

**Moskowitz, Steve E.**

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**From:** Stephen Moskowitz [stevemoskowitz@ready2rollcycling.com]  
**Sent:** Wednesday, January 23, 2013 7:09 AM  
**Cc:** 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; CGGVeritas - Jutta Rivera; CGGVeritas - Raul Castor; ConocoPhillips - Steve Moskowitz (home); Moskowitz, Steve E.; - Critz Cullen; 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; Houston Oaks/WellFit - Mark LeBlanc; blrainey2@sbcglobal.net; HP - Cara Baez; HP - Rebecca Forsyth; HP - Robert Thornton; Marathon - Alison McCaslin; Marathon - Elizabeth Smith; Martha Turner - Ashton Martini; Martha Turner - Courtney Henderson; Mattress Firm - Becky Means; Memorial Hermann - Maria Nelson; Methodist Hospital - Kathy Shadle; NOV - Jason Bozic; OIArmy Cycling - Chris McFarland; Parker Drilling - Kathy Moran; Cohen, Marshall (P66); Ready2Roll Cycling - Jan Cohen; Marshall & Jan Cohen; Ready2Roll Cycling - Robbie Moskowitz; Ready2Roll Cycling - Steve Moskowitz; Shell - Chris Holan; Shell - Mark Poindexter; Statoil - Angel Callejon; 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 - David Peterson; Susman Godfrey - Trey Peacock; Team Audrey's Heroes - Jacks, Aaron; 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; WellFit Group - Mark LeBlanc

**Subject:** [EXTERNAL]Ready2Roll Cycling 2013 Training Series - Ride 1, Katy Mills Mall, Jan 26, 7:45 am

First of all, you read the headline correct - 7:45 am is our start time this week! This is for your safety so please set your alarm clocks to give you (and your carpool) time to arrive at Katy Mills no later than 6:45.

This is our first ride of the series and it's close to town so we usually get 1,100 or more riders show up for the ride. Most of you also need to get your rider number to place on your helmet and new riders need to get used to the sign-in process so please arrive early and allow extra time to get ready for our first ride - please... If you don't come this week, don't worry, you get your rider number when you come to your first ride

At the recommendation of the public officials we have been working with, we are getting our large group away in waves before the Saturday traffic starts up around Katy Mills Mall. The good news is that we have a GREAT location for the start and you can sign in in the warm comfort of Sun & Ski Sports. Then, check out all the great deals on cycling clothing and equipment (including some extra warm skiing stuff next to the cycling section).

Today's note has several safety/etiquette tips. I know that there is a lot of material here but PLEASE read all of these and please be prepared to practice these at this week's ride and at all of our rides. They will make you a safer rider and increase your enjoyment of every ride you do. There is a lot for our beginners to practice and I have collected the most useful and important tips in today's note.

I will be sending a focus note later this week about the training ride details. It will cover do you need to RSVP (no), how do you sign in and out, how do we start our riders, what do the Ride Marshals do, etc. PLEASE hold your questions about the ride. The focus note should cover everything you want to know about the actual ride day experience and what you need to do. We'll have volunteers to help you sign in as well. **The key is to arrive early** to allow time to sign in, get your bike ready, etc.

Today's note covers the following topics:

- **Safety Corner 1 - Feedback from Beginner Ride**
- **Training Ride #1 - Klassic Katy, Jan 26, 7:45 am**
- **Training Series Sponsor - Sun & Ski Sports**

- **Safety Corner - Group Rides, Drafting & Pacelines, Helmet Fit Tips**
- **Last Minute Reminders**

### ----- **Safety Corner 1 - Feedback from Beginner Ride**

We had 380 riders for our second beginner ride last Saturday. We had a safe and uneventful ride but I did get some great feedback from several experienced riders and our SAG drivers. Most the feedback made the same point - a very common point that I need to share with new riders a few times until we get more experience.

The tip is to please remember to ride single file on two lane roads and be aware of traffic.

I had several reports that some of our riders were riding 2-4 abreast and taking the entire lane and holding up traffic on the way back from Monaville. I know that this was a mentor ride so there is a tendency to ride next to a rider to talk and learn but one critical lesson we need to work on is to ride single file approximately 18" from the right side of the lane if there is not a safe shoulder to ride on.

### **One other key reminder - Drink, drink, drink!**

Last Saturday, one of our riders was SAGged back to the start with a mysterious ailment - their arms and legs locked up. I should have suspected dehydration because that happened to me one time (leg cramps) right after we arrived in La Grange on Day 1 of the MS150. After they made a trip to the hospital and "drank" some saline solution from an IV, they were fine but this is an important reminder that even on cool days and fairly short rides, you need to drink well before the ride as well as during the ride.

I will be getting extra bottled water for the SAGs so if you run out of water before you get to the next stop, please pull off the road, flag a SAG (take off your helmet and wave it) and ask for a bottle to refill your bike bottle.

### ----- **Training Ride #1 - Klassic Katy, Jan 26, 7:45 am - 28/37 miles**

This week, we kick off the season with one of our classic rides - Katy south to Fulshear and back.

This ride is our classic opening ride as it is close to town but the roads are not too busy (if we get away early). This ride is almost completely flat with a few dips between Fulshear and Brookshire and one "mountain" when we cross over I-10 on the way back. Most of the ride is on local roads without a shoulder so you will need to ride single file. We will have Ride Marshals and conscientious riders reminding you to ride "Single File". Please honor these requests so that we are welcome to come back. More on this below.

Those of you doing the long route must ride single file on Bois D'Arc Road and EVERYONE must obey the stop signs. At this time of year, as riders start training for the BP MS150, it is not uncommon for law enforcement to be issuing tickets to cyclists who don't stop - remember, we are vehicles and must obey the stop signs.

### **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 turn into any of the parking aisles. Please don't park along the curb outside the store unless you are part of the weekly support crew dropping water, food, etc.

**A big THANKS to Sun & Ski Sports for hosting our first ride start.** They are excited to be on board and will be

rolling out the red carpet for us this week.

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

([http://www.sunandski.com/My\\_Team\\_Support\\_Bike\\_Team\\_Program\\_Registration\\_p/9990999960010.htm](http://www.sunandski.com/My_Team_Support_Bike_Team_Program_Registration_p/9990999960010.htm))

2. Read yesterday's tips on cold weather wear

3. Arrive at Sun & Ski early this Saturday and pick out the perfect base layer, shell, or whatever you need before we ride!

4. Let your skiing family/friends know - the eqpt they buy is also discounted and you earn donations to your MS rider account!

Sun & Ski will open about 6:00 am for our riders. You can shop for warm clothing, get help with minor pre-ride mechanical assistance and sign in. There are restrooms in the store, in the mall near the store, and we'll have porta-lets outside just east of Sun & Ski in the fenced area with the dumpsters.

**NOTE - 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 and the clips can scratch the flooring.

If you are not familiar with the mall, Sun & Ski is located on the northeast side (the side facing Houston) near I-10. Please don't park right near the mall entry but park near the perimeter of the parking on the east side. We will be starting from the driveway outside of Sun & Ski. We also have eight porta-lets that will be outside next to the drive where we start.

The routes this week are 28 or 37 miles. Most of you will be doing the shorter route and that is perfect for the start of the season. There will be one rest stop in Fulshear. This is just past the middle of the long route (21 miles) and about 12 miles into the short route.

NOTE - A very few of our year round 18.5+ mph riders have asked for a longer option - 52 miles. This option will only have SAGs sweeping the back and is limited to 18.5mph+ riders who will still beat many of us to the finish. This option is not on the map but will be explained to the few experienced riders who want to ride longer. We'll start one wave first who are going to do the extra-long route and then we'll start all of us normal riders. Extra Long riders should note that we have to close the rest stop at 10:45 am and break down so the restaurant can open. This means you need to average 18.5 mph or faster or you will miss the rest stop on your 2nd pass.

NOTE - When returning to the mall, please stay on the **south perimeter loop** of the parking lot until you get around to the store. Please don't take a shortcut by cutting through the parking lot to the inner loop by the mall. We move fairly fast on our bikes and are pretty quiet so we startle many pedestrians crossing the drive. The bottom line is PLEASE ride sensibly and courteously and cool down as we loop around the perimeter of the parking lot on the return.

**ALL Riders Need to Sign in and Sign out** - There will be a master list split into 6-8 parts at the sign-in tables. Please initial in before you ride and initial out when you are finished so we know you made it home. I will send the summary of who is on each list Friday morning after the lists are printed.

### **IMPORTANT Ride Details**

Our rides out of Katy Mills usually draw our highest attendance so please arrive early to allow time to park, sign in and get ready for the ride. We have had several riders arrive late for the beginner rides. You will miss the important pre-ride reminders and more important, you will be starting behind our ride support team and if you need assistance, we may not see you because our support team needs to focus on the riders who arrive on

time. PLEASE set your alarm and leave early enough to arrive at the mall no later than 6:45 am.

The rest stop will be at Dekker's (formerly the Double Horn Grill). It is on the north (right) side of FM-1093 just east of the Shell station in Fulshear.

We have lined up quite a few officers from the local PDs. 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 Bois D' Arc and Winner Foster!** The residents of Fulshear are upset about the large number of bikers taking up large amounts of space on the roads and the residents have decided they need to do something about it. The residents of Fulshear will contact the Fort Bend County sheriff's office if they find riders not riding single file. We have been told that the Fort Bend county sheriff's will be out patrolling Bois D' Arc and Winner Foster on Saturday. **They also asked us to remind riders to come to a complete stop at all stop signs!**

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.

Please ride on the shoulder on Hwy 90 from Brookshire back to Katy. You can ride two abreast but please allow faster riders to pass - see the Safety Corner tip below on passing.

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#### **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 2011 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.

Sun & Ski knows we're coming and will have some special offers and eqpt out so come early and/or stay after the ride and stock up on your cycling clothing, eqpt, etc.

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#### **- Safety Corner 2 - Group Rides, Drafting & Pacelines, Helmet Tips**

This week, we officially start training to ride to Austin. Our training series is designed to help you get into shape to ride and, equally important, train you how to ride safely and courteously.

Towards this end, I will include a regular Safety Corner focusing on a topic/technique that will help ensure you get to Austin with your skin and all your bones intact. These tips are for your health. PLEASE read them and practice the exercises we will be promoting!

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.

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Please remember these key tips about a group ride.

### **Do's**

- Ride smoothly and predictably - DON'T make sudden stops, changes in speed or turns
- 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 law enforcement officers directing us - they are looking out for our safety
- Ride single file or maximum 2 abreast if on a wide shoulder or a road that is closed to regular vehicular traffic
- If riding two abreast, please pay attention and, if riders approach to pass, gradually go to single file to allow a safe pass
- Enjoy the ride - Remember that this is a fund-raiser to find a cure for MS, not a race!

### **Don'ts**

- Ride to the left of the center stripe (short passing is OK as if you were a car but don't ride there)
- 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 you're are riding with)
- Wear headphones (any type) or talk on your cellphone 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 - This is IMPORTANT!**

We will practice the tips below over and over and I will be giving you feedback. After a few weeks, this will become second nature but please read the tips below and practice them as well as observing other riders doing the same. Be sure to communicate effectively and say "THANKS!" to show your appreciation for other riders who do the same.

Over the years, I have noticed a fairly regular issue in our rides and have observed several mishaps when a newer rider is startled during a pass and jerks causing them to lose control of their bike. In most cases, the rider recovers but I have seen a few where the rider did take a spill. These accidents can be avoided by exercising a little rider etiquette. Here are some details about how to make a safe, courteous pass.

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 you get close (within 10-20 yards)
- Check the road behind to ensure no approaching vehicles
- Move over to allow enough room, speed up just a little and start the pass
- Call "Passing on left" as you pull near the rider

Adjust your volume for the weather - if it's calm, you don't need to shout, if it's windy, you will need to raise your voice

- 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 something 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 your line doesn't cut off the passees
- Maintain a steady speed, don't speed up until the entire group has passed - 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")  
Ignoring the "Riders approaching" call and not allowing room for riders to pass is not a good way to make friends!
- 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 these tips - they make a huge difference in how much we all enjoy the ride. 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. This also makes the ride a lot more fun since it is possible, and probable to meet and visit with other great riders as you go.

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
- 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

## Helmet and Gearing Tips

THANKS to **Chuck D'Angelo**, Ride Marshal, AND LC(!), who was mentoring riders at our newbie rides last year and sent the good tips below.

Chuck noticed several riders with helmets that needed tweaking/adjustment to fit properly. Here is what Chuck wrote:

"I helped one rider with her helmet. She had it way too high all around because she had the circumference adjustment tightened too much.

Her entire forehead and back of head were exposed. I adjusted her helmet properly and one of the Ride Marshals agreed that the new fit was good.

Perhaps you could send out this link on helmet fitting? I've handed it out to many riders and reviewed it with them.

[http://www.cbcef.org/pdf/helmet\\_brochure.pdf](http://www.cbcef.org/pdf/helmet_brochure.pdf)

I saw a new rider get into an uncomfortably close encounter with a vehicle coming out of the rest stop. The rider had gotten from the rest stop to the other side of FM 359 and had started heading south.

She was having a hard time getting started. I think she was trying to get a foot into a toe clip. She also may have had her bike in a high gear; looked like she was struggling to get going. Anyway, she was plodding through the intersection at FM 1887 when a pick-up truck went around her and tried to take a right from southbound FM 359 to westbound FM 1887. Perhaps he thought that she was going to stop, or perhaps he was just annoyed that she took so long. He just stopped there and hit his horn multiple times as she passed in front of him.

Lessons here are to have your bike in a low (easy) gear when starting, not to worry about getting that second foot clipped onto a pedal or inserted into a toe clip until your moving at a good speed, and being aware of traffic coming behind you before you pass through an intersection.

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### - Last Minute Reminders:

- Put your clothing/eqpt out Friday night (include water bottles!)
- 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 to you), you have completed the annual enrollment)
- Arrive on time, no, make that EARLY - no later than 6:45 this week!  
We always have a LARGE crowd for this ride so if you arrive late, you will miss the start and may be behind our support team and on your own if you have any mechanical difficulty.

Don't forget about the **Sun & Ski Bike University** from 6 to 9 pm this Friday night at their Westheimer Store (between Bering and Hillcroft). There will be many presentations about how to get you and your bike ready to ride to Austin. I'll be speaking on training for the BP MS150 at 6:00 and 7:15 and will be available to answer questions.

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

**Steve Moskowitz**

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