

Subject: Ready2Roll Cycling - Special Topic Note - Passing
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From: Ready2Roll Cycling
To: Steve Moskowitz

Very Useful Tips on Passing & Being Passed plus FUN EVENT Coming!

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Good afternoon everyone!

We're two days away from Training Ride #3 and you are doing a great job getting used to our wave start. This process makes for a much safer, and less congested start. Still, there will be many times when you need to pass other riders or will be passed so, it's time for one of our most important, and useful cycling tips of the year - how to pass, and how to be passed.

This tip is fairly long because this is one of a rider's core skills that we need to learn, practice, and refresh every year. This tip is VERY important because, if you truly master the art of passing and being passed safely and courteously, it will make you a very respected and admired rider and make your cycling safer and more fun for the rest of your life. Please read this one a few times and, if you ride in a group already, discuss this with your group and practice it at each of our rides. (Please note that this tip also explains how to pass, and how to be passed - unless you are VERY fast, or VERY slow, you will be doing some of both over your lifetime of cycling...

PS - To make sure you all read to the bottom, there is one more, very important, and very fun item slipped into the end of this note - read on...

This tip is important enough that it deserves its own, dedicated email!

(It's also important enough to remind you to please save it in the folder you set up for your Ready2Roll Cycling correspondence)

Over the years, we have noticed reports on a fairly regular issue - near 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 we have seen a few where the rider did take a spill. These accidents can be avoided by exercising a little rider awareness and etiquette. Here are some great lessons about how to make a safe, courteous pass - or be passed.

We will practice these passing tips below over and over and 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 are learning/practicing these very useful tips. OK, here goes...

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 "Rider approaching" 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 the left" as you pull up to 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
- Call "Thank you" as you move past the rider.
- 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 group of 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 middle rider(s) can say: "Thanks" and/or: "Four more riders coming" to inform the riders being passed
- The last rider should call: "Last rider, Thank you" 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 or slow down until the entire group has passed and is clear of the group you passed. Groups of riders may feel pressured to pass when it is not safe in order to avoid falling behind - don't succumb to the pressure to pass if vehicles are approaching.

The passees being passed by a group should do all the above plus:

- Smoothly consolidate to single file when a group approaches (the lead rider should call ", Single file")
- Listen for the first and last passers so they know what to expect.
(Hint: Ignoring approaching groups that communicate their approach/pass is not a good way to make cycling friends)

Note that the passers have the responsibility to ease up as they approach and wait for safe conditions to make their pass. The passees have the responsibility to listen, hold a steady speed and line, and go to single file if they are two abreast, to make room for the passers to get around safely.

We expect to see you all practicing these tips - they make a huge difference in how much we all enjoy the ride. We also expect to hear a LOT of communicating and "Thank you's" out on the roads this week and for the rest of the series!

Here is one more group riding tip. A question we 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 training series?

A: We recommend avoiding fast pacelines which use more "aggressive" drafting in order to significantly 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 simple 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 in pacelines are:

1. Allow at least 18-24" 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 related thoughts on this topic:

- If a group is training 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!

PLEASE save this note and refer back to it as it will make a lot more sense as you get more experienced. We will be focusing and providing feedback on passing quite a bit early in the season because it takes us several weeks to master. Once you "get it", you will find that you are a much safer rider and you will enjoy riding even more as well as impressing all the other riders you encounter with your safe, courteous and predictable riding.

IMPORTANT REMINDER...

Ready2Roll Cycling No Helmet Required Happy Hour! Feb 18, 5-8 PM, Chuy's - 2706 Westheimer, 77098

Your read that correctly, Ready2Roll Cycling is hosting an event where you DON'T NEED TO WEAR YOUR HELMET!

On Feb 18, you are all invited to join us at Chuy's, 2706 Westheimer (River Oaks), for a fun and festive happy hour. There will be Nacho cars, Appetizer bars and happy hour drink prices. There will also be a fundraiser raffle with great cycling prizes and a tire changing contest by Sun & Ski Sports.

FYI - The last time we did a tire changing contest, Jan Cohen and I actually finished in a tie at exactly 3 minutes and 10 seconds. Come see if anyone can beat our rider record. (OK, the bike mechanic changed a tire in just under 90 seconds...)

OK, that's it for today's tips. Watch your inbox tomorrow for updates about the ride parking this Saturday and any other late, breaking Ready2Roll Cycling news...

Thanks!

Steve, Marshall, Jan and Robbie
Ready2Roll Cycling

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