National Cycling Centre Ireland

Track Coaching Procedures

These regulations are for safe use of the National Cycling Centre.

The rules governing coach accreditation were co-ordinated by Andrea Ingram in consultation with Phil Collins, and Cycling Ireland.

Reviewed by Will Byrne and Brian Nugent – March 2007

All Track coaches must abide by the Code of Practice guidelines.

Equal Opportunities

All coaches are to abide by Equal Opportunities. This means equal opportunities for all, regardless of age, ability, ethnicity, religion, gender or sexual orientation. This applies to staff as well as to customers.

All Coaches are expected to be facilitators in getting people to ride the track and not a hurdle to overcome. Cycling Ireland will be very happy to support you in these matters and will be consulting on a regular basis. In return, full co-operation is expected from the Coaches.

Code of Practice - Guidelines

- Coaches will arrive in plenty of time for each session to allow for checking the track and to sign riders on.

- Coaches will be clean and well presented.

- Coaches must be professional in their outlook and actions helping enhance a positive image of Cycling Ireland and it Coaches.

- Coaches must have a duty of care for their charges at all times and safety must be the paramount issue.

- No Coach shall leave the track while cyclists in their charge are still on the track.

- Coaches must be vigilant at all times.

- Coaches should not show favouritism to one rider or group of riders.

- Coaches should be aware at all times of their 'relationship' and close proximity with riders – especially when working with children.

- Coaches should use and keep their coaching pack in order and with the appropriate information available for cyclist.

- Coaches should adopt a 'positive critique' method with riders. Always be ready to give encouragement and praise. Refrain from excessive and negative criticism. If such negative feedback is absolutely necessary, this should be given privately away from other riders.

- Coaches will not shout aggressively to riders at any time.

- Only the Coach in charge may actively coach a session unless permission has been granted from the Coach in charge. Only the Coach in charge shall wear coaches clothing during a session.

All Coaches must abide by the Cycling Ireland, Code of Practice and Safeguarding Procedures for Young and Vulnerable Cyclists (2011).

Track Coach Accreditation Requirements

These accreditation requirements may be subject to a review and alteration from time to time to meet the requirements of possible changes in coaching qualifications or the introduction of new sessions with the centre.

Club Track Sessions

The Coach in charge of any session involving a group of club standard cyclists must be able to supply the following;

1. Current Cycling Ireland Coach Registration with insurance.
2. Current First Aid Certificate.
3. Foundation Track Coaches course pass.

School/Young Person Sessions

The Coach in charge of any session involving schools or young people must be able to supply the following;

1. Those items listed above as the requirements for taking Club Sessions.
2. Evidence of CRB/police check.

Derny Driving

Only those Coaches who have a current Cycling Ireland motor pacing licence and, who have read and signed the Cycling Ireland's *Derny Driver's Handbook* may drive a derny in Velodrome sessions.

Track Rider Accreditation Requirements

- The usual route to track Accreditation is via the progression 1 and 2 Sessions.
- Successful progression course riders will be issued with full track accreditation.
- There will be no exception for any rider.

Novice Session (Progression 1)

To provide safe opportunity for any level of rider (including recreational) to ride on the track.

Areas that must be covered include;

- Understanding the fixed wheel track bike.
- Getting on the bike and position on the bike.
- Starting and Stopping.
- Riding all over the track.
- Looking before they move up or down the track every time.
- Riding in a line of riders, not wobbling, within a wheels length of the rider in front, not kicking back, not under-lapping.

Novice Improvers (Progression 2)

- Good smooth line riding.
- Changing from front to back of a line looking every time, riding wide off the front.
- The lines on the track and what they mean.
- Learning to train on the track.
- Safe racing and training protocol.

Track-Side Coaching

1. The Coach in charge of a session shall remain on the track-side during the whole session. This may only change if either a) the Coach asks another track Coach to take over while they are indisposed or b) the Coach takes all the riders off the track while they leave the track-side.
2. The Track Coach in charge may NOT ride up on the track with riders.
3. The Coach shall be aware of the track-side communications in the event of an accident requiring medical help. A mobile phone with charged batteries would suffice.
4. The track itself must be inspected before the session begins. This must be noted in the box provided on the signing-on sheet. A risk assessment of the track must have been carried out beforehand.
5. All objects should be removed from the track run-off before the session begins.
6. In the case of a crash involving one or more rider;
    a. The Coach will instruct any other rider on the track to keep high to avoid the fallen rider(s).
    b. The Coach shall proceed briskly, but not run, to the fallen rider(s).
    c. The Coach shall assess the needs of the fallen rider(s), erring on the side of caution when any assessment of injuries is made.
    d. If any rider needs me medical attention, all riders on the track must be asked to leave the track safely and remain off the track until help arrives.
    e. Important reminders
        i. Do not move any rider who may have any form of neck or back injury.
        ii. Attend any rider who is not breathing first.
    f. First Aid kits should be always available at track-side.
    g. If the Coach requires further medical help, get someone to call for help.
    h. All spills that require no medical or First Aid treatment must be collated in a Spills Report.
    i. All Spills that require some First Aid or medical help must be recorded in an accident book.
7. The Coach will inspect the track for damage.

Track Limits

Track limits for rider numbers have been set be Cycling Ireland and must be adhered to at all times.

The current track limits are;

Training

1. 50 experienced riders.
2. 20 novice riders.
3. 30 for 'Race' scenarios in training.

Derny Sessions

1. 32 maximum per session.
2. 10 maximum behind any 1 Derny.
3. 2 Dernys ½ lap apart.
4. Only those riders training behind the Derny may be on the track whilst the derny is in use.

Racing up to National level – 35 riders.

All coaches MUST adhere to these limits at all times.

Preparing for Training Sessions

Equipment Required at Track Centre

1. First Aid Kit
2. Whistle and Stopwatch
3. Signing-on sheets

Before the Session

1. Check all velodrome bikes are ready for riders. If the coach is doubtful about any of the bikes, these must NOT be used.
2. Ensure all riders have a helmet. Hard-shell protective helmets must be worn whilst on the track at all times.
3. Check track-side gates are closed and locked or guarded.
4. Check that no unnecessary obstructions are around.
5. Check the track surface for debris and damage.

Further Notes

1. The Coach shall always be aware of varying age and abilities of rider especially in novice sessions. Appropriate action shall be taken by the Coach to ensure that all riders are treated in a manner that corresponds to their needs.
2. No Track session shall be run without a qualified Track Coach.

Guidelines for Sessions with Riders who have hearing difficulties

- Cycling Ireland has an Equal opportunities policy.
- Track sessions are, where-ever possible, open to all riders, subject to accreditation regulations.
- Coaches are required to adapt their methods to accommodate riders with hearing difficulties, bearing in mind that the main concern is safety.
- No Coach working at the velodrome shall turn away a rider because of hearing difficulties on the part of the rider – unless the rider is an obvious danger to themselves and or others and only after all the following recommendations have been followed.
- If a Coach has a concern associated with rider with hearing difficulties, they should seek further advice from Cycling Ireland.

Session Guidelines

1. If a Coach is made aware of a rider's hearing impairment before the sessions begins, the following is advised.
    a. The rider in question shall be asked if the Coach may bring their impairment to the notice of the other riders on the session.
    b. When this is agreed, the coach shall gather the session riders and bring to the attention of the rider with hearing difficulty pointing out that there should be no problem as long as they remain aware of the situation.
    c. The Coach shall agree with the ride with hearing impairment a series of signs and/or signals that will be used in the session for this rider (see Appendix 1)
    d. The Coach shall make sure the rider with hearing impairment has received all of the instructions for each training exercise. In many cases this will mean the rider standing close to the coach in order to hear better or else standing in front of the coach to lip-read.
2. If a Coach is becomes aware of a rider's hearing impairment during a session, the Coach should take the rider to one side in order that session guidelines may be followed.

Appendix 1.

Signals and signs for riders with hearing impairment.

Whistle/bell – make sure the rider is in the same straight as the coach who raises and drops an arm as a whistle is blown or bell is rung.

Leave the Track – make sure the rider is in the same straight as the coach then the coach signals to the rider to move down the track with hands.

Close a gap – using two hands, the coach brings them together closet showing the rider what is required.

General Track Safety

The session Coach should stress the need for safety and good practice with the riders under their charge at all times. The following notes are for guidance and should be followed by the Coach as well as the riders;

- Do not eat within 2hrs of a training session.
- Riders should wear at least two layers of clothing to reduce injury risk should a crash occur.
- When not on the track riders should wear warm clothing.
- Riders must no ride in the reverse direction of the track.
- Check your own bike before taking to the track, including: tyres, chain, chain tension, wheel nuts.
- Safety should always be the paramount concern for any session.

Outline of sessions in procedures

These sessions cover all aspects of track cycling and may form a part or a whole of a session. The procedures for each aspect of training are covered in this section.

Novice Session (Progression 1) – To provide safe opportunity for any level of rider (including recreational) to ride on the track.

Areas that must be covered include;

- Understanding the fixed wheel track bike.
- Getting on the bike and position on the bike.
- Starting and Stopping.
- Riding all over the track.
- Looking before they move up or down the track every time.
- Riding in a line of riders, not wobbling, within a wheels length of the rider in front, not kicking back, not under-lapping.

Novice Improvers (Progression 2)

- Good smooth line riding.
- Changing from front to back of a line looking every time, riding wide off the front.
- The lines on the track and what they mean.
- Learning to train on the track.
- Safe racing and training protocol.

Club Sessions
School/young person's session
Skills/Induction session
General training session
Race specific training
Derny-paced training

The Novice Session

Progression One.

Session Objectives

1. To provide a safe opportunity for any level of rider (including recreational) to ride on the track.
2. To assess riders' competence to move on to the novice improvers (progression 2) session. Some more experienced riders will be able to move directly onto Progression 2 if they fulfil the progression 1 & 2 requirement fully.

Session Restrictions

1. No more than 25 riders can be accommodated on the track for these sessions.
2. Rider must sign a health disclaimer before riding the track.

Conduct of Session

1. Ask the rider to fill in the attendance register.
2. Gather all the riders together with their bikes and helmets.
3. Instruct the rider on how to get onto the bikes, holding onto the fence and check their saddle heights.
4. Saddle height will be checking by the Coach. Set each rider's pedal for the furthest from saddle position, and then ask the rider to stand on his or her pedals to enable the Coach to raise or lower the saddle.
5. Stress the importance of keeping toe straps tight at all times when riding and demonstrate how to loosen and tighten the toe-straps (or feet in clip-less pedals).
6. Tell the riders not to take feet out of pedals until they have stopped and holding on to the fence.
7. Ask all track-competent riders to begin riding on the track keeping out of the way of complete novices at the bottom of the track.
8. Instruct the novice riders on the fixed wheel. Some of the riders may be non-cyclists so try to keep the instructions simple. Get them to try pedalling backwards/forward against the fence.
9. Then get the riders to ride steadily around the bottom of the track slowing down and speeding up, getting the feel, of the fixed wheel and the bike, and bring them back to stop at the fence.
10. Instruct the riders on how to rider around the track – moving from the fence to the bottom of the track keeping enough speed to prevent slipping on the bankings. Stress moving up at the start of a straight, always checking over their shoulder before moving.
11. Always ask riders if they have any questions, asking if they understand is not useful as they may think they understand. Asking for questions is more likely to illicit a response.
12. Novice riders must be instructed on how to leave the track safely i) always check over their shoulder before they move down the track ii) move down the track in

stages over a number of laps i.e. from the fence to the blue line, to the red line, to the Cote d'Azure iii) slowing down on the Cote d'Azure to walking pace prior to moving into the inner field or out to the outer fence where they hold on.

13. Whilst observing the riders on the track, if a saddle position seems wrong, call the rider in to have it adjusted.
14. Novice non-racers are likely to tire rapidly, if they are unused to this sort of physical effort, and will return to the fence to rest. Look at each rider to determine if there are any undue signs of exercise stress. If anyone seems unduly fatigues, they may be invited to sit on a chair at track-side at the coaching position so that their condition can be monitored whilst coaching other riders. Remember that rider in difficultly may halt at any point around the track on the fence or inner field.
15. Gently encourage any riders having difficulty getting onto the track. This can be done by verbal encouragement.
16. As the session progresses all riders should get up onto the rack and those who are fir will start riding faster. This is possible the time to organise better riders into a group on the blue line, and show them how to change.
17. To move to progression 1 towards progression 2, riders will be encouraged to explore the width and height of the track and its bankings ensuring that they are looking at all times before they move. Riders must also be encouraged into a line of riders. At this point riders may be taken off to show how wheel following is achieved.
18. In the event of a crash, the Coach should follow the procedures set down in the First Aid guidelines. I) Ensure the fallen rider is in no further danger, encourage other riders still on the track to ride high above the blue and keep the track edge clear, remove any bikes which may cause obstruction ii) if the rider does need medical attention the other riders must be called off the track and told to wait at the D iii) if an ambulance is required, call for one, otherwise escort the rider to the D for treatment or taken to hospital. If the rider does not need medical attention, check the bike has not been damaged and encourage them to continue riding. If there is damage to the track, instruct riders to leave the track as swiftly and safely as possible and call a manager to carry out repairs.
19. Please note that any helpers MUST NOT run onto the track without the permission of the Coach in charge as they may get hit be riders who have not fallen.
20. At the end of the session call the riders to wind down of the track safely.
21. Finally ask the riders for feedback and whether they require any further information about track riding. Information on how to progress to the next stage of track riding is especially pertinent.

The Novice Improvers Session

Progression Two.

Session objectives

1. To provide an opportunity for any rider who has passed Progression 1 to complete continuous riding on the track under supervision of a Coach and to pass progression 2.

Session Restrictions

1. No more than 30 riders are allowed on the track for these sessions.
2. Each rider must, at the very least, have ridden a novice session and have mastered riding in a line.
3. Riders are not to carry out individual sprints – unless the supervision of the coach in charge.

Conduct of Session

1. Ask the riders to fill in the attendance register.
2. Gather all the riders together at the fence with their bikes and helmets.
3. Check riders' saddle height where help is needed.
4. Immediately instruct riders to how through and off changing takes place in a line of riders on the track (look ever time, changing high, powering up the banking).
5. Issue instructions on the rules and format of the session.
    a. Riders shall abide by the instructions of the Coach at all times. Please note that this is primarily a skills session and should be treated as such.
    b. Riders shall ride in (one of) the line(s) of riders through and off unless given permission by the Coach in charge.
    c. Riders shall start with warm-up steady state lapping and through and off.
6. Always ask riders if they have any questions.
7. Give additional instructions on how to ride in the line safely to any rider who is having difficulty. Any rider who is not deemed competent enough or, is unable to maintain the pace of the line the rider must be accommodated by riding a lower line.
8. The session may stop for stretching at the bar once a warm-up has been completed.
9. The session may continue by either by
    a. Continuing the through and off.
    b. Riding in the line changing from the back of the line to the front. This can be carried out with riders moving to the front on the inside of the line of riders, or alternatively around the outside of the line of riders thus providing the opportunity for a hard work out yet accommodating slower riders.
10. If the session has more than 20 riders, it is suggested that the Coach indicate that riders may like to form two lines – the faster line being on the blue and the slower line on the black datum line. Clear instructions must be given that riders in the lower line must not change too high otherwise they will impede the higher line.

11. The session may progress with riders riding in pairs, shoulder to shoulder whilst riding in two lines.
12. Riders should also be instructed on how to ride in two lines on the blue stayers line half lap apart – this being the main-stay of group track training. Riders are then instructed on taking half laps – taking care to instruct riders to **look** and if clear, move up above the back line of the line they catch to lose excess speed before dropping down on the back of the line (introduction to track coaching).
13. At the end of the session count down the riders' last laps on the lap-board.
14. Riders will be asked to leave the track, put on warm clothing and the lines of the track will be explained. Particular emphasis put on the sprinters line. Track protocol for training and racing to be explained. Explain that this is for safety of all the riders.
    a. Looking before you move – Every time.
    b. Join the track in the straight not the bends.
    c. Never slow suddenly except in emergency.
    d. Warm up line on the stayer's line.
    e. Don't mix tandems with solos, tri-bars with drop-bars, and youths with seniors.
    f. Never swing up or down without looking first.
    g. Never swing up in the last lap of a race.
    h. Always hold your line near the end of a race and once you have crossed the line.
    i. Do not crowd riders onto the fence (except in sprint races when this an expected tactic outside of the last 200m)
15. Finally, ask the riders for feedback and whether they require any further information about track riding, particularly track Accreditation and SQT sessions.
16. Riders who have fulfilled the requirements of Progression 1 & 2 shall be deemed to be accredited and will be issued with a card.

The General Training Session

Session objectives

1. To provide structured training sessions for track-competent accredited cyclists.
2. Where possible, to provide experienced track cyclists are permitted to ride.

Session Restrictions

1. No more than (50) riders are to be on the track for these sessions.
2. Only competent accredited track cyclists are permitted to ride.

Conduct of Session

1. Ask the riders to sign the attendance sheet and wait for the Coach's instructions to begin the warm up.
2. Tell riders to warm up in one group on the blue line, changing lead every lap, emphasise the "Steady" start.
3. After 15-20 minutes instruct the slower riders to drop down to the black line and wind down off the track safely.
4. Give the group a 10 lap countdown.
5. Following the end of the warm up call the riders to the inner field to stretch. Remind any riders who have not signed on to do so.
6. Lead the riders through basic stretching exercises e.g. calf stretch (upper or lower), hamstring stretch, quadriceps. If time permits appropriate upper body stretches can also be performed e.g. back, triceps, shoulders, neck.
7. During stretching, ask whether any riders wish to do specific training outside the main group of riders. Decide whether it is practicable and safe and direct the riders as to how they can best fit into the session plan.

Session Plan

It is sensible to continue the session post warm-up with something that is, in effect a continuation of the warm-up. Interval training, if used, should be conducted towards the end of the session.

The exercises used in different general training sessions may vary considerably, depending upon the number and ability of the riders.

You must bear in mind further aspects;

1. The structure of the session is vital and should take account of riders' requirements. You must provide the most physiologically beneficial workout, taking account of forthcoming race and championships, etc.

Notes

Any rider who behave in an unsatisfactory manner – especially to the Coach may be asked to leave the session at any time.

Any riders who the Coach judges to be riding in a dangerous or unsatisfactory manner, may have their track accreditation withheld, the rider must then rake a further Progression course until they are considered competent to take part in any more sessions.

Exercises

The following exercises are commonly used in general sessions and can be adjusted to allow for numbers of riders.

- *Scratch Races*: Usually more than 40 laps

- *Graduated Speed-Up scratch 'race':* Riders will ride as a group on the black line. The distance shall be pre-determined and riders clearly instructed. Riders shall usually ride no more than 1 lap at the front of the bunch and they can ride as short a period as they like at the front. The 'race' shall start at an easy pace – for all riders. The Coach shall instruct the riders to increase the pace gradually over the complete distance until the riders are going a flat out over the last few laps (i.e. 3 in a 20 lap race). Any rider who finds the pace of the line too fast may then either ride wide around the bankings and join in at the back of the bunch as they pass by next time, or leave the track quickly and safely.

- *Points Race:* Usually between 15 and 30 laps, with sprints between 1 and 5 lap intervals, indicated by a whistle. Riders may not break away and must regroup between sprints lapping at a steady tempo, changing lead in half laps. Dropped riders must ride high on the track until recovered then rejoin the group following a sprint lap. Faster riders can be used as "pace setters" between sprints to ride on the front of the bunch setting a steady constant speed allowing the other riders to recover.

- *Taking laps:* All riders in a steady recovery line on the clue. On coaches whistle the first rider sprints around the black line to catch the back of the group. This may also be done in team of two, three, or four if the group is large or some riders are weaker.

- *Taking half laps:* Two equal groups of riders ride in a steady recovery line on the clue line half a lap apart at an easy but safe speed. There will be no changing of the lead in the line. The lead rider in each line shall look to the other side on the halfway point to ensure the lines remain a half lap apart. Riders must be instructed how to regulate their line to ensure the lines remain half a lap apart. A line that is behind the other must speed up a little. A line that is in front must rider wider for a lap or and lower their speed a little until the half-lap distance is regained. On the whistle, the lead rider of each group (or first two/three/four) shall drop down onto the black line speeding around until the back of the first line has been gained (with multiple

riders, they shall ride team-pursuit fashion, changing every half lap). At which point, the rider(s) shall move up and above the back of the line to lose speed and then drop onto the line at the back.

- *Hunter's variation:* Similar to taking half laps, but in the form, on the whistle the first two riders in each group shall drop down to the back line. They do not change as in team-pursuit. On reaching the back of the other line, the front rider foes up onto the back of the line and the second rider continues underneath the line. As this rider reaches the front of the line, the front rider drops behind. They then continue until the next line is reach where the same is repeated.

- *Interval training:* Two forms are generally is use – Pyramid intervals and repeat interval training. The riders shall be instructed to spread themselves out around the track. Riders shall circle slowly at the bottom of the track. On the whistle, the riders will sprint until the next whistle – this then repeated. The pyramid aspect is in the time intervals. A typical session shall be 10 seconds fast, 30 slow, 15 fast, 30 slow, 20 fast, 30 slow, 30 fast, 30 slow, 20 fast, 30 slow, 15 fast, 30 slow, 10 fast. Intervals of both fast and slow aspects may be lengthened or shortened to suit. With repeat intervals, the intervals remain at a constant length. All riders must respect the rules of the track while this session is running.

- *Threshold training:* Riders spread themselves around the track. On the whistle, riders speed around the track at threshold or just above for 2 (or 3, 4 or 5) minutes. They then circle the track for a further 2 (or 3, 4 or 5) minutes. This is then repeated. A session consists of 3-5 sets.

- *Flying 200m time trail:* Riders on the blue line riding steadily. On the whistle, the first rider moves up the track for a 1 lap "wind up" before riding a flying 200m. Each rider in turn completes their flying 200m and rejoins the back of the line. Usually not more than 2 efforts. This can also be done in a group lead-out format; up to 3 riders at a time. After a group lead-out, riders can recover whilst riding around the green. Rotate the order of the riders in the lead-outs.

- *Standing start time trials:* Various distances from 1 lap to 1km (with or without starting gate – if available)

- *Italian Pursuit (Olympic Sprint/Team Sprint:* Equal teams of any number (3 for Olympic/Team Sprint). The Coach picks team leaders, who will be the slowest riders, and team finishers who will be the fastest sprinters. Other riders sort themselves into equal number teams between the selected riders. Slowest riders lead out, getting progressively faster through team. Start from the fence on the track straights.

- *Team Pursuit:* Split the riders into groups of similar ability levels, can be performed either as flying start time trail for each team or by standing start from the fences, with teams competing against each other.

- *Team pursuit practice:* Teams of four (where ever possible) steadily lapping on the black, changing lead on each banking. When groups catch each other they do not pass but remain behind, eventually resulting in on line of riders, but with riders changing with their own groups.

- *Lapping to destruction:* Two pace-lines, a fast group of riders on the blue line, changing lead in half laps or laps. Al slow line of riders is on the back line, changing lead every lap, but staying below the blue line for safety.

- *Through and off:* As in the Progression course. Good for settling riders who are less experienced.

- *Reverse changing team time trial at top of track:* Riders ride in teams of four around rails. Each banking the last rider overtakes the others on the inside and takes first place. Some teams make this a continual movement.

- *Track Stands/match sprints:* Instruct the riders on how to perform a track stand and allow riders to practice for 10 minutes around the green/track. Separate into groups of 2-3, they must complete 1 lap then track stand as soon as they can after crossing the finishing line. The Coach blows the whistle and both riders must sprint for the final lap to the line.

- *Madison changes:* Teaching the correct way to hand-sling, and then getting riders to change safely in line on the track. May need coaching in riding the bankings on handed. Do not teach this without teaching the correct lines to follow during/after changes as this could cause confusion and crashes. Do not allow riders to use Madison changes in a general session as it will cause confusion.

- *Hare and Hound:* To give a riders the opportunity to product an optimum 1 lap effort by being lead out by another rider some lengths ahead.

    - *The string of riders circles at recovery speed on the blue line*
    - *As the first rider enters the home straight blow the whistle*
    - *The first rider in the string starts to sprint for a full lap to the finishing line.*
    - *After a short interval (2-3 seconds) blow the whistle again*
    - *The next rider then sprints after the first rider and uses him/her as the hare to maximise their effort.*
    - *After the sprint, both riders should go back up to the blue line and start a second group approximately 50-100 metre behind the first group.*
    - *When all riders have completed a sprint and joined the second group, the process is repeated but this time the positions are changed and the hares become hounds.*

NB

- If there are uneven numbers, one group has to have three riders. Same rules apply although this time there will be three whistles. Roles again can be changed although of course only two of the three will act as hares.
- If the Coach knows the relative capabilities of the two riders, they can vary the intervals between the whistles to try to ensure that weaker riders are not so far behind the hare and that stronger riders are.

Briefing of riders

1. Explain the process as above.
2. Emphasise that it is not about winning or losing but about getting a first class sprint.
3. Warn the second rider not to jump the gun to wait for ht whistle (some seem incapable of this).
4. Safety – it is absolutely essential that the second group stays relatively close to the first group so as to ensure that the sprinting riders have crossed the line well before they catch it.

Variations

1. Derny hare and hounds: Do the same but use a derny to lead out the riders. The Coach, instead of whistling, drops his/her hand twice to set the riders off. In this case riders, having sprinted, do not form a second group – they ride high and rejoin the group behind the derny from above (but making sure they do not ride too slowly).
2. Timed hare and hounds: Do the same but time the second rider over the last 200 metres – riders are often surprised to find they do their best ever times in this situation.

- *Derny pacing:* ALWAYS instruct the riders on the correct changing techniques and leaving the line up the track to allow riders behind to close the gap on the inside. Pacing should only be carried out be a suitable grade C or above licensed motor pacer who have read and signed Cycling Ireland's Derny-Driver's Handbook.

- *Points race training behind the Derny:* A line of not more than 10 riders behind the derny, as the derny approaches the finish line, on the Coach's signal the 2-3 riders immediately behind the derny sprint down to the black line for 1 lap. Upon crossing the line they safely move to the bottom of the track and rejoin the derny as it passes them on the blue. The next group may not commence the sprint until the previous riders have rejoined the back of the line. The aim is for each group to be sprinting every 10 laps.

- *Lapping to the whistle:* One line of riders on the blue, changing every lap aims to cross the pursuit line as a whistle blows. The Coach used a table of times to start the riders at, say a 40km/hr pace and steadily increases the pace by blowing the whistle 1/10th of a second sooner each lap. Explain carefully to the riders that they should be just crossing the line as the whistle goes. If they are down, they should increase speed. If they are up they should hold their speed until the whistle catches them up. If they are a long way up they should ride wide until the whistle them up. Some

riders like to set off fast to get ahead of the whistle in the earlier stages so they get an easier rider later in the exercise. They should be reminded that this completely ruins the training benefit of the excellent exercise.

Specialist Training Session

Session objectives

To allow experienced track cyclists to carry out specific training that cannot be accommodated within **general** sessions. Particularly riders with disabilities, sprint and tandem.

Session Restrictions

1. Only experienced track riders are permitted to rider these sessions.
2. Derny pacing should only be carried out by holders of IC motor pacing licenses and who have signed the IC Derny Driver's Handbook.

Conduct of Session

One-to-One sessions are for experienced track riders to perform specific training, as such the content will vary with the riders' needs and their own training program. However the following regulations must be followed;

1. All riders must sign an attendance register.
2. All pre-session checks must be carried out.
3. The Coach must not leave the track centre whilst riders are on the track.
4. Tandems, dernys, tri-bars and drop bars shall not mix together.
5. Whilst a derny is in use on the track, no other riders shall be on the track.

The Derny-paced Session

Session objectives

To provide accredited, experienced riders with a structured high quality derny-paced training session.

Great care must be taken with this session. No other riders to be on the track whilst derny-paced training is in progress.

Session Restrictions

1. Only experienced track cyclists holding track accreditation passes are deemed suitably experienced and shall be allowed to take part in the session. It is strongly recommended that riders have completed several general sessions before riding derny sessions.
2. The session must be booked and a maximum of 20 riders may take part in the session or part of the session.
3. Derny pacing must be carried out under the regulations laid down by Cycling Ireland's Derny Drivers' Handbook.
4. Derny drivers must hold a current Cycling Ireland pacing licence.
5. There shall be a Coach in charge of derny sessions who will be in charge of the derny drivers.
6. There shall be a maximum of 2 dernys on the track at any time. The dernys will remain half a lap apart at all times when there is more than 1 rider in the line behind each derny.
7. Rider MUST be told:
    a. They risk looking their track accreditation permanently if they misbehave while behind the derny.
    b. Any derny can break down. They should always be aware of this.
    c. The keep their hands on the handlebars at all times while behind a derny. There must be no signalling to rider's further back in the line.
    d. Not to get out of the saddle while in a line of riders behind the derny.
    e. Not to ride above the derny while circling the track.

Conduct of Session

1. Ask riders to sign the attendance sheet and wait for the Coach's instruction to begin the warm up.
2. Tell riders will be told to warm up in one group on the blue line, changing lead ever lap, emphasise the steady start.
3. During the warm up the Coach should separate the riders into groups of similar ability, ensuring that no group of riders exceeds 10, in accordance with Cycling Ireland's Derny Driver's Handbook.
4. After 10-15 minutes of warm up the riders should be called from the track and offered a brief 5-10 minute break to change gears, take a drink, stretch, etc prior to commencing the training. Gears of 88" or below are recommended.

5. Riders shall be instructed on how to change behind a derny the rider behind the derny shall move alongside the derny with the other riders following. When the second rider's front wheel reaches the back of the derny, they move down behind the derny. The changing rider moves up the track to the back of the line.
6. Separate the riders into their groups and instruct them to roll off and form on the blue line. The dernys can then pick up each group and begin pacing.
7. Pacing sessions should not last any more than 15 minutes, though if the riders specifically request more time it can be accommodated. Each "block" should comprise a brief warm up behind the derny (5 laps), a gradual acceleration to "race" speed (typically about 50 kph) over 5 minutes, a steady region at race speed (10min) and a final 10 lap countdown given by the Coach in charge, with progressive acceleration until all riders reach their maximum speed.
8. Following the completion of each block of pacing, the riders should have a minimum of 10 minutes break before commencing the next. IF the session has been split into two groups, the second group may take to the track as the first is resting.

When riders are reaching their maximum pace behind the derny, they must look over their right should and move up the track, leaving the track once the back of the pace line has past. At no time do riders rejoin the line or any other line.

Warm Down

Following the completion of training approximately 10 minutes before the session end the pacers should perform a warm down on the blue line. This should take the form of steady lapping at approximately 38-40kph for about 10 minutes.

Notes

The derny session is directed at highly experienced riders who wish to use such training as a means to increase cadences. The assessment of whether a rider is experienced enough to participate in an elite session is at the Coach's discretion. Those riders judged be the Coach not to be of sufficient standard or experience may be approached by the Coach and advised to correct their riding, or advised that conventional SQT sessions might be more appropriate.

Any riders judged by the Coach to be riding dangerously will be asked to leave the session and not ne admitted to further Derny-paced training sessions.

The Sprinter's Session

Session objectives

To provide structured high quality sprint based training session for sprinters. This may or may not include motor-lead outs.

Session Restrictions

1. Only fully accredited riders or those under Probationary Accreditation may attend these sessions.
2. Only Cycling Ireland derny licence holders who have read and signed Cycling Ireland's Derny Drivers' Handbook may drive motorised lead-out.

Conduct of Session

1. Ask riders to sign the attendance sheet.
2. Riders then warm up for 15-20 minutes on the blue stayer's line. The pace should be steady and riders should change ever lap.
3. The session will include some of the following exercises.
    a. *200m TT:* Riders are timed over individual 200m flying sprints. These will be used to seed riders in later exercises. Instruct riders as to the correct and most advantageous line to take both on the preceding laps and the run in to the 200m.
    b. *Lead-out Sprints:* Riders should be seeded on their 200m times. Two or three riders shall lead out each other as in a 200m TT. The riders to the rear of the lead out rider shall lay off one to three lengths so that they have the benefit of making up the gap. The riders shall be rotated to allow each to benefit from each position. Allow plenty of time, at least 15 minutes, between sprints for the riders to recover fully.
    c. *Olympic sprint – flying:* Three riders of similar abilities ride around as if to do a 200m TT – but close in line. One a pre-described lap the team takes a line so as to close the pursuit start line at full speed. The first rider pulls out a ½ lap. The second at 1 lap. The last rider does the full 1 ½ laps. The team can be rotated so each rider has a different distance ride.
    d. *Sprint standing starts 1:* Three similar ability riders held on start line. On the whistle they all sprint around for ½ lap.
    e. *Sprint standing starts 2:* Riders roll very slowly in to start line then, when their left leg is the required position, they sprint for ½ lap. This can be carried out as a standing or sitting sprint. Can be done as seated acceleration.
    f. *Sprint standing starts 3:* When a lot of riders are present it may be more suitable to get the riders into two groups, one in active rest on green, the other slowly circling to Cote d'Azure. Riders on the Cote d'Azure then do their starts together on the whistle. The resting group then take to the track once the other group have vacated it. Care must be taken to ensure riders get enough rest between efforts.
    g. *Tactical race training:* This could include mock 'races'.

4. The session will conclude with a short warm down.

Notes

Gear Ratios: Many sprinters prefer to warm up on low gears (about 82”), do lead out sprints on race gears (90”+) and standing/rolling starts on about race gears (96”+). It is advisable and more useful for fast sprinters to do motor lead-outs on low gears (above 82”) to produce very high cadences.

Motor lead-outs: When motor/derny is used for this session, there must be a Coach in charge as well as the motor driver **and not other riders on the track.**

The School/Young Persons Group Session

Session objectives

To provide an introduction to cycle track riding in a safe and fun environment for groups of youngsters.

Session Restrictions

1. Only 20 riders may be accommodated on the track for these sessions.
2. Riders must sign attendance sheet before the session begins. This may be signed for by the teacher or person in charge of the group in the case of younger children.
3. Riders under the age of 18 must have a signed parental consent form where the child is not part of an organised group. In the case of an organised group, they must arrange parental consent.

Conduct of Session

1. Ask the riders/teacher to fill in the attendance register.
2. Select bikes for the youngsters rather than allow them to select their own.
3. Gather all the riders together with their bikes and helmets. Additional helmets are obtained from reception. Check riders' helmet straps.
4. Instruct the riders on how to get onto the bikes and then adjust their saddle heights.
5. Saddle height will be adjusted by the Coach. Set each rider's pedal in the furthest from saddle position, and then ask the rider to stand on his or her pedals to enable the Coach to raise or lower the saddle. Be aware of all times of the need to keep hands away from the rider's body when adjusting saddle height.
6. Ensure all riders listen to your instructions.
7. Tell riders of the need to keep feet strapped in the pedals at all times.
8. Tell riders that they must keep pedalling at all times.
9. Instruct riders that they MUST be alert to other riders on the track at all times in order to avoid spills.
10. Instruct riders to ride around the green area to gain confidence in riding a fixed wheel bike. Riders must always start and finish cycling be holding onto the rails at the outside of the track.
11. Ensure the riders can ride on the track, stopping and starting as required.
12. All riders must be assured that riding on the track is their choice – they are not obliged to ride on the track.
13. Once riding on the track starting and stopping has been accomplished, riders should be instructed on how to get on and off the track safely.
14. Riders are to be instructed to overtake on the outside if the rider in front is going too slowly and if they have sufficient speed.
15. Instruct riders how to leave the track.
16. Always check over their shoulder before they move down the track.
17. Move down the track in stages over a number of laps, i.e. from the fence to the blue line, to the red line, to the inside/outside.
18. Slow down in the straight to walking pace prior to moving into the fence.

19. Always ask riders if there are any questions.
20. Any rider seen going too slow on the bankings must be told to speed up immediately. The Coach must ensure that the riders can hear his or her voice as they ride past. DO NOT SHOUT AGRESSIVELY TO RIDERS.
21. Whilst observing the riders on the track, if a saddle position seems wrong the rider must be called in to have it adjusted.
22. Riders shall be given a chance to get used to and explore the track. Any rider who needs further instruction shall be dealt with at this time. **At all times, the Coach must remain vigilant to what is happening on the track** (i.e. Excessive speed or green or, too slow speed on the bankings)
23. If a group is unwilling to commit themselves to the track, the Coach may rider the track as a demonstration. The Coach shall not ride on the track with the group as these compromises their ability to watch what is happening around the track.
24. Once the riders have accustomed themselves to the track, bring them off the track safely.
25. Once safely off the track and stopped on the fence, riders may wish to have a quick drink. The Coach may then get the riders back up on the track for free-riding until the final 15-20 minutes.
26. The session usually ends with riders completing a rolling 1-lap time trial.
27. Riders shall be lined up along the fence at the outside of the track at the beginning of the home straight.
28. Riders shall set off around the track individually for one lap on the signal of the Coach. The Coach will time the riders for this first lap, after which the riders will be instructed to slow down and rejoin the end of the line on the fence.
29. Riders shall be encouraged to ride on the black line – not higher up around the track.
30. **Riders shall be instructed to "Keep pedalling" at the end of their effort.**
31. The Coach will actively encourage question about the track racing/riding and other sessions at the track and elsewhere.

Notes

1. The Coach must remember that Schools sessions are meant to be FUN. However, safety is always a paramount issue.
2. If the session is part of a series with the same riders, the Coach may wish to teach the riders skills. Following a line (use experienced rider as lead to maintain steady pace). Changing in a line leading to Team Sprint scenario.
3. Remember at all times to use appropriate language and do not use cycling jargon that young people may not understand.

The Club Session

Session objectives

To provide a safe opportunity for all levels of club rider to rider on the track in a structured and enjoyable session.

Session Restrictions

1. No more than 30 experienced or 20 novice riders on the track at any one time. If the group numbers are below 30, then the Coach may have the experienced riders on or above the blue line warming up while the novice riders work below the blue.
2. If a derny is required, one may be used by a licensed derny driver who has read and signed the Velodrome's Derny Driver's Handbook. If two dernys are required, prior permission must be sought from the TDO.

Conduct of Session

1. All riders should sign on the attendance sheet and wait for the Coach's instruction to begin the warm up.
2. The Coach shall assist all riders requiring hire bike, helmets and shoes.
3. The Coach shall enquire as to the track experience of the riders present and split the session into 2 or 3 ability/experience groups.
4. If session numbers are 30 or below, the experienced riders should be assembled first told the safety regulations as in the SQT session.
5. Experienced riders should be asked to warm up on or above the blue stayers line.
6. The novice riders can then be assembled and taught how to ride the track as in a Taster session but keeping below the blue stayers line.
7. Once the novices have ridden safely on the track below the blue line, call them off the track.
8. Once the novices have cleared the track, the other riders should be called on the track as in a SQT.
9. The novices may then be returned to the track to be allowed to ride the above and below the blue stayers line.
10. The session should continue with alternate exercises for each group. Some novices may progress quickly and be transferred to the experienced group. At all times, the Coach must be aware of the skill limitations of the rider.
11. Exercises must be requisite to skills. Novice track riders are suited to 'Free' riding, time trials (2000m, 500m), pursuits and skills. All riders can take part in Italian/Olympic sprints.

Notes

The Coach shall ensure that safety is a paramount concern at all times.

The Coach shall not ride on the track with the riders unless they are riding at the head of the line in a 'lumps and bumps' exercise or working with a novice rider.

National Cycling Centre Ireland

Track Accreditation Procedures

These regulations are for safe use by Cycling Ireland approved Coaches.

The rules governing coach accreditation were co-ordinated by Will Byrne in consultation with Brian Nugent.

The enclosed procedures are to be followed in conjunction with coaching manuals previously supplied.

All Track coaches must abide by the Code of Practice guidelines.

Code of Practice - Guidelines

- Coaches will arrive in plenty of time for each session to allow for checking the track and to sign riders on.

- The Coach in charge should walk the track in advance to ensure it is safe to use.

- All coaches are to facilitate Equal Opportunities.

- Coaches have a duty of care for their charges at all times and safety must be the primary motive.

- No Coach shall leave the track whiles cyclists in their charge are still on the track.

- Coaches must be vigilant at all times.

- Coaches should not show favouritism to one rider or group of riders.

- Coaches should be aware at all times of their 'relationship' and close proximity with riders – especially when working with children.

- Coaches should adopt a 'positive critique' method with riders. Always be ready to give encouragement and praise. Refrain from excessive and negative criticism. If such negative feedback is absolutely necessary, this should be given privately away from other riders.

- Coaches will not shout aggressively to riders at any time.

- Only the Coach in charge may actively coach a session unless permission has been granted from the Coach in charge. Only the Coach in charge shall wear coaches clothing during a session.

- All coaches are required to be current Cycling Ireland members.

- The track coach in charge may NOT ride up on the track with riders.

- First Aid kits should always be available at track side.

- All spills that require no medical or First Aid treatment must be collated in a Spill Report.

- All spills that require some First Aid or medical help must be recorded in an accident book.

- Track rider limits are to be obeyed at all times.

- All riders must sign on at all times and the Coach in charge must duly sign and retain this sheet safely.

- The Track Commission safety document must be adhered to at all times.

All Coaches must abide by the Cycling Ireland, Code of Practice and Safeguarding Procedures for Young and Vulnerable Cyclists (2011)

Track Rider Accreditation Requirements

Before the Session

1. Check all Cycling Ireland bikes are ready for riders. If the coach is doubtful about any of the bikes, these must NOT be used.
2. Ensure all riders have a helmet. Hard-shell protective helmets must be worn whilst on the track at all times.
3. Check track-side gates are closed and locked or guarded.
4. Check that no unnecessary obstructions are around.
5. Check the track surface for debris and damage.

Progression 1

To provide safe opportunity for any level of rider (including recreational) to ride on the track.

Areas that must be covered include;

- Understanding the fixed wheel track bike.
- Getting on the bike and position on the bike.
- Starting and Stopping for the top of the track – do not use the race line.
- Riding all over the track.
- Looking before they move up or down the track every time.
- Riding in a line of riders, not wobbling, within a wheels length of the rider in front, not kicking back, not under-lapping.
- Good smooth line riding.
- Riding on the drops of the handlebars.
- Changing from front to back of a line looking every time, riding wide off the front.
- The lines on the track and what they mean.
- Learning to train on the track.
- Safe racing and training protocol.

Exercise to be used during Progression One.

- Riding one lap in single line (no overtaking) and returning to the finishing straight and stopping whilst still in their pedals.
- Riding half laps in single line for an estimated 10 laps at a time – ride at the pace of the slowest and ensure **observation** is obeyed.
- Riding half laps in pairs for an estimated 10 laps at a time – ride at the pace of the slowest and ensure **observation** is obeyed.
- Ride the track in the format of follow the leader riding minimum 3 bike lengths apart.
- If suitable split the rider in two group half a lap apart and allow them take have laps.

Successful Progression course riders will be issued with full track accreditation.

There will be no exception for any rider.

Tips

1. Encourage rider at all times.
2. Ride at a pace of the slowest.
3. Ensure you see progression through time.