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2013 Ready2Roll Cycling Training Series - Ride 6 Updates  
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I received some more good safety feedback I want to share but first, a few specific ride notes for tomorrow.

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#### **Ride Update - Frelsburg Interim Stop**

On Wednesday, I noted that the extra-long route (60 miles) this week has about a 25 mile segment between RS1 and RS2 and that there is a store in Frelsburg about 5.5 miles before the rest stop. Last year many of you stopped and this led to a strain on the septic system. Please keep going unless you really need to stop and if you do, please support the store. The rest stop past Frelsburg is at a really nice ranch where the owners have invited all the neighbors to a brunch tomorrow morning to meet us riders and help take care of us.

We have identified some options to add an intermediate stop but this won't happen until next year. Given the NNW wind (see below), I recommend that most of us do the 50 mile loop. This is only our 6th ride and we have plenty of hills and miles (up to 80) available at some of the upcoming rides.

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#### **Weather Update - Still Cool & Beautiful...**

It looks like it will be almost as cool when we start (40 degrees) as it was in Sealy a few weeks ago so remember to dress in a few layers. It should be in the mid-50's by the afternoon. It will be sunny so be sure to use sunblock on your face, legs (if they're exposed), head (if it's like mine) and lip balm w/ sun-block.

The wind will be out of the NNW all day starting at 12 mph as we head out and increasing to 19 mph in the afternoon. The good news is we'll have most of the head wind on the first portion of the ride so it will be at your back or side on the way in.

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#### **Fashion Update - Tan Tips**

The next few rides where it may be cool and sunny will definitely contribute to some extreme tan lines as your arms & legs get tan and the rest of you does not. Our experienced riders may recall that at the end of the series, when it's warmed up, we offer the option of a tan "even out" ride. Just show up with your arm warmers and leg warmers on...

...that's it, nothing else!-)

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#### **Carpool Update - Some Progress**

The online carpool listings jumped to 23 (Curt Martin's bow tie is barely visible at the bottom of the screen) so we made some progress but we need to do better. My Wednesday e-mail got me a carpool tomorrow, even with an early start and late return and a van full of rest stop supplies, tables, etc.

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#### **Safety Feedback 1 - Hill Reminder**

Our Ride Liaison, Critz Cullen, reminded me that many of the quiet, two lane roads we'll be riding don't even have a center stripe so it's critical that we all ride single file and as far to the right as practical, especially when heading up the hills.

We also need to remember to be good neighbors which means ride single file (again!), use our porta-lets (36 being delivered today) and clean up after ourselves...and please don't flip off the local drivers - if they are giving you attitude, ignore them and enjoy the ride.

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#### **Safety Feedback 2 - Communicate**

I received several emails which all basically pointed on the same thing - the need to communicate during the ride.

For our faster riders, this means really barking out: "Paceline approaching" at least 20 yards out. The volume is important - riders may not be able to tell exactly what you said but they are aware of your approach. Then call out: "Passing on the left" as you move over to make the pass. When I'm the 2nd rider in the line, I do the "barking" for our line and let the riders being passed know how many are coming by. The lead rider may be working pretty hard so they do call out as we start to pass but as the 2nd rider, it's much easier for me to talk as we come by - and bark! Riders in the middle, let the rider know you are coming and a rough idea of how many more and the rider at the back calls out: "Last Rider" as they pass.

For our slower riders, this means listening and if you are riding two abreast (even though I asked you not to this week), smoothly go to single file so riders can pass. If the line passing does communicate, "Thank You" is a nice way to thank them for communicating.

I've had reports of some long lines barreling by with no word of their approach, size, etc. There has been mention of a few common jerseys but I hope we don't need to single out teams but everyone will get with the program and communicate effectively and courteously on each ride.

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**Safety Feedback 3 - Be Patient!**

The other theme running through several of the notes I got has to do with one line passing and another coming by before the first line is past. This results in at least three riders across the road and, if the passing group is riding three abreast, there is no way to stay on the right side of the road.

First of all, you should NEVER pass on the training rides unless your line is moved to single file. Otherwise, you put the riders on the left side at risk, especially on the hilly rides we'll be doing over the coming weeks. Second, if a pass is in progress, you need to call out: "Slowing" well in advance and bring your line pace down gradually and hold until you can safely pass without going three or more across the road.

It can be thrilling to cruise in a paceline but it's not cool, courteous, or safe to put everyone at risk by being impatient and/or not communicating. Slow down when riding/passing in a crowd and when you are clear of the slower riders, gradually pick up your pace again.

OK, that's plenty to cover for this week. Bundle up (in layers) and be sure to meet your carpool earlier this week for the drive to Columbus...

thanks!

**Steve Moskowitz**

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