



RPM POSITION GLOSSARY



KEY RPM RIDING POSITIONS

Throughout the ride we use different riding positions. These impose slightly different demands on the body and the working muscles. Changing positions brings maximum benefits, avoids over-stressing the body and brings variety to the ride, which is an important factor in indoor cycling.

Some positions are used at specific paces or resistances as they are designed for speed, climbing, power or recovery. Others are used with all paces and resistance. Your goal is to ride both effectively and efficiently in each position and have your participants do the same.

RPM – BIKE SETUP

Before you begin the class use the 'on-the-bike quick check' to make sure your riders are riding in a safe and effective position.

SEAT HEIGHT

Bring your feet to 12 o'clock and 6 o'clock. Take out your bottom foot and place your heel over the pedal. With a straight leg and hips level, your heel should just touch the pedal – a good seat height for generating great force production. If your heel easily touches the pedal and the knee is bent, then the seat is too low. If you can not reach the pedal without losing your hip alignment, then your seat is too high.

SEAT FORE AND AFT

With the pedals at 3 o'clock and 9 o'clock, position the saddle so the front knee is in line with the pedal axle or the top toe strap of the front pedal. If the knee is back of the pedal axle, the seat needs to be moved forward. If the knee is forward of the pedal axle the seat needs to be moved back.

HANDLEBAR HEIGHT

The handlebar height should be slightly lower or level with the saddle. Beginners or people with lower back problems should have the handlebars slightly higher than the saddle.

HANDLEBAR FORWARD AND BACK

In Racing, you should have a 90-degree angle between your upper arm and your torso. If you feel like you need to slide forward in the saddle to create the 90-degree angle, move your handlebars a little closer.

RIDE EASY

LAYER 1

- *Tip forward from the hip*
- **Sit back in the saddle**
- **Hands shoulder-width apart**
- 90-degree angle at your upper arm and torso
- *Lengthen the back of the neck and tuck in chin*
- **Chest lifted**
- **Shoulders back**
- **Soft elbows**
- *Upper body relaxed*
- *Hips, knees, ankles in line*
- *Middle of kneecap in line with 2nd toe*
- *Eyes 6½ feet (2 meters) in front of flywheel*



LAYER 2

- *Shoulders away from ears*
- *Relaxed upper body to help with recovery*
- *Hands wide to help with your breathing*

This is the basic riding position and can also be used for recovery. It's used with light to moderate Climbing Resistance either at the start of the track, to provide active recovery through the track, or when we start to build intensity at the beginning of work phases.

RACING

LAYER 1

- *Hinge from the hips*
- *Reach arms forward*
- **Slide the butt back**
- 90-degree angle at your upper arm and torso
- **Chest lifted**
- **Shoulders back and down**
- **Bend through your elbows**
- **Abs in and braced**
- *Lengthen the back of your neck and tuck in chin*
- *Eyes 6½ feet (2 meters) in front of flywheel*
- *Hips, knees, ankles in line*



LAYER 2

- *Reach long into the dippers, keep your elbows bent*
- *Slide back on the saddle, feel the glutes and hamstrings*
- *Belly strong, keep your upper body still*
- *Maintain good knee alignment, middle of kneecap in line with middle of foot*

This is a riding position, not a cue to automatically go faster. However, generally we move to a period of increased intensity using slightly more resistance and/or faster speed.

Don't overreach in this position because we don't want to compromise the lower back, the shoulders or the neck. This forward position gives us a wider base of support and slightly changes the hip angle, allowing a change in recruitment of the gluteals and hamstrings; therefore, it puts you in the best position to work harder. Used in Tracks 1, 2, 4, 5 and 6.

RACING (FORWARD)

LAYER 1

- Reach arms forward
- **Slide forward**
- 90-degree angle at your upper arm and torso
- **Chest lifted**
- **Shoulders back and down**
- **Bend through your elbows**
- **Abs in and braced**
- Lengthen the back of your neck and tuck in chin
- Eyes 6½ feet (2 meters) in front of flywheel
- **Toes slightly down**
- Hips, knees, ankles in line
- Middle of kneecap in line with middle of foot



LAYER 2

- Slide forward on the saddle to bring the knee over the Push Point
- Helps you recruit more quads
- Toes down, creating small, quick circles with the feet
- Keep your body still, hips and upper body; brace your belly

Used when we ride 1/1 in Tracks 2, 4 and 6. By sliding forward in the saddle and dipping the toes slightly, we generate a faster leg speed. We bring the knee over the Push Point in the pedal, which means we create a quad-dominant action and decrease the length of the lever around which the pedal must rotate

AERO-RACING (FORWARD)

LAYER 1

- Hands inside the 'D'
- **Slide forward in the saddle**
- **Elbows in and down**
- **Shoulders come down**
- Lower upper body
- Eyes in front of the flywheel
- **Toes slightly down**



LAYER 2

- Drop your upper body down, like you're drafting off the rider in front
- Tuck under the wind, get aerodynamic

The two most common uses are during the work phases in Tracks 2, 4 and 6 and sometimes in Track 5 for increased power output.

NOTE: If your bike doesn't allow you to place the hands inside the 'D', stay in Racing position.

POWER CLIMB

LAYER 1

- Hinge from the hips
- Reach arms forward
- **Slide the butt back**
- **Chest lifted**
- **Shoulders back and down**
- **Bend through your elbows**
- **Abs in and braced**
- Push and Pull
- Lengthen the back of your neck and tuck in chin
- Eyes 6½ feet (2 meters) in front of flywheel
- Hips, knees, ankles in line
- Middle of kneecap in line with middle of foot



LAYER 2

- Hands wide – gives you a stronger base of support to push from
- Push with your quads and pull back using your hamstrings
- Go for big circles with the feet
- Push and Pull
- Sit back in the saddle – this lengthens the lever, creating more force production

We use the Power Climb position to drive heavy load at slow pace and work on leg strength, or power. The positioning is the same one we use with Racing (butt back). The wide base of support, the slide of the butt back and the position of the hips place the body in the best position to produce optimal power.

NOTE: Correct pedaling technique is essential to drive the pedals under increased load. 'Push and pull' your legs simultaneously to ride efficiently and avoid pedaling in 'squares'.

STANDING CLIMB

LAYER 1

- Hands placed at end of handlebars with relaxed grip
- **Butt just over the front of your seat**
- **Abs in and braced**
- **Chest lifted**
- **Shoulders back and down**
- **Elbows soft and in**
- Body weight moves side to side
- Eyes 6½ feet (2 meters) in front of the flywheel



LAYER 2

- A strong core for a strong climb
- Feel your butt tap the nose of the saddle
- Push down through the pedal, generating as much force production as you can
- Pull up on the handlebars to counteract the downward push
- Keep your body weight into your legs, not into the handlebars

Before you stand, make sure you have established enough resistance. You're much stronger when you stand because you're applying your full body weight to drive the pedals. You should have enough resistance to counterbalance your body weight.

STANDING ATTACK

LAYER 1

- Hands to the end of the handlebars
- **Bring your body weight slightly forward**
- **Abs in and braced**
- **Chest up**
- Eyes 6½ feet (2 meters) in front of the flywheel



LAYER 2

- Shift your hips slightly forward, feel your quads
- Strong core for strong legs
- Front body focus, quads are in!
- Lean in, quads kick in!

We use this position in Track 5's, and at the top of climbs to change muscle recruitment for quick efforts of intensity and power. Bringing the weight forward increases recruitment in the quads.

SEATED RECOVERY

LAYER 1

- Sit up at the back of the saddle
- **Shoulders back**
- **Lift chest**
- Hips, knees, ankles in line



LAYER 2

- Open chest, get your breath back
- Let the arms hang loosely at your sides
- Take the air in, oxygen is energy

This position is used for recovery, postural breaks and stretches at the beginning, during or at the end of tracks.

STANDING RECOVERY

LAYER 1

- Standing tall on the bike
- **Chest up and open**
- **Long back**
- Extend your legs a little more
- Heels down



LAYER 2

- Rise and recover
- Feel the release in the legs and back
- Take a moment to recharge

This position is used for recovery and postural breaks as we slow down to a walk on the pedals.

SPRINT COACHING CUES

1. Slide forward in the saddle
2. Toes slightly down – fixed ankle
3. Prevent bouncing in the saddle: Push and Pull, draw in the abs and add resistance
4. Relax the upper body
5. Chin tucked in, eyes down
6. Help people feel success by saying "if your legs are starting to slow, it's OK, just do your best"