

CHORLEY

CYCLING CLUB

ADVANCED RIDE SKILLS

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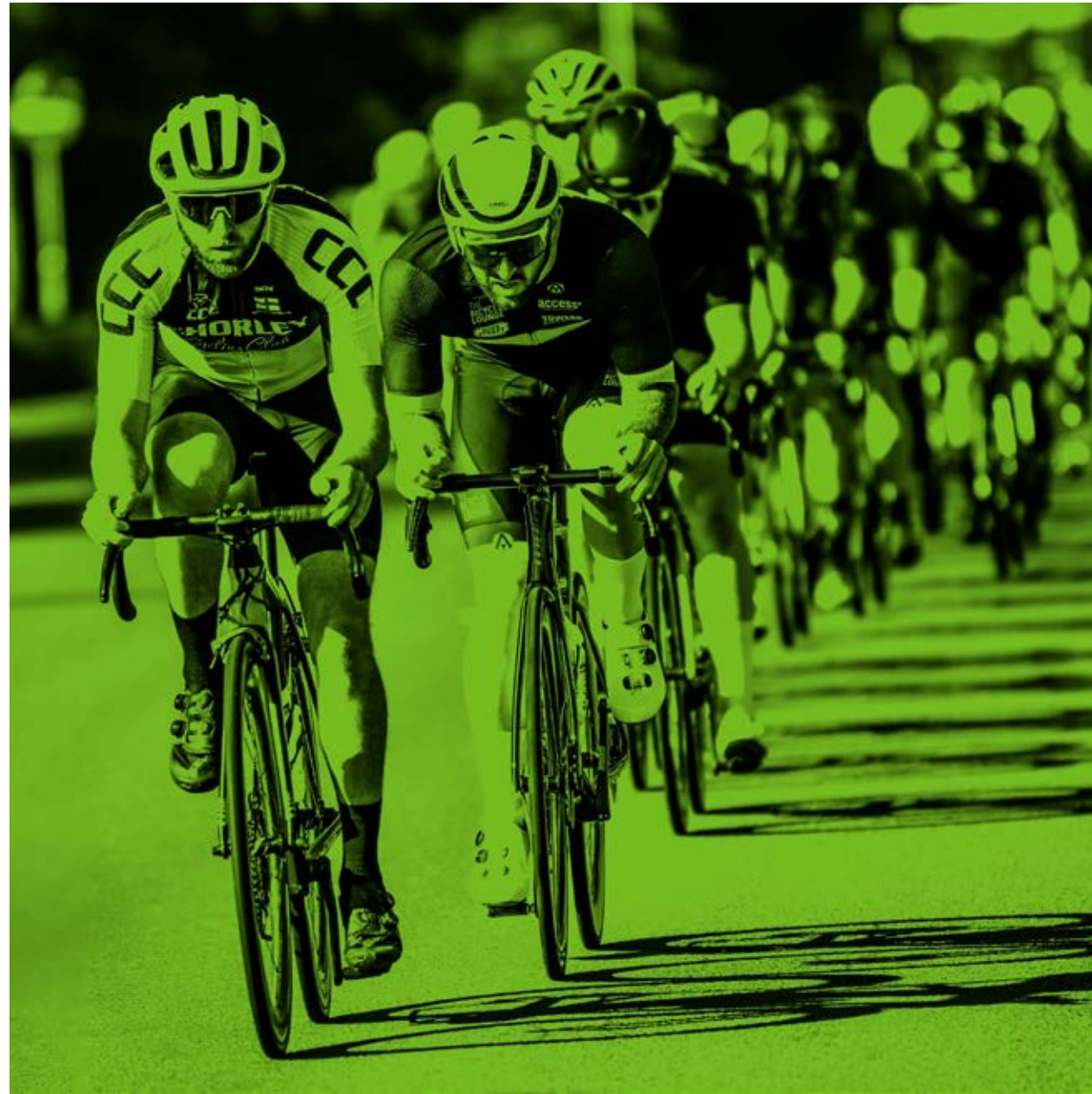
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If you're comfortable with basic group riding skills, take your group riding up to the next level with more advanced techniques. These techniques are ideal for chaingangs, road racing, breakaways and team time trials.

The two most commonly used advanced techniques are the 'through and off' and the single pace line. These keep a high pace over flat or rolling terrain, and most groups alternate between the two, depending on the number of riders and the type of road.



Through & off

This technique is ideal for groups of six or more riders on roads where the local laws allow cyclists to ride two abreast. It's an efficient way of keeping the group's speed high.

A fast 'through and off' is a flowing machine consisting of a fast line and slow line. It's a lot like a double pace line, except that riders continually rotate. Before starting, it's essential you agree which side to move up the group (usually on the right or outside).

By taking short turns at the front, it's possible to push the pace high, which is why this technique is often used in breakaways during races.

The most important action takes place at the front of the double pace line. As the rider in the fast line draws level with the rider in the slow line, the slow rider should ease off the pedals slightly.

This permits the fast rider to move over and call 'clear wheel' when there's space to slot in front of them.

The rider who was behind the fast line rider will then do the same, pulling through then easing off once in the slow line. Turns on the front are hard but brief, lasting between 5 and 10 seconds depending on the speed of rotation.

Riders in the slow line will begin to drift backwards in relation to the fast line. Once the last rider in the fast line has gone past your front wheel, get back on the gas, move across and accelerate back into the fast line.

Call 'last rider' when you rejoin the fast line so the next person in the slow line knows it's safe to pull into the fast line once you are clear.

It's worth noting that smoothness is key to keeping this safe and efficient. The changes in pace are subtle; slight increases or reductions in effort. The slow line rider shouldn't ease off

completely and the fast line rider shouldn't surge. Their aim is to maintain, not increase the train's momentum.

This technique gives a brief moment of recovery to each rider as they take the slow line, before increasing their efforts again in the fast line.

Rotation can be clockwise or anti-clockwise and can depend on the wind direction. For example, if the wind is coming from the left, the group will rotate anti-clockwise, and vice versa.

'Through and off' needs practice and effective communication to reward you with a sense of team effort and speed gains.

Single paceline



The single pace line is the ideal technique for groups with six riders or fewer, or on roads where riding two-abreast isn't suitable.

Turns on the front are usually longer than with the 'through and off' technique, which allows a greater recovery time. Time spent in the wind depends on the skill and stamina of the rider. A stronger rider may do 60 seconds; a weaker rider may do 20 seconds.

Ride within yourself. Overdoing it on the front can send you flying out the back after pulling off if you don't recover in time to hold the wheel. The group goes faster if riders leave the front before fatigue causes their speed to drop.

As before, the front rider is driving the pace along in a smooth and consistent style. Once a rider finishes on the front, they will pull out of the pace line and fall back down the line, without easing off the pedals completely. Once the former lead rider has dropped back level with the rear of the group, the back-marker will call

'last rider'. They can then slot in behind them without overlapping wheels.

In the line, each rider stays on the wheel of the rider in front until they peel off. At this point, the rider will need to increase their effort in a smooth and consistent manner to maintain the speed of the previous rider.

Both techniques require excellent team work, trust and cooperation. Once mastered, riders become valued cogs in a satisfying high-speed, mile-swallowing machine.

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