

Subject: 2010 BP MS150 Training Series - Ride #2 - Katy Mills - Jan 30, 7:30 am
From: "Moskowitz, Steve E." <Steve.E.Moskowitz@conocophillips.com>
Date: Wed, 27 Jan 2010 06:18:03 -0600
To: Undisclosed recipients;

Good Morning! It's Wednesday so it's time for the weekly ride news...

I am putting the ride news right at the top of the weekly note but PLEASE read the rest of the note too. There is important information about one overlap with another ride on our long route, some lots of good safety tips and feedback...

Sneak Preview - Expedited Sign-in - We had six sign-in lists but it was hard to split the line up until you got close to the sign-in tables. I am working with Jim, the Katy Mills Store Manager to make it easier and quicker for you to get to the sign-in area. We are planning to split the overall list into three tables and have 2-3 lists at each table. As you walk into the store, you will go straight or right depending on which section you are in. Since the sign-in list is downloaded and frozen at midnight tomorrow night (Jan 28), I will know exactly where the split will occur and will include this in a Friday morning update. Those of you who are not paid as of midnight tomorrow night will receive details about where you will check in as well.

Weather Report - Weather.com is calling for a low of 34 warming up to 52 in the afternoon with mostly cloudy skies. This is the kind of forecast where dressing in light layers may be really appreciated. Be sure to pack appropriately and, if you are still new and need something, Sun & Ski will be open at 6:00 am and they will have all their winter wear out for us.

Website Update - Links Added - Aaron Jacks has added links to all the e-mails sent this year plus the focus notes. He is adding each note as they come out so, if you need to refer to one of the previous notes, just go to www.conocophillipsbikeclub.org and click on Links on the left side. If you enrolled recently, this is a GREAT tip to catch up on all the news and safety/riding tips you have missed this year.

OK, Our weekly news this week includes the following:

- **2010 BP MS150 Training Series - Ride #2 - Katy Mills - Jan 30, 7:30 am**
- **Route Notes - One (5.5 mile) Overlap w/ Another Ride**
- **Overview - Long vs. Short Route**
- **Safety corner - Good Feedback**
- **Training Series Sponsor - Sun & Ski Sports**
- **Safety Corner - Group Rides & Passing**
- **Photo-Fanatics Rejoice...**
(Photos and Videos online!)

2010 BP MS150 Training Series - Ride #2 - Katy Mills - Jan 30, 7:30 am

This week, we are retuning to Sun & Ski at Katy Mills for another ride on the pleasant roads northwest of the mall. We'll be heading out to Dewberry Farms and back!

We will be getting on the road at 7:30 again to get the large waves out before traffic starts to pick up. This worked well last week (for those of you who arrived on time!) as it was pretty quiet when we started and as we trickled in in small groups, we were looked after by the Katy PD officers. We have over 30 officers lined up this week so you will be well cared for - please obey the officers.

NOTE - On the return to the mall, when you get to the outer loop around the parking lot, turn RIGHT (south) and come around the south side of the mall. It's a bit longer but the traffic is lighter as we miss the cars entering from I-10.

Directions to Katy Mills (from in town)

Take I-10 to the Katy Fort Bend exit and make a LEFT turn on Katy Ft Bend Rd. Go to the 2nd street on the right and make a RIGHT turn on Katy Mills Dr. When you get to the loop road around the parking, Sun

& Ski is straight ahead. Make a left and almost an immediate right at the first drive. Then turn into any of the parking aisles.

A big THANKS to Sun & Ski Sports for hosting our first two ride starts! They are excited to be on board and will be rolling out the red carpet for us the next two weeks. For any of you who missed it, please see the details below on how you can sign up for Sun & Ski's 2010 MS150 Discount & Donation program. This is a great way to get the equipment and clothing you need and raise money to help fight MS. You even earn donations when your friends shop at Sun & Ski - this program helped me raise enough donations to make the Tour of Champions last year and I highly recommend it.

Here's a useful tip for riders who don't have the proper cold weather wear for the probable cold front this weekend:

1. Enroll ASAP in the Sun & Ski Discount & Donation Program (www.sunandski.com/events)
2. Read my tips on cold weather wear (Click on "Links" on the left at <http://www.conocophillipsbikeclub.org>)
3. Arrive at Sun & Ski early this Saturday and pick out the perfect base layer, shell, or whatever you need before we ride!

Sun & Ski will open at 6:00 am for our riders. You can shop for warm clothing, get help with minor pre-ride mechanical assistance and sign in.

NOTE - There are restrooms in the mall opposite Sun & Ski that will be open for us. **Please DON'T wear your cycling shoes indoors** unless they have totally recessed clips or no clips. You could slip if you wear your clips inside. Most of us remembered this rule before the ride last week but I did see several of you with clips indoors after the ride. Please remember this safety rule.

If you are not familiar with the mall, Sun & Ski is located on the northeast side (the side facing Houston) near I-10. As you enter the mall, turn to the left and come around to the east side and you will see Sun & Ski near the front. We will be starting from the driveway outside of Sun & Ski. We also have four porta-lets that will be outside next to the drive where we start if you need a quick stop just before we head out.

The routes this week are 36 or 45 miles. If you study the map online (http://conocophillipsbikeclub.org/maps/2010_02.pdf), you will see that the route is a counter-clockwise loop with an extra loop up to 529 and back on FM-359 for the long riders. The rest stop is at Dewberry Farms which will be on the left shortly after you turn north on FM-362. There will be police officers at this location to direct us in and out. If you need to stop, be sure to unclip and wait for the officer to direct you to enter.

The short ride increases to 35 miles this week and for most of us, 35 will be plenty. Unless you have been riding all year and are averaging 17 mph or better, you should stick to the 35 mile route this week. See the Long/Short Route Overview below.

Note that the rest stop is at almost the exact middle of the short route. Long riders will have a 27 mile leg after the rest stop. We locate the rest stop at the optimal spot for the beginners at the early rides as most of our riders are riding the short option this early in the season. For long riders, there is a convenience store in Brookshire just north of I-10 if you need a short stop before heading back to Katy Mills. This is at the 35 mile mark and is just a few hundred yards south of the route - turn south off of Hwy 90 at the last light in Brookshire if you need a short break on the long route.

IMPORTANT Ride Details

We have lined up quite a few officers from the Katy PD and other local jurisdictions. They will be covering all the significant intersections we pass through. Please obey them and be prepared to stop as you approach each intersection.

Riders **MUST** ride single file on the roads without a shoulder!

This is our opportunity to demonstrate that MOST cyclists are very considerate. PLEASE ride single file and be considerate of local traffic or we will not be welcome back.

Route Notes - One (5.5 mile) Overlap w/ Another Ride

Please note that there will be one overlap w/ Chevron/ExxonMobil riders on the long route only. At about mile 24, we make a left turn from FM-529 onto FM-359 heading south. The CVX/XOM route goes out & back on 359 so there will be some of their riders coming south on FM-359 at the same time we are. The overlap lasts about 5.5 miles to Clapp Rd where they make a left turn to head back to Royal H.S. and we keep going south on FM-359.

Here is the short version:

After you make a left on FM-359, stay on FM-359 all the way back to Brookshire. Even if you see riders turning left before Brookshire, you stay on FM-359.

We will have distinct identifiers on our directional signage and there will be a straight arrow at this point to remind you to NOT turn until we get back to Brookshire.

- Overview - Long vs. Short Route

You should have noticed that we usually offer a long and a short route each week. This is because we have a mix of experienced riders who have been riding in the offseason and new riders who are still building up their conditioning AND, some of us have time constraints but still want to get a ride in.

At the beginning of the season (weeks 1 & 2), our main focus is on the short route. The rest stop (one) is primarily aimed at the 75-85% of you who should be going short right now.

This week, the long route has a long way to go from the rest stop to the finish - approx 27 miles. I will be going long but I will also stop with my group in Brookshire, approx 10 miles from the finish for a short break. I have a couple of dollars for water which is all I'll need to get me to the finish line. (I also carry an extra gel and energy bar of some sort just in case I need it. Since we're going long, we'll add an extra 1/2 mile to the route and turn south (right) at the last light after we get into Brookshire and go down to the bike friendly store just this side of I-10.

Those of you who feel like you are ready to go long, you will have more rest stops beginning on Ride 3. Next week, you will have a LOT more rest stops and route choices- watch for full details next Wednesday!

- Safety corner - Good Feedback

I collected a few of your responses and wanted to share them with everyone...

"I do have one observation to add which you might consider including in future emails. On the stretch of road where the shoulder was extra wide there were lots of people riding two abreast, which would be okay if they were aware enough to get over single file when they heard riders approaching and wishing to pass. Unfortunately I witnessed several riders forced to go out into the driving lane to pass riders who were two across and chatting. This is very frustrating to me because it is an unnecessary safety risk to take when the shoulder is so wide - no one should ever have to go out into the car lanes to pass on this wide of a shoulder!

Two key points:

1. Riders that are two (or even three!) abreast should be listening for those wishing to pass, and then get over single file in a timely fashion when it is safe to do so.
2. Approaching riders should call out their desire to pass loud enough for those riders up front to hear, and then allow them time to get over. Be patient - don't just dart out into driving lanes when you can wait 10 more seconds and pass safely inside of the shoulder.

I did make a point to ask those "offenders" to be more aware of the situation, but I'd really appreciate you

considering re-enforcing this point to the larger group.

I thought that in general the riders did an excellent job of calling out. I think one thing that might need to be pointed out is that toward the end of the ride, folks tend to let this lapse a bit, perhaps because they're tired or maybe because they're so focused on the finish. My observation is to be just as safety-conscious and alert when you're approaching the end of the ride as you are when you start.

- Training Series Sponsor - Sun & Ski Sports

This is a BIG deal...we will now have FULL mechanical support, before, during AND after our rides! Read on for details...

Sun & Ski Sports is proud to be the exclusive sponsor of our 2010 BP MS150 Training Series. They will be providing full bike maintenance support before, during and after each training ride.

Sun & Ski Sports is a full service bike shop that offers bike sales, apparel, parts and accessories, bike repair and custom bike fittings. They outfit customers with quality merchandise, exceptional service and outstanding values. All employees are knowledgeable of the products and help provide the best possible fit.

Store Discounts and 5% Pledge Rebate Program

Sun & Ski Sports offers a store discount program to all participants in this training series plus include their exclusive 5% pledge rebate program to all who sign up. This program gives you a 5% rebate on all sales made at Sun & Ski Sports by you or your supporters towards your MS150 pledge. To enroll for store discounts and the 5% pledge rebate, just click here: www.sunandski.com/events.

- Safety Corner - Group Rides & Passing

I realize that this next section is a repeat but over the first few weeks, many of you will be making your first group ride and this safety/etiquette tip will make a HUGE difference in how much each of us enjoys our ride. Passing and being passed is a very common occurrence in group rides and the more we practice these tips, the more we all enjoy the ride. We did well at this last week but I know, from personal experience, that we will all get better.

The two areas where we can make the most improvement are:

- Passers - Communicate as you approach slower riders

As you get into hearing range (10-15 yards), call out: "Rider (or Paceline) Approaching!"

- This gives the rider(s) ahead a heads-up so they are not startled

- Passees - If you are riding two abreast (on the shoulder or a road wide enough to allow this) and hear the call of approaching rider(s)

Temporarily stop your conversation

Smoothly go to single file to let the riders pass safely

- All - Use the words: "Thank You" frequently and sincerely!

If some of you experienced riders want to contribute a safety tip/topic, please feel free to drop me a well written note for future use. All contributors will be noted and thanked profusely.

Please remember these key tips about a group ride.

Do's

- Ride smoothly and predictably

- Communicate - BOTH ways, call hazards, call when passing and listen to others

- Ride your ride at your pace
- Listen and respect the Ride Marshals, Medics and HPD officers - they are looking out for our safety
- Ride single file or max 2 abreast if on a wide shoulder or a road that is closed to regular vehicular traffic
- Enjoy the ride - Remember that this is a fund-raiser to find a cure for MS, not a race!

Don'ts

- Cross over the center stripe
- Pass on the right
- Overlap the wheel of the rider in front of you
- Ride in pacelines (unless you are very experienced with the general process and the specific group your are riding with)
- Wear headphones (any type) or talk on your cell phone while riding

I will come back to many of these in detail over and over until we are all familiar with the fundamentals of safe riding.

Passing on a bicycle is a two-way event. The passer and the passee both have a few simple responsibilities that will make the pass safe and friendly.

The passer should:

- Call "Approaching rider" as they get close
- Slow down a bit to allow buffer space for both riders
- Check the road behind to ensure no approaching vehicles
- Call "Passing on left" after the other rider has acknowledged their presence
- Move over to allow enough room, speed up and make the pass
- Allow plenty of room before pulling back in to the right

The passee should:

- Be aware of approaching riders (listen, NO headphones!)
- Acknowledge calls to pass - saying "Thank You" is a GREAT way to do this!
- Maintain a steady speed and line - don't suddenly slow down or speed up as you are being passed and don't jerk your handle bars.

The process for multiple riders passing is similar with a few extra variations

The passers should do all the above plus:

- Call "Rider(s) Up, slowing!" as they approach
- Double check for approaching traffic - allow more room for multiple riders to pass
- Consolidate to single file if not already there
- The lead rider should call: "Passing on left, 7 riders" or similar to let the passees know what to expect
- The last rider should call: "Last rider" so the group knows you are all past
- Allow extra room before pulling back in so the their line doesn't cut off the passees
- Don't speed up until you are well past - your group may feel pressured to pass when it is not safe in order to avoid falling behind

The passees should do all the above plus:

- Smoothly consolidate to single file when a group approaches (the lead rider should call "Slowing, Single file")
- Listen for the first and last passers so they know what to expect.

Note that the passers have the responsibility to ease up as they approach and wait for safe conditions to pass. The passees have the responsibility to listen, hold a steady speed and line, and go to single file to make room for the passers to get around.

I expect to see you all practicing this. I also expect to hear a LOT of communicating and "Thank you's" out on the roads this week and for the next three months!

Here is one more group riding tip. A question I received about pacelines.

Q: I've completed several MS150s but never a part of a team. While there have been large groups about, I've never been part of one. The extent of my drafting experience is limited to a group of 3 - and then only sporadically. Will this be covered in the next beginning ride?

A: We recommend against pacelines which is "aggressive" drafting in order to increase speed (unless you are very experienced and know your paceline riders well)

On the other hand, there is an opportunity to ride in a group and practice gentle drafting which does make your work quite a bit easier, especially on windy days.

The key things to remember are:

1. Allow at least 12-24" between front/back wheels
2. NEVER overlap wheels!
3. Communicate with your group - call hazards, car back, slowing, stopping, turning, standing, etc...
4. Ride steady and predictable
5. Don't ride above your ability - pull off and let the group go if the pace feels too fast

Here are a few more linear thoughts on this topic:

- If a group has trained together, cycling etiquette says to let the slowest rider set the pace, now and on the way to Austin
- The real test of a group is flat tires. The best groups ALL stop and pitch in to quickly change the flat and get back on the road
- The ride is supposed to be fun and it is definitely more fun with a group of friends
- Friends DON'T let friends ride alone...

Hope this makes sense. Save this note as it will make a lot more sense as you get more experienced.

- Photo-Fanatics Rejoice...
(Photos and Videos online!)

...It was about time we heard from our ace staff photographer, Tim Hansford. If you doubt me, when you sign in this Saturday, just look on the sign-in sheet and there, just to the left of Tim's name is a big black "P"...

...and that stands for Photographer!

If you haven't seen Tim zipping about with all his cool cameras and ingenious attachment devices, it's only a matter of time before you will. Tim can be seen each week digitally documenting everything we do - some in frozen time and some in liquid time. Then, Tim posts it all online so we can enjoy flashbacks. I'll let Tim share what he's already done this year so take it away Tim...

"I've updated the photo album with the latest training ride photos, and a couple of videos are up from the Jan 16 beginner training ride. This past Saturday's ride will be uploaded as soon as the video is edited together.

Photos--Training Rides - <http://www.cynapsphotos.com/v/CoP>
Photos-Past MS150 Rides - <http://www.cynapsphotos.com/v/MS150>
Videos - <http://www.cynapsphotos.com/videos/CoP>

- Last Minute Reminders:

- Put your clothing/eqpt out Friday night
THIS INCLUDES YOUR BIKE!!!

- You must have completed your annual enrollment before you ride - NO EXCEPTIONS
(If you are getting this note directly from me (no one forwarded it), you have completed the annual enrollment)
- Only riders from our core teams can ride - we need to keep the size manageable
- Arrive on time! We WILL leave promptly at 7:30 to get away from the mall before any traffic starts to arrive - if you are running late, you will start off behind our support team.
- It will be cold this Saturday - put out your winter wear or come to Sun & Ski early - they will have the winter wear out for us

NOTE - I will be out of the office all day today w/o access to e-mail. PLEASE contact your team captain or check the links and Frequently Asked Questions (FAQ) online if you have any questions. I'll be busy Thursday/Friday catching up and taking care of the last ride details in the evening so I may not get to my cycling inbox again until this weekend.

I'll see many of you this Saturday...

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