

Pace Lining Checklist

Lead Rider

- As you turn onto the pace line road form a single line (train) at 14-15 mph
- Last person will join and give an "all here and ready" call
- Lead rider will gradually increase speed to agreed pace (e.g. 17-18 mph or 22-23 mph)
- Lead rider is responsible for signaling or calling out obstructions, stopping, or slowing
- Lead rider will monitor count to agreed-on lead time (e.g. 1 min), or use mileage as guide
- Lead rider should take a gradual approach around obstacles (no sudden line adjustments)
- As a courtesy, do not decouple at the start or the middle of a short hill
- Lead rider will check for traffic (bikes and cars) and then signal for changeover by flicking an elbow (pro style - keeps both hands on the handlebars) or other agreed-on signal
- Maintain speed as you decouple from the train (line)
- Soft-pedal as you drift back
- Stay relatively close to the line as you drift back to take advantage of the slipstream
- Increase pedaling pressure as the last rider or two comes up beside you (easier transition)
- Check for clearance and move into the caboose or end-of-the-line position

Paceline Riders

- Maintain optimal distance of 18-24 inches between you and the rider in front (3 feet for a more relaxed inline riding)
- Ride on the hoods for best vision and control
- Look over the shoulder or around the side of the rider in front of you to anticipate any line adjustments (do not stare at the rear wheel of the bike in front)
- Riding off center (L or R) a few inches is acceptable for better vision
- Do not overlap wheels with the rider in front of you
- Relay all instructions from the front or the back of the pace line as necessary
- DO NOT SURGE when assuming the lead rider position
- Make micro adjustments in speed or distance, close gaps slowly
- Be predictable in your actions
- To adjust speed in the paceline you can:
 - soft-pedal
 - soft-pedal while "feathering" the rear brake
 - airbrake by sitting up a little or moving slightly off center to increase drag (preferably while soft-pedaling)
 - avoid coasting whenever possible (this is disruptive to the rider behind)
- What to do if you are behind a new lead rider who surges:
 - do not surge to re-engage the front rider (this creates recurring gaps)
 - call immediately to the front rider to come back, and if the rider does not
 - maintain paceline speed, assume lead rider position and start your count

Caboose or end-of-the-line position

- Be responsible for checking rear traffic and calling out "car back" and "car passing"
- Call out "all here and ready" when all riders are in single file and pacelining is to begin
- Maintain proper distance so the previous lead riders can see the end of the line
- Coasting is okay in this end-of-the-line position

Disengaging from the pace line or skipping a rotation

- If you are not feeling well or not up to the pace then try to take one short lead, decouple as normal, and then drop off the back
- Disengaging from the middle of the line will create gaps and may disrupt the former lead riders from drifting back safely - use caution and call out your intention if disengaging is necessary
- Skipping one or more rotations is perfectly okay from the caboose position - just leave more than one bicycle length of space and let the previous lead riders know they can re-enter the line at the gap in front of you

Summary

- DO NOT SURGE WHEN TAKING THE LEAD!
- Agree on pace and lead changes and communicate as necessary
- ***Be predictable to other riders***
- Make micro adjustments
- Be safe and have fun!