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## Special Edition - Safety/Courtesy Feedback & Tips!

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Today, we have a special topic note to cover some useful information. We're sending these tips separate from the ride note so you can focus on the ride details there and focus on specific tips in these notes.

Let's get going...

### **Bike Fit (Note Free Bike Fit Clinic, Jan 19!)**

At the first ride, we observed several rider's legs and knees sticking out prompted this feedback and observations about riders and proper bike fit. Having your bike adjusted too large or too small for you will make you less efficient (requires more work to get to Austin) and could result in injuries to your knees, lower back or other areas.

Fortunately, there is an opportunity to get a free bike fit tomorrow (Jan 19) night from 6-9 pm at the Sun & Ski Bike University event. If you can't make it to Sun & Ski tomorrow, they are also offering the free fit service Saturday. See the details in the Upcoming Events section below.

### **Helmet Fit**

Since the last ride was for beginners, we expected to see a lot of helmets that needed adjustment and our GREAT Ride Marshals spent a lot of time before each ride looking for and adjusting rider's helmets. Here is some information two of them sent me..

"If riders are willing to spent 6 minutes to protect their craniums, here is a video that will help them understand how to select a helmet and how to make sure it is properly fitted:  
[https://www.youtube.com/watch?v=o61feDJSQ\\_0](https://www.youtube.com/watch?v=o61feDJSQ_0)

After our ride marshals helped many riders in adjusting their helmets, I thought it might be helpful to provide an article which could help the riders, newbies especially. Here is a video on the proper fitting of one's helmet.

<https://www.youtube.com/watch?v=0yzSwxWIJTK>

### **Legs & Bikes & Road Fit**

OK, technically this is not a "Fit" issue but then again, it is. This tip is about fitting your muscle type and your strength level to your bike and the road conditions via adjusting your gearing to allow you to spin the pedals in your most efficient range. The simple term for this is **Cadence** - how many revolutions per minute you are spinning your pedals.

If you are still new, try shifting your gears up and down while riding (in a calm, quiet area where you can focus) and notice how the shifting impacts how fast you need to pedal to maintain a given speed as well as how hard you have to pedal. In general, you want to be using the lower gears (where you have to pedal faster but the effort is easier) for climbing and riding into the wind and use the higher gears (where you pedal slower but the effort is higher) to descend and on flat roads.

Cyclist shift to maintain a consistent and optimal cycling cadence of between 80 to 100 revolutions per minute. Each rider's optimal cadence will vary depending on their condition and the type of build/muscles. If you have access to a spinning bike or bike trainer or a way to experiment with gearing and cadence, this will be very useful to understand now and tweak as you get stronger through the training series.

Here is some good information about cadence...

<http://www.active.com/cycling/articles/cycling-cadence-101>

### **Upcoming Events**

#### **Sun & Ski Sports: Bike University, Friday, January 19, 6-9 pm**

There will be mini-seminars on training, basic bike maintenance, safety, etc. as well as several bike suppliers showing new goodies, plenty of light food and drinks and lots of good deals on equipment and clothing.

It will be at their 6100 Westheimer store (between Chimney Rock & Hillcroft) beginning at 6:00 pm. **I'll be speaking at 8:00 about training for the BP MS-150 and will be available to answer questions at and between the sessions.**

#### **Kate's Ride - Sat, Feb 25, 8:00 am**

How many of you have looked at the Ready2Roll Cycling calendar? it's on our website and now (as of yesterday) has the ride start locations/addresses so you can load the rides into your calendar. After I loaded a ride into my calendar, it showed up on my iPhone and Siri even offered to give me turn by turn directions!

If you look at the calendar, you may have noticed that we don't have a ride scheduled on Feb 24. This is because some of us still have ties and/or plans to participate in the Houston Livestock Show and Rodeo (formerly ConocoPhillips) RodeoRun. Marshall and I spent many years (until last year) on the Steering Committee of this great event and we kept this date open as many of our riders still participate and Spring Break is starting at this time for some of you.

Don't worry about developing RWS (Ride Withdrawal Syndrome) because several ConocoPhillips cyclists established Kate's Ride several years ago to benefit victims of spinal cord injuries. Most of the ride organizers train with Ready2Roll Cycling so they offered to:

- Scheduling so Kate's Ride is available for those of you who still want to get a ride in on the Rodeo Run weekend.
- Scheduling the ride on Sunday so you can run the RodeoRun and still ride that weekend.
- They are offering a special \$10 discount code to riders enrolled in the Ready2Roll Cycling training series.  
(PLEASE don't forward this note to anyone else - every eligible enrolled rider is receiving their own copy)

The route is perfectly suited to this point in our series, covering the rolling roads in the Sealy/Cat Spring/New Ulm area. You may even recognize our tables and coolers at the rest stops.

Here is the link to register for Kate's Ride:  
[www.bikereg.com/kates-ride](http://www.bikereg.com/kates-ride)

Here is the code to use for a \$10 discount to our riders: **R2RSAVE10.**

PLEASE don't share the discount code with anyone else! Every enrolled Ready2Roll Cycling rider is receiving the code directly from me and the purpose of this ride is to raise money for a very important cause so please don't reduce their earnings by enabling other riders to sneak in our special offer.

OK, we are keeping these special topic notes fairly short so you can focus on a few tips at a time.

Next weekend, we will have our first full training ride, and a lot of riders on the road. Next week, I will be sending out the annual lesson on passing and being passed. You may be wondering how much there could be to learn about such a simple subject but you will see that a safe and courteous pass can be a thing of beauty and both parties to the pass can learn quite a bit to make every pass a positive experience.

Thank you for taking the time to review and learn from this information. It will really pay off when you are on the road to Austin - or anywhere for that matter!

**Steve, Marshall, Jan and Robbie**  
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