

**Moskowitz, Steve E.**

---

**From:** Stephen Moskowitz [stevemoskowitz@ready2rollcycling.com]  
**Sent:** Thursday, January 10, 2013 5:57 PM  
**Cc:** Team Audrey's Heroes - Jacks, Aaron; Ambulance Racers - Stewart Guss; Apache - Lisa Nutting; Because We Can - Ron Brannigan; BG Group - Katie Bennett; BP - Amanda Banduch; BP - Eric Cioti; Calpine - Jim Sandt; Calpine - Norma Dunn; CBI - Chris Cagle; CenterPoint - Tory Bracy; CGGVeritas - Derrick Cooksey; CGGVeritas - Jesse Rivera; ConocoPhillips - Steve Moskowitz (home); - Critz Cullen; Susman Godfrey - David Peterson; Enbridge - James Edgar; Enbridge - Jeff Cardinal; EP Energy - Michael Ferrel; EP Energy - Todd Gornick; ERM - Chris Young; For the Cause - Kim Kareah; Fugro - Ted Tankard; Harris Caprock - Gary Wise; SMay@Mail.com; blrainey2@sbcglobal.net; HP - Cara Baez; HP - Rebecca Forsyth; HP - Robert Thornton; Ready2Roll Cycling - Jan Cohen; KBR - Pavan Lakau; Marathon - Alison McCaslin; Marathon - Elizabeth Smith; Houston Oaks/WellFit - Mark LeBlanc; Marshall & Jan Cohen; Martha Turner - Ashton Martini; Martha Turner - Courtney Henderson; Mattress Firm - Becky Means; Memorial Hermann - Maria Nelson; NOV - Jason Bozic; OlArmy Cycling - Chris McFarland; Parker Drilling - Kathy Moran; Cohen, Marshall (P66); Ready2Roll Cycling - Robbie Moskowitz; Shell - Chris Holan; Shell - Mark Poindexter; Simmons - Dallas Griffin; Statoil - Angel Callejon; Ready2Roll Cycling - Steve Moskowitz; Moskowitz, Steve E.; Sun & Ski - Alison Albrecht; Sun & Ski - Andrew Christ; Sun & Ski - Toby Craig; Sun & Ski Sports - Daniel Graham; Sun & Ski Sports - Mynette Murtagh; Sun and Ski #82 (Katy Mills); Susman Godfrey - Trey Peacock; Team CAIC - Lina Arango; Team CAIC - Marco Contreras; Team DODI - Evan Jones; Team DODI - Leo Magallon; Texas Children's Hospital - Jill Simon; Texas Children's Hospital - Seema Patel; Toyota - Manuel Sanchez; Transocean - Karen McConaughy; Urban Bicycle Gallery - Judy Tuttle-Wurth  
**Subject:** [EXTERNAL]2013 Ready2Roll Cycling Training Series - Pre-Season Preview #1

Before I get started on this special pre-season note, I want to clarify that the beginner ride this Saturday will begin at 9:00 am I don't know where the 8:00 am start reference came from. I do copy/paste some info from previous rides since it doesn't change but we have not started the beginner rides at 8:00 am in a long time that I can recall. Sorry for any confusion this may have caused.

On the weather front, Weather.com has dropped the probability of precipitation this Saturday to 50% and their current 36 hour timeline shows the weather being mostly cloudy until 1-2 pm so we're looking more promising. Scattered thunderstorms are still a possibility so I will continue to monitor this closely and send an update at lunch tomorrow.

Today, I wanted to share a few more high level notes about what is coming up over the next 14 weeks...

This is a moderately long note but there are a lot of key details to cover. Please DON'T delete this note unless or until you have completely memorized it - it has a LOT of good and important information.

I will be sending out a few more pre-season preview notes to cover more key details so, if you have not already done so, please set up a folder to save the 2013 Ready2Roll Cycling Training Series notes from me (& your respective team captains, etc.) and start saving these notes so you can refer back to them when needed. I will post each note online as well.

Today's note will cover:

- **Safety and Etiquette - The Bottom Line**
- **Training Series - Jan 26 to Apr 13**
- **Partner Rides**
- **Wave Start**
- **Carpooling**
- **Email - This is Only the Beginning**

-----  
**Safety and Etiquette - The Bottom Line**

Before I cover any other topics, I must open by reminding everyone that our goals for all our riders are...

- Learning to ride safely...
- Learning to ride courteously...
- Being ambassadors in the community for cycling, for our teams, for our training series and for the BP MS150...

- Getting into great shape to enjoy the ride to Austin...
- Having a LOT of fun while doing all of the above!

If any of you have trouble supporting all of these goals, please reply to me ASAP.. Those of you who are new will have to trust me on this issue for now but as soon as you get used to our rides and drop in on another ride, you will be pleasantly surprised at what a difference this focus makes.

You will be receiving a lot of safety and etiquette tips and feedback after our rides in the coming weeks. Please read each of these notes, keep the note for reference, and be sure to practice the lessons we learn and share. We'll start out the season better than average and get much better than average as we all get more experience.

Taking our safety/etiquette lessons and focus seriously will make your training series and your BP MS150 much safer and much more enjoyable - Honest!!!

### ----- **Training Series - Jan 26 to Apr 13**

The 2013 Training Series is the focal point of this email distribution list. The series consists of 12 fully supported rides which begin on Saturday, January 26 and continue until Saturday, April 13.

The rides will start out in the 25-30 mile range and will be fairly flat. We gradually build up to 60-70 miles and start introducing hills in week 5 and get very hilly over the last weeks. On our final ride, there will be four memorable hills if you opt for the "full" package. The good news is that the easiest of these four is the hardest climb you will face one week later on Day 1 of the ride to Austin. In other words, after our series, the ride to Austin will be a breeze - hopefully a breeze from behind!-)

There will be a short and a long option each week. In the early weeks, most of you will take the short option as you build up in your first year or rebuild after some time off the bike. Late in the season, the short option will be used for those who need to get somewhere later in the day. There is not a right or wrong option - as long as you train regularly, you will be well prepared for the BP MS150 if that's your goal.

In weeks 1, 2 & 4, we have added a "longer than long" lightly supported" route for riders who have been riding all year (and are averaging 17.5 mph or faster). This will be an extra loop and/or repeat of part of the route. These extra-long routes will have a time cut-off based on the 17.5 mph pace because we can't keep our volunteers, law enforcement, etc. out all day. We will have a SAG team that will sweep the back of this extra loop to make sure we catch anyone who needs a lift.

Your goal should be to participate in at least 6 of the 12 rides. We purposely make the series twice as long as needed so you are not pressured to make every ride. Doing half the rides will do fine as long as you are doing some cross training during the weeks. The only caveat here is doing rides 1-6 and skipping rides 7-12 is not a good training plan!-) Be flexible and understand that very very few riders ever hit 100% attendance. Our average attendance is in the 60-70% range so most of you make about 7-9 of the 12 rides.

### ----- **Wave Start**

The training rides will not be as big as the BP MS150 but they may feel that way. The size of the rides will vary in almost direct proportion to the temperature. If it's 34 degrees out and we have a tough, north headwind, we may only see 500-600 riders show up. If it's 65-70 degrees and a beautiful day for a ride, we'll see 1,100+ riders show up. We have learned that rather than trying to coordinate one ride for 1100+ riders, it's much easier, safer and more fun to coordinate 11 rides for about 100 riders each.

We do this by starting in waves based on your ride pace. The fastest riders start first followed in waves by fairly fast, moderate, slower and slow riders. There is absolutely no glory, shame or embarrassment at starting in the first or last group - only starting in the wrong group! Starting in several waves allows everyone to spread out safer, to avoid the need for a lot of passing early when we're congested, and allows you to settle into your pace and enjoy your ride much sooner.

If you aren't sure of your pace yet, don't worry, you will have a chance to figure this out on the beginner rides and on the first training rides. If you are not sure of your pace, start at or close to the last wave on your first training ride. If you pass a lot of riders, move up 1-2 groups next week. If you are passed a lot, move back 1-2 groups next week. As long as all of us honor this system and make a good mental note on adjustments from week to week, we quickly fall into the appropriate waves and everyone has a safe, fun start each week.

## ----- **Partner Rides**

Most of our training rides are fully planned and supported by the teams that join together to support this series. Occasionally, it is hard to fit our ride into the community due to the large number of rides that are planned in the months before the BP MS150. We coordinate our series with the BP MS150 Recommended Ride series as well as several of the other large team rides to avoid conflicts. When it's not possible to avoid all the rides, we will partner with a planned ride and join forces.

This year, we have two partner rides planned. We'll be partnering with the BP MS150 Recommended Ride - Pedal the Prairie on Feb 9 and with the Washington County Lion's Club for the Head for the Hills ride on Mar 23. We work very closely with these two rides to ensure that the support, safety and quality of the ride is up to our standards. Actually, I think that the Pedal the Prairie may be the only ride I ever gained weight on a ride. Those homemade brownies are highly addictive!-)

Since the partner rides are open to the public, you are welcome to invite friends who are not doing our series to join you on the ride. They will need to register and pay for the ride but you will not. you do need to sign the ride waiver but I will e-mail each of you the ride waiver/registration form and your information will already be filled in. All you will need to do is print, sign, and bring the form to the ride. Aren't computers great - some time...

## ----- **Carpooling**

One of the ways we enhance our community relations and make the rides more enjoyable is by carpooling to every ride from Week 2 (Feb 2) on. A large group of riders can't possibly move out to the small towns where we'll be riding if we each drive our own car - they don't have adequate parking to accommodate us. The only exception on carpooling is to the weekly ride support team - many of them need their own vehicle to carry food, drinks, signage, etc. Everyone else must carpool beginning Feb 5. We will have to turn away riders who arrive solo unless you are on the weekly volunteer list. There may be a remote parking area but this is not guaranteed and you may need to ride several miles back to the start to join the ride.

Each of you needs to start checking with friends who are riding to set up carpools. The ideal carpool has 3-4 riders so if 1-2 are out, you still have a group.

We are cleaning up the free online forum we have used in the past and looking at some other options so if you don't have a network of cyclists yet, watch your inbox for info coming real soon about online support to find a carpool.

I don't want to hassle anyone about this - you need to trust me again on this issue. Anyone can easily find a carpool with a little effort. Even with a car full of supplies, I carpool on a regular basis. I will meet riders at a coffee shop or other location along or near I-10 or the Sam Houston Tollway and we'll pile into as few cars as possible and caravan if there are several of us. Carpooling makes the drive to/from the ride more fun and reduces the traffic at the ride as well.

If you have not done so already, please take a look at the Ready2Roll Cycling web site. There is a carpool forum on the Classified page to make it real easy to find a carpool or post your carpool for riders. Take a look at the forum first and note how each listing (should) start with the zip code, then the neighborhood to make it easy to find a group in your area.

## ----- **Email - This is Only the Beginning**

Those of you who are new riders probably had to stop a few times while reading this note to catch your breath. Our experienced riders know this is just a warm-up e-mail and you can expect more epic length notes coming from me in the weeks ahead. As I already noted, these notes are for your benefit - if you choose to ignore them, you can pretty much plan on missing some key details and maybe even a ride or two!

As we get under way, you will receive the weekly training ride note each Wednesday prior to the ride. The note will have details about the ride, directions to the start, notes about parking, etc. There will be other news in the Wednesday note as needed but I will try to keep the Wednesday note as focused on the weekly ride as possible. On the Monday after the ride, you will see feedback - especially in the early weeks as we master our safety and etiquette skills.

In the early weeks, I will send extra notes like this to give you details on signing in, signing out, the Sunday

morning 2 am call (more on this later...), my annual classic note on winter wear, etc. There will be a lot of e-mail coming but those of you who read it all will be very well informed and maybe even catch a corny joke or bad pun or two...

If there is any late breaking news, you may see an occasional note on Friday but these are not sent unless needed.

-----  
OK, that's plenty of information for today!

Please take some time to soak this up and watch for upcoming notes the next two weeks with more details about volunteering (each team supports three dates plus one before/after ride duty), finding a carpool, details about the weekly ride process and my annual update on personal recommendations on dressing for cold weather riding. Also watch for the Beginner Ride 1 Reminder note next Wednesday.

I am looking forward to seeing many of you on Jan 26 and our eager crop of beginners on Jan 12

Stay safe and warm,

**Steve Moskowitz**

Ready2Roll Cycling

[SteveMoskowitz@Ready2RollCycling.com](mailto:SteveMoskowitz@Ready2RollCycling.com)

[www.ready2rollcycling.com](http://www.ready2rollcycling.com)

