

Chain-gang Cycling Guidelines

The information below is intended to provide a guide to riding in a Chain-gang or Paceline. It is specific to this form of riding. In addition, ensure you have read the Guidelines for Group Rides and are aware of safety and equipment requirements for participating in club cycling activities.

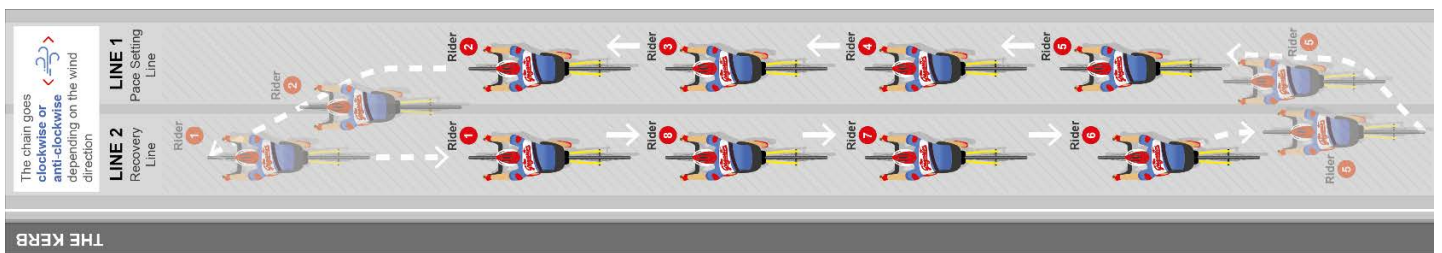
This type of riding is representative of the very best of teamwork on a bike. It is extremely rewarding, very good training and a lot of fun but it needs to be given absolute respect to ensure it is safe.

Please take the time to read the information below and also to watch the video at the following link:

[Chaing-gang - Riding Through and Off](#)

What is a Chain-gang?

Two lines of riders with ideally equal numbers in each line (it does still work an odd number). One faster line sheltered from the wind (by the slower line) will be the pace setting line... **line 1**. The slower line we call the recovery line... **line 2**.



The chain goes clockwise or anti-clockwise depending on the wind direction, to give shelter to the faster line. On a tempo chain-gang we will usually have the outside line (**line 1**) as the faster line - as this works better in traffic.

Ride smoothly, keep the group together...the best chain gangs have the smoothest riders.

How Does the Chain-gang Work?

- You change speed when you reach **line 2** – slowing down (by about 1 mph) once you've changed lines at the front, and you accelerate slightly in order to re-join the pace setting line... **line 1** at the back. ***This is the only time you should accelerate.***
- Moving across when at the front...Take a nice *shallow* line from **line 1** into **line 2**. A sharp line across will put you into the front wheel of the preceding rider...you don't want that! Don't increase your pace or accelerate, just ride through maintaining the pace of the line. Increasing the pace, or surging through at the front is strictly a no-no, this will disrupt the group...so don't do it!
- Communication is extremely important – as the rider at the front of **line 1** comes past the rider at the front of **line 2**, the rider at the front of **line 2** should call 'Clear!' when the **line 1** rider's rear wheel is clear of the **line 2** rider's front wheel. This will help to avoid any contact. The last rider in **line 1** (the pace setting line) should also call 'Last Rider!' as they pass the last rider in **line 2** (the recovery line). This allows the rider to prepare for moving across.
- If you're unable to go through and intend to sit at the back of the group to recover, then inform the other riders. Warn the other riders if you intend to re-join after sitting in

Chain-gang Do's & Don'ts

- Communicate with your fellow riders in the chain – this can not be over emphasised
- Don't do anything suddenly – be predictable and smooth. Sudden changes in pace make the line inefficient and can be dangerous
- Do try not to use your brakes – braking in a chain-gang can send a ripple effect down the line, sitting up acts as gentle breaking
- Do not just stare at the wheel in front of you – try to look ahead to be able to see oncoming risks
- Do allow the group to re-form after junctions
- Do point out any hazards on the road and communicate the call down the line – hazards should be accounted for calmly and gently – be predictable
- Do not use TT bars on your bike – they are not safe for riding in a group, they take 5 minutes to remove and I don't want to be speared by them!

Insurance:

The club insurance covers club events attended by club members, a non-member may attend as a potential new member, but this limited to 3 occasions and thereafter membership must be obtained.

Risk management is an essential factor in the Clubs ability to demonstrate that the Club is meeting the requirements the club's insurance. Every time we ride our bike we are exposing ourselves to various risks and effective risk management (guidelines, Risk Assessment, incident reporting, Emergency plans) helps us to focus our minds on these risks and eliminate or reduce as far as is reasonably practicable.

Much of this is common sense and the actions detailed are ones we are already familiar with; the key word here is reasonable. As a ride leader or ride participant it is not reasonable to guarantee the safety of others, merely to act reasonably.

All riders are reminded that they are responsible for their own safety and that they have a duty of care not only to themselves but to members of the public and to the persons they are riding with. i.e. the duty of care requires you to consider the consequences of your acts or omissions and to ensure that those acts and/or omissions do not give rise to a foreseeable risk of injury to another person.

Part of fulfilling this responsibility is to read and understand the ride guidelines, risk assessments, listen to briefings, pay attention on the road and contribute to supporting effective risk management.

All riders take part in group activities at their own risk, we strongly urge all riders to obtain appropriate 3rd party insurance as a minimum. It should be noted that no liability shall be attached to Knutsford Triathlon Club (including its officers and members) for any injury, loss or damage suffered.