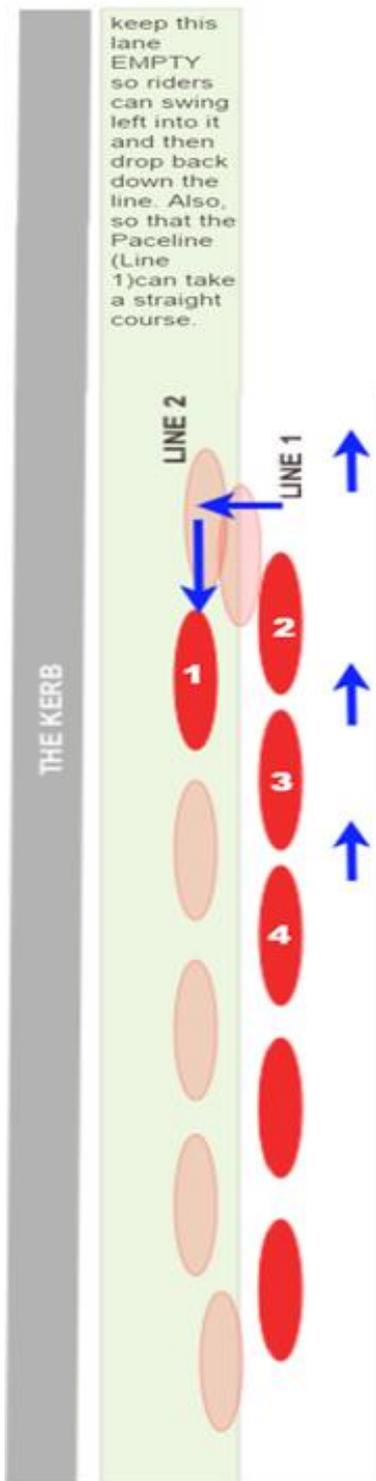




TM ENDURANCE COACHING

The Paceline - Objective: High speed riding for minimum effort. This is one of the best ways to cover a big distance by sharing the workload and effort, or to close a gap.



The Paceline (**line 1**) should position itself out from the kerb, so that when rider **1** has completed their turn at the front (usually 20 to 40 seconds) they can move into the “empty lane” (**line 2**), then soft pedal before accelerating when the last two riders are starting to come past – so that they can easily re-enter the end of line **1**.

The group may choose to reverse the rotation (for example if there is a strong sidewind, or to protect from traffic), but bear in mind rider safety if the lead rider is pulling off into the main road traffic lane.

Rider **2** should wait for rider **1** to swing off... **and should not attempt to ride round them or “overtake”**. The lead rider should always **complete their turn *before*** swinging into the left lane, otherwise the line is guaranteed to collapse in confusion.

Moving into **line 2** should be a swift decisive move leaving no doubt for the following rider (rider **2**) that the turn at the front is completed. Note - pro riders generally flick the right elbow to signal that they are pulling off the front, and for the next rider to come up. If it's good enough for the pro's then its good enough for the rest of us!

The first rider should not hog the front - you should come off well before you get tired. Do your turn, anything from 20 to 45 seconds, depending on the group size – generally, less into a headwind. The goal is to keep the line moving through.

When rider **1** has come off the front, rider **2** should continue at the same speed **without accelerating** – and while **holding the same line on the road**. Uneven efforts will only create an accordion effect and will slow the paceline down. **Line 1** Riding inwards towards the kerb will cause the Paceline to collapse... don't do it... **just keep riding straight until your turn is completed**.

Any rider that is struggling with the effort on the front should either sit on the back of the line – dropping back to allow new riders to join the end of the working paceline in front of them. Alternately, move through the line to keep the rotation going, but just do a very short turn before swinging over.... don't feel the need to prove anything with a full turn if you're struggling. **The important thing is for the line to maintain its momentum.**

Generally, a Chain Gang or a Paceline will ride at a constant **effort** - rather than a constant **speed**. If you're the rider going through at the front, don't try and maintain speed up a hill.... just maintain the effort.