

Intermediate /Advanced Open Training Sessions

Etiquette and Guidelines

Welcome to the open track training sessions at Hellyer Park Velodrome. In general, open track sessions are not organized or coached. Attendees are fairly experienced track racers with organized personal training plans. Category 3 and higher riders are welcome to all open sessions.

New riders to the track may participate in Intermediate open sessions after participating in three Saturday morning sessions and **at the discretion of the supervisor**. It is expected that each rider come with their own training plan for the day, unless 1) they have made prior arrangements with the supervisor in charge to run them through a program for the day, or 2) have made arrangements to tag along with someone who is a regular at open sessions. Supervisors are not obligated to assist riders with a training schedule for the day, but most are willing to do so for your first open session, as long as you make prior arrangements.

Workout compatibility is at the discretion of the Supervisor. The group normally rides together for the warm-up which ranges from 30-40 laps depending on the size of the group. After that, most folks break up into groups of 2-4 and do a series of 100m jumps. Please ask the supervisor if you are not familiar with these jumps. **It is not appropriate to tag onto a group or individual without requesting their permission prior to the start of their effort.** After the 100m jumps, most people begin their workout schedule.

Velodrome Safety Guidelines

1. Use the poll lane for efforts or group warm-up only.
2. Use the rail only for efforts. Do not hang on the rail or use the rail for recovery. Get on and off the rail quickly when entering exiting the track.
3. Use the center of the track or Stayers (blue line) line for warm-up or short cool downs. If the cool down is more than 2-3 laps ride in the warm up circle.
4. Ride no more than 2 abreast at the Stayers line (more leniencies apply when there are only 6-8 people at a session).
5. Request permission to join someone's workout or effort, and respect them whether they say yes or no.
6. Try to keep a training/effort group line to 5 or under. At times it may be appropriate to line up more, but as a general rule 5 or under is the safest.
7. A double whistle = come off the track

8. The motor always has priority over riders. A signal of several horn taps indicates the motor will drop and start an effort on the current lap. When possible drop to the apron. If not possible, stay where you are and the motor driver will steer clear of you.

Motor Pacing Guidelines

From time to time there will be motor pacing at an Intermediate/Advanced training session. Although it looks like fun, you must be cleared by both the track supervisor and the motor operator prior to riding behind the motor. For the warm up, you will likely be allowed to participate. You will be evaluated on your first few rotations behind the motor. If the supervisor deems the situation uncomfortable, you will be asked to warm up at the Stayers line. Please do not take offense at this action; it is for everyone's safety. After the warm-up, the supervisor will provide you with feedback, with the goal of developing your skill level in this area. As with regular workouts, **it is not appropriate to tag along on a motor paced effort without prior permission.** Below is a list of basic motor pacing guidelines.

1. Motor pacing may only take place during advanced or intermediate training sessions.
2. Motor pace sessions are for Cat 1/2/3 riders (both road and track). Other Category riders can motor pace A) as room permits B) if they have previous motor pacing experience or C) with the permission of the driver and track supervisor
3. Safe motor pacing requires that all riders be especially vigilant of where the motor is on the track and where it's going. If the supervisor of a session sees that a specific rider is causing a dangerous situation while the motor is out, he or she can ask that rider to exit until the motor is done.
4. If a question of safety arises the most conservative approach between the driver and the track supervisor will apply.
5. Except for warm-up there will be a limit of 5 riders behind the bike at one time.
6. The track supervisor is responsible for maintaining safety at all times. The track supervisor has the right to remove anyone from the track during motor pace sessions if the supervisor feels there is a potential safety problem.

Track Workout Options

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing
- 3x600 over distance efforts with 7-15 minutes in between. Do the first in an 88, the second in a 90 and the third in a 90. Start these high on the tack and moving. Dive down and start at your 500 m starting line @ 80%, go 100 m past the 500 finish. Each 1/4 lap pick up the pace so that you finish going as fast as possible by the finish.
- Take 15 minutes rest
- 2-3x flying 200's focusing on technique, ramp up, and the timing of your dive down to the line. If you get it perfect on your second one, then stop. What did you do, what worked? Do these in a 90. Take 10 minutes minimum between efforts.

Cool down in an easy gear- you are done

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in change gears and get a drink

- 2 x 200 at 90% effort in (84 or 86")

Rest and change gears

- 3x standing start 50 m sprints in a 90 or 92".

Rest or ride easy for 10 minutes or more,

- 2x 600 efforts with 15 minutes in between. Do the first in an 88, the second in a 90. Each 1/4 lap pick up the pace so that you finish going as fast as possible by the finish.

Cool down in an easy gear- you are done

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in change gears and get a drink

- 5 x standing start for 50 meters with full rest in between. Use your 90 for the first 2 and an 86 or 88 for the last three so you can work on your snap and raw speed.

Rest or ride easy for 10 minutes or more,

- 5 x 300 efforts with 15-minutes in between. Start each effort on your 500 meter pace in your 88 or 90 whichever you are leaning towards for racing. Accelerate through the end of the efforts, so that you are slightly above your 500 meter pace. Make sure to pace yourself so the final 2 intervals are the fastest of all of them!

Cool down in an easy gear- you are done

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in change gears and get a drink

- 4 x 5 minute at your AT HR (not over, although on the last two you can flirt a bit with Z5 at the end of the intervals). Do these in high cadence small gear such as an 82 or 84"

Cool down – you are done!

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in change gears and get a drink

- 3 x 200m 86-90": First one just to get your line and practice wind up & to figure out what gear you'll be using. First one will be only 80% effort. Second one hopefully you'll be on your 'race gear', at 90% effort. Work on timing and wind up. Third time is the 'money' ride, 100% for time. Full recovery between rides.

Rest – full recovery

- 2-3 flying 500's - if your 200's felt great, gear up another 2", if not gear down 2" for these

Cool down – you are done!

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in get a drink and change gears

- 1-flying 6 lap 84 or 86" at 25-30mph – whatever you can hold, 10-15min rest
- 1-flying 4-lap, increase your speed, 10-15 minute rest
- 1-flying 3 lap, increase your speed, 10-15 minute rest
- 1-flying 2 lap, increase your speed

Cool down – you should be tired by now.

w-up pace-lining with other riders using an easy warm up gear (81 or 82)

- 4x100m jumps, 2 seated, 2 standing, with the final jump a full 200m (81 or 82")

Come in change gears and get a drink

- 2x200 flying 100%
- 1x300 flying 85%
- 1x400 flying 85%
- 1x600 flying 70%

Cool down – you are done!