

Subject: 2013 Ready2Roll Training Series Ride 9 - Chappell Hill, March 23, 8:00 am
Date: Thursday, March 21, 2013 6:00:26 AM Central Daylight Time
From: Stephen Moskowitz
To: SteveMoskowitz@ready2rollcycling.com

OK, before I go any further, this note is the special note going out to riders who have (as of late Wednesday, Mar 20, registered for the 2013 Head for the Hills Ride in Chappell Hill this Saturday, Mar 23. Since some of you share an e-mail address, I have included the name of the rider who enrolled below.

This note is a confirmation for: **Stephen Moskowitz**

You have registered and will be on the Ready2Roll Cycling sign-in list this Saturday. Just come to our Ready2Roll Cycling tables and sign in. If you need to pick up your rider helmet number, just ask one of our volunteers – they have plenty available to hand out. Neatly write your number into the Ride# cell to the left of your name on the sign-in sheet and place the number on your helmet, front and center or on the left side near the front of the helmet.

Later today, I will send a different note to our riders who have not yet registered for the ride this week. I developed a filter to skip most of you but, if you registered for the Head for the Hills ride with a different e-mail address than you used to enroll with Ready2Roll Cycling, you will get that note reminding you to register but you can ignore it. About 10% of you did register with a different e-mail so sorry for the extraneous note – I don't have time to individually find all the overlaps.

OK, on to the weekly ride note...

This week, we will ride our hilliest ride of the season...

...I'm not talking about mountains here but the total climbing this week will be about twice as much as you did last week on the long route.

So far, about 55% of you indicated that you were planning to ride the 63 mile route, 43% are planning to ride 45 miles and 2% are planning to ride 26 miles. That feels about right for this ride.

You will have a good idea what you are in for after the first 7.5 miles of the ride - a series of downs and ups followed by more ups and downs and topped off by a few more ups... If you decide to drop down from the 63 to the 45 mile option, don't worry - you will still get plenty of hills in. This route is tougher than either day on the ride to Austin so the total miles you do this week is not as important as training yourself and your legs to establish a pace you can comfortably maintain through the ride. This ride is also a great opportunity to be sure you understand the gearing on your bike and how to shift to a harder gear to descend and to a easier gear to climb. You will be doing plenty of descending and climbing this week!

Before I get to the ride notes, I have some good feedback to share from our SAGs and Ride Marshals.

Safety/Etiquette Feedback

Several of you shared some good feedback with me after some of our rides. I have collected your feedback and added my comments. Here we go...

"...In spite of your pre-ride talk this morning, there were still a number of riders riding two abreast on the busy narrow roads. In addition, most of these folks did not respond to being told they were going to be passed, so they wouldn't single up for passing riders. I think that maybe a review of how to pass/be passed may be in order.

"...In addition, just after the right turn in Frelsburg, I witnessed a number of riders all over the road, blocking traffic. Not only was it dangerous and disturbing, but it was on a hill with cars in both directions trying to get around the bikes safely. As you know, it is not only dangerous for our riders to spread out all over the road, but it affects our standing in the communities we ride through. It also can create more dangerous situations as drivers become increasingly annoyed and start doing stupid things with their cars. As you know, the cars always win....

"...I continue to see paired riders riding side by side. Or they would be side by side if they weren't spaced 5 feet apart. I wish you would remind them that this effectively prevents other riders from passing them without venturing into the left side of the road. This works on the quiet roads we road last week, but will be problematic when we add 12,000 other riders for the BP MS 150 ride. Might you emphasize to these riders that they'll have to ride single file (or much closer together) in order to avoid major issues during the Big Event?

Steve's Comments - The three notes above all cover the same issue, balancing riding on quiet roads and the need to ride safely and be considerate of local traffic. The law and good practice say that you can ride, no more than two abreast, if you are on quiet local roads and allow traffic to pass. So riding two abreast is not automatically dangerous or wrong but it becomes a problem if you don't pay attention to what's going on and don't smoothly move to single file with riders or traffic need to safely pass. In other words, if you are going to ride two abreast, ride reasonably close together and be ready to smoothly collapse to single file if riders announce they are approaching or vehicles are approaching. You can go back to two abreast after the traffic clears up - the key is to be aware of the traffic conditions - both vehicle and bike traffic.

"...One of our Ride Marshals reported a line that came by and did not indicate that a line was approaching and passed quite close. The lead rider also moved over into the road after their pull was over as a vehicle was approaching.

I noted several lessons here:

- A pace line should shout out as you approach. The 2nd person in the line does this as the 1st rider is usually working too hard to shout. Use common sense, you can do this 20-30 yards back if the wind is behind you or about 10-15 yards and really loud if there's a headwind. This lets riders know you are approaching. I shout: "Paceline approaching" if I am 2nd in my line.
- When you are about 5 yards back, the lead rider calls out: "Paceline passing left, 7 riders" to let the rider(s) know a group is passing vs a single rider. If the line is more than 10-12 riders, call it a "Long line" and middle riders call out: "Thank you, more riders back". About 4 riders from the back, you should call out: "Thanks, four more riders back" and the last rider says: "Last rider, thank you!" as they

pass. This lets riders know a group is coming and when the last riders of the line are coming by.

- Riders used to a pace line are comfortable riding fairly close but many new and slower riders are not used to this. Allow at least 18"-24" of clearance as you pass so that less experienced riders don't feel pinched in.
- Always look behind you to confirm that the road is clear before passing and before moving over into the lane to go to the back of the line. If a vehicle approaches as you are moving back, communicate with the line to let you pull in and after the vehicle passes, check behind you again to make sure it's clear before moving to the back of the line.

I saw a lot of trash on the road on Saturday. Empty Gu packages and Cliff Shots wrappers. Might you remind our riders that we are guests in these communities and should leave the roads at least as clean as we find them?

This is a reminder note about riders dropping their trash on the roadways. Please keep Texas beautiful !!!!!

Steve's Comments - We should all know better than to need these reminders. Riding out in the country is beautiful and we have no business leaving any trash anywhere except in the numerous trash bags we place at our stops and the start/finish. If you eat on the roll, keep one of your jersey pockets allocated to hold your trash. The gel packets can get sticky so bring a small sandwich bag or learn to live with it - if you dedicate one of your pockets to trash, the stickiness is manageable.

Two SAGS reported riders went around the left side of the SAG to pass when the SAG was pacing slower riders.

Steve's Comments - This one is another no-brainer. We should NEVER pass SAGS or any moving vehicles on the left side - we should be patient and slow down and ride single file behind the SAG until the SAG is able to pull around and drive away. Then, we use the passing tips noted above.

2013 Ready2Roll Cycling Training Series Ride 9 - Chappell Hill, Head for the Hills Ride, Mar 23, 8:00 am

I can't recall if I mentioned it but the ride this week will have some hills...

...Actually, it will have a LOT of hills but this is what we have been building up for so "bring 'em on!"

As you head out of Chappell Hill (in small, safe waves), you will immediately make a short descent followed by a mild rise and another bigger descent, then a good climb. Then, it's on to another descent and an even bigger climb followed by a short flat section and then, it looks like the road falls off the edge of the world - this is really just the final, biggest descent on the way out of town. The good news is things flatten a bit after this descent but you will soon realize that this is also bad news because there is another climb coming but it's well after you have lost all you momentum from the last descent! At this point, some of you will be catching your breath and we're only 7.5 miles into the ride!

Of course, with the hills come beautiful vistas and lots of scenic overlooks. Slow down a bit if you need to and enjoy the beautiful roads in Washington County. There should be some bluebonnets sprinkled all along the route this week.

There will be five stops on the 63 mile route, four on the 45 mile route and two on the 26 mile route. You will not need to ride much more than 10 miles between stops unless you elect to skip a stop or two along the way. The final stop for all routes is just over eight miles from the finish. I highly recommend at least a brief stop here since you are about to cover all the descents you did on the way out of town in the opposite direction and discover why the town is named Chappell Hill!

I did tell you all that this is our final partner ride of the season and it will be a good one. We are partnering with the Washington County Rotary for the ride and the Chappell Hill Historical Society for the parking. The rest stops will be stocked very similar to ours because they use my shopping list - what they skipped, I have added so you will see almost all of our usual menu. We will be parking in a field so I don't recommend you carpool in your low sports coupe this week!-) The start will be in our usual waves by pace and 80%+ of the riders will be from our series so this will feel very much like one of our rides.

If you want to invite friends to ride who are not enrolled in our series, they can register for this ride at www.bikereg.com - look up the Head for the Hills ride in Chappell Hill, TX and register before midnight tonight, March 21.

Directions to Chappell Hill - 1877 FM-1155, 77426 - 30.137445,-96.2571

Take Hwy 290 northwest out of Houston to Hempstead. Stay on 290 and drive approximately 12 miles past Hempstead to Chappell Hill. This will be the first (only) traffic light on 290 after you pass Hempstead. Turn RIGHT at the light (some of you will stop at the Shell station on the right) and drive a very short distance to one of the two open gates on the right. There should be volunteers and/or law enforcement directing some of you to come around the first gate and go to the 2nd gate to enter.

See the aerial photo of the parking area, restrooms and the area two blocks north where we line up for the start.

All riders will park in the field and then, come over to the sign-in area at the northwest corner at the Vol Fire Dept. There will be porta-lets here as well.

After you sign in and are ready, ride up Main St a couple of blocks to Poplar St. Make a RIGHT on Poplar and ride down to the museum where we will line up to start. There is a public restroom at the corner of Main & Poplar that will be open for us and there will be some porta-lets at the museum.

NOTE - The only vehicles parking at the museum are the SAG team and a few other support vehicles. NO riders park at the museum - we all park at the field south of the Vol Fire Dept.

There is one way in/out of Chappell Hill and the traffic will back up coming in at the peak time so PLEASE allow extra time to arrive, park, sign-in, get ready, and ride over to the start. Carpooling will help to ease the congestion on arrival and make parking easier for all. Based on what we've seen the last few years, there will be a long line of cars backed up on 290 to get in at the peak time so please arrive early.

If you arrive after about 6:40, the line will start to back up and it gets real long from 7:10 on. If you don't want to wait in line, you can drive about two miles past the light at Chappell Hill and make a sharp right turn and come in from the west (see the maps of the area) but PLEASE don't pass the line of riders who are patiently waiting in the right lane and make an illegal right turn from the 2nd lane! We had someone do this last year and they were lucky that they did not have a broken leg or head after making such a rude and illegal move!

After the ride, it's a long drive back to town so you may want to grab a bite. The Chappell Hill Vol Fire Dept is making a hamburger lunch that I highly recommend. I already signed up and paid in advance for 12 burgers - I know I'll be REAL hungry after 63 really hilly miles!

I'll see many of you in Chappell Hill...

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