.

Reminder - Bike Club Hotline

If you ever want to check the ride status, please program our hotline into your phone - **291 293-2931**

If there is any question about the ride status, I will post an update - usually by 5:00 am.

Update - Long Route Overlap - Reduced!

Here is an update on the overlap between our long route and the Chevron/ExxonMobil ride this Saturday. The overlap will only occur at the intersection of FM-529 and FM-359 - approx mile 24. We are coming from the east and make a left turn at the intersection (stop sign). By the time we get to this intersection, any overlap will be from their riders coming from our right and making a right turn at the same intersection. There will be a left turn sign and a volunteer posted and we have two police officers controlling the traffic and directing our long riders to make a left turn.

Rest Stop Correction

I'm not normally in the habit of needlessly wasting letters but some of you pointed out that I wasted over 2,000 bytes by noting our rest stop this week is at "Dewberry Farms". It's actually **Dewberry Farm**. They are very friendly to cyclists and, from Oct to Dec of each year, they open the farm to visitors. See the information below...

Dewberry Farm is open October and November for groups, families, and school field trips. The pumpkin patch and corn maze are the featured activities but there are enough other activities for a full day of farm fun. In December, families can create life long memories by cutting their Christmas tree at the farm. Visit www.DewberryFarm.com for more details.

PS - if you saved the weekly ride note, you should go grab that extra "s" and save it for a rainy day...

Safety Tip - How to Safely go to Single File

A big THANKS to BP rider, Kent Blancett who offered a good build to my reminder that riders riding two abreast should smoothly and safely collapse to single file when riders need to pass. Kent sent the following - please read it and if you do ride two abreast when other riders are not around (and the road/traffic conditions safely permit it), please discuss this tip with your riding partner(s) before you need to try it out.

Take it away Kent...

In reading suggestions for passing, you mention that passees that are two (or more) abreast should transition to single-file. I can't remember seeing suggestions for how to most safely accomplish the transition. I know that situations dictate how best to accomplish the move but some suggestions would probably help those with less experience. I don't even want to go into scenarios regarding crossing winds and echelons. Below are some thoughts I have about this – use them or modify them as you like.

Assumption: Faster riders should be approaching on the left

Scenario - Two abreast (no clear leader between two) where wind and drafting are not an issue

Desired outcome is the rider on the left takes the lead and move to the right thus making room for the rider/group that wants to pass.

No riders should hit the brakes – that adds to an already dangerous situation that people need to react to.

The rider on the left should speed up if possible. The rider on the right can help the situation by coasting or soft-pedaling if others are behind him to allow the rider on the left to get ahead easier. The rider on the right should call out “clear right” when the rider on the left has cleared the wheel of the rider now behind. The left rider can then safely move to the right and the rider/group passing can proceed.

For tomorrow, please remember:..

- Pre-pack all your clothes, helmet, shoes, glasses, sun-block, etc tonight
- Get your water and Sport Drink ready tonight - put the bottles in the fridge and the tops to the bottles on top of your keys so you don't forget
- Arrive NO LATER THAN 6:30 am!

We usually have our BIGGEST crowd at our first rides

Don't expect to arrive at 7:00 am or later and be ready in time to start with our group

- Sun & Ski Sports will be open for us at 6:00 am so you can get accessories, clothing and bike adjustments before and after the ride

And last, but certainly not least...

...DON'T FORGET YOUR BIKE!!!

I'll see many of you tomorrow morning at Sun & Ski Sports at Katy Mills Mall for our second ride of the season!

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<http://www.conocophillipsbikeclub.org>