

Wellness Works Paceline Clinic and Ride  
July 20, 2004

- I. **Gearing**
  - a. Front rings (two or three rings) vs. back gear cluster (12:26) meaning -12(smallest ring) – 26 ratio, 12- (27 – 36) the larger number makes it easier to climb. Count the teeth on the gear cluster in back to find out what you have.
  - b. Big Chain ring in front/ smallest in rear is the **highest gear** on your bike and is primarily used for down hills.
  - c. Small chain ring in front and biggest chain ring in rear cog is the **lowest gear** on your bike and is used predominately for climbing big hills and mountains.
  - d. Triple (optional) is located in the front chain ring – some people have this for making climbing mountains easier.
  - e. Use the rear cluster to tweak your gears so you can spin easier and to fine tune for cadence.
  
- II. **Cadence and spinning**, when to use big chain ring
  - a. Racing and trying to push pace use big chain ring with small rolling hills
  - b. Long rides recommend small chain ring in front and spin, tweak gears with back cluster to get in spinning mode.
  - c. When you come to a stop on or near a hill, make sure you are in the small chain ring, it will be much easier to start up again if you are in the smaller ring.
  - d. Should be trying to spin at 85 – 90 rpm's on average
  
- III. **How to use your pedals** – the push down phase is not as important, emphasize the pull up (hamstring work) phase.
  - i. One legged drills -- 30 x each leg to practice
  
- IV. **Posture** – practice slight bend in the elbows to avoid numbing in the arms, sliding the shoulders down to avoid tight shoulders and neck and make sure your pelvis is anteriorly tilted.

V. **Climbing and getting out of your saddle** – pull up on handlebars as you push down and pull up with the pedals. May want to drop a gear to have an increase in resistance.

VI. **Making turns** – Turning right make sure the right knee is up and left leg is straight as you lean into turn, and turning left, left knee is up etc... This is to ensure the pedals don't scrape on the pavement and is most efficient way to turn easily.

VII. **The Paceline**, dropping back, hugging the front riders wheel

- a. Where to sight – look at riders back wheel, feet and pedal pace and be aware of what is going on with traffic and other riders. Must be alert and paying attention at all times
- b. If the rider in front slows up or brakes, you need to either tap your brakes, and or move your handlebars to the left to avoid hitting their wheel. Slow up with your pedal cadence if the rider in front starts to slow... A natural occurrence or else you will bike into them.
- c. Communication is very important to keep the rider that is dropping back on the pace line and to not allow s/he from getting dropped.

VIII. **The Benefits of Pace lining**

1. Helps in longer rides to go longer without fatiguing
2. One can push the pace a lot faster without fatiguing
3. Your average pace will go up when you are working with other riders.

IX. **Safety on the Road**

1. Use hand signals like the car signals at all times while on your training rides.
2. Yell "car back" and "car up" when you hear cars coming
3. Point out holes, sand and rough road for riders behind you.
4. Always ride single file and stay tight to the right side.

5. Let riders know if you are dropping back by using your hand or communicating dropping back.
6. If you are making a left hand turn make sure you look back for cars then hand signal left, and slowly pull your bike into the middle of road to be ready for turn. Let riders behind know if there are cars on the right. If not say "clear right" and or "clear left"

If you think I have left anything please let me know so I can improve on these tips for the next clinic notes

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