

Motorcycle & Derny Policy

Policy Statement

This policy sets guidelines, outlines responsibilities, and provides certification for coaches/other users (“Users”) of the derny and/or motorcycle on the SIT Zero Fees Velodrome.

Only those who have undergone certification by the authorised certifier are able to use the derny or motorbike on the track. This authorisation can be revoked by Cycling Southland if the user is deemed to have used the bikes in an irresponsible manner.

Derny & Motorbike Certifiers

The following people have been given authority by Cycling Southland to grant certification to users of the derny/motorbike on the Velodrome, pursuant to clause 3 of this policy;

- **Waine Harding** (Derny & Motorbike);
- **Nick Harris** (Derny & Motorbike);

Responsibilities

Certifiers agree to:

- Ensure users have read and fully understand all aspects of the derny/motorcycle policy before granting certification.
- Ensure users are capable of safely operating the derny and/or motorcycle, and can comfortably ride on the track in close proximity to cyclists before granting certification.
- Ensure users fully understand the rules of riding the derny and/or motorcycle on the Velodrome, including etiquette in relation to motor pacing and riding in a bunch before granting certification.

Users agree to:

- Operate the derny/motorcycle only under supervision from the named certifiers until after they have gained certification;
- Operate the derny/motorcycle only when necessary and only for training purposes;
- Notify Cycling Southland if fuel levels are low in the derny/motorcycle; or ensure only premixed fuel is used in the derny; and ensure only standard 91 petrol is used in the motorcycle.
- To contact Cycling Southland immediately if any repairs are required and if any damage occurs to the vehicles and/or the track.
- Always use the derny/motorcycle in a responsible manner.
- Ensure only riders taking part in motor-pacing or derny/motorcycle-related training are on the track while the derny/motorcycle is operating.

Certification

- Once certification is granted, users are considered capable of operating the derny/motorcycle on the SIT Zero Fees Velodrome without supervision, pursuant to the responsibilities outlined in Clause 3 of this Agreement.
- If at any stage Cycling Southland or the certifiers deem any user has failed to fulfil the responsibilities outlined in Clause 3 of this agreement or has acted in a way which is deemed irresponsible or inappropriate in any given situation, either party has the power to remove that user's certification and/or ability to operate the derny/motorcycle until further notice is given.

Keys

- Once certification is granted, users will be issued a key for which they are responsible for. No key will be left in the derny/motorcycle so only authorised users with a key issued to them will be able to use the vehicles.

Certified riders (as at Feb 2018)

Motorbike

Derny

Brendan Akeroyd (has key)

Dave Beadle (has key)

Dave Beadle

Ian Densie (has key)

Waine Harding (has key)

Waine Harding

Nick Harris (has key)

Nick Harris

Julian Ineson

Neil Jamieson (has key)

Glen Thomson

Sier Vermunt

Michael White

Mike Green (has key)

Gerald Paterson (has key)

Gerald Paterson

Roger Nicholas

Roger Nicholas

USER AGREEMENT

I _____ understand the above responsibilities and certification process and agree to act in a way which is consistent such responsibilities.

Signed (User): _____

Date: _____

CERTIFIER

I _____ (Certifier) deem _____ (rider) is capable of safely operating the MOTORCYCLE on the Velodrome without supervision.

I _____ (Certifier) deem _____ (rider) is capable of safely operating the DERNY on the Velodrome without supervision.

Signed (Certifier): _____

Date: _____

Cycling Southland use

Approved by:

Signed:

Key issued by:

Date:

Key received by rider:

APPENDIX 1

Cycling Southland Motorcycle Training Course – Part 1

Name:

This training document should be, and is only, an accreditation to operate the motorbike owned by Cycling Southland on the SIT Zero Fees Velodrome. No other motorbikes are permitted on the velodrome without the approval of the General Manager.

You must hold a current NZTA motorcycle licence to ride on the velodrome.

Whilst this workshop will teach you and advise you of the dangers and safety rules to abide by, the overall safety of yourself and the cyclists is your responsibility. Your accreditation can and will be removed if you are found to be acting dangerously or irresponsibly.

Pre-bike check:

Visual check

Have a quick look over the bike to see there are any loose bits hanging off or things come loose. Make sure there are no oil spots on the ground around the bike: this could be a sign that something is wrong with it.

Fuel

Ensure you have more than enough petrol to last your session. The fuel container is kept in the Cage area of the Lockup if you need to put some in. If it is empty or you use the last of it, please advise the Cycling Southland office. Try not to leave the bike empty for the next person who is using it.

Tyres/wheels

Squeeze both tires to see that they are not too soft or hard. Pump them up or release some air, advisable pressure is stamped on tire. If there are worn areas or loose thread you must decide whether it is safe to use the bike. Either way, advise the Cycling Southland office.

Chain

Make a visual check that it is not too loose or worn and dry. If unsure, pass on to office.

Mirrors

Adjusted so you can see riders behind.

Indicators

Make sure they are working.

Roller

Ensure that it is working properly and firmly fixed to the bike.

Ultimately ask yourself would you feel safe riding this motorbike on the track – if you don't feel safe, then don't ride it!

Attire:

A helmet must be worn at all times when riding motorbike, it can be an approved cycle helmet or motorcycle helmet. Don't wear loose clothing that has the potential to get caught in the bike. Dress to the temperature you are riding in.

Warm-up:

If the bike hasn't been ridden for a few hours or it is cold then you need to warm it up. Do so slowly at first with a few laps on the grey, increasing speed on to the track when you feel it's warm enough. Don't just go straight out pacing on to the track when the bike is cold.

Riding Speeds:

These will depend on the ability of the riders you are pacing for, minimum safe speed is around 25-28kph. Max speed will again depend on your ability and that of the cyclist – at 70kph and above, cornering will become more difficult.

Motor-pacing

When motor-pacing any group the object is for them to be able to stay with the motorbike. If they can't you are obviously going too fast for them. Keep an eye on them through mirrors.

NEVER USE BRAKES WHEN PACING!

Keep speed increases smooth and gear changes smooth. Remember, when you clutch the bike will naturally slow for a split second - if you have a rider hard on you wheel they will bump into the roller (for inexperienced riders this could be a bit scary) so try to make the gear change quick as possible.

If there is a big group on the track and not all are pacing you are better pacing in the **blue** line so slower riders can ride below. If you are moving around slower riders make sure you give plenty of signals to following riders with hand signals and bike indicators. Riders need to be briefed about how exactly the session is going to go ie riders changes when, where and how long. When you've finished that set accelerate away from the group before you begin your slow down and depart from track.

Wind-outs

If you are rotating a group for the efforts, have riders drop down on to the bike and not join up from the bottom unless you start with them on the grey. Make sure they know how many laps they are riding for and when they finish it's them who rolls up, you carry one around to pick up the next rider which should be on the back straight. **Don't use the brakes** - if the rider drops off you can ease off slightly, remembering they could be chasing to get back on you in which you'll need to anticipate them joining back on. Same as any pacing ride away from the riders before pulling off the track.

On-Offs

These shouldn't be done if you can't lap up off a rider. Roll up off the front as quickly as you can, sit outside the rider for a short time before dropping in behind. Know your rider's capabilities before doing these – their speed may be fast for the first half but it will decay off quickly so be ready for that.

Flying 200s

Like a rider does their prep, you need to do the same as them with the only difference being that you don't need to be as high to the fence until the last half of the second lap. The slope of the track will make speed control a bit more difficult try to pre-empt them.

Same as all other events accelerate away before coming off the track.

Accelerations

Once you have picked up your rider – preferably on the back straight (at a slower speed) – start the planned exercise whether it's one or two laps easy with a **hard** accelerate away for the rider to try and jump with you. Try to be in 4th gear to do these – if you're in 3rd and they are fast you'll have to change gear which isn't ideal.

With all these training components the best gear to be in is 4th, also make sure you are clear of riders before coming off the track!

Safety points:

- No braking with riders behind the bike
- Use your mirrors
- Keep movements smooth and deliberate
- Accelerate smoothly with small increases
- Signal with hands and indicators
- Gear changes quick and use 4th gear most of the time when up to speed

Dangers – what ifs:

Motorbike stops: Drop down on to the grey promptly out of the way of following riders stop as quickly as you can.

Rider crashes behind you – accelerate away from the accident in a straight line moving up the track once clear to evaluate the situation and come off the track safely where you can.

Rider crashes in front of you – roll up away from the accident trying to avoid any fallen riders. Reduce your speed if no riders behind and come off the track when you can do safely.

Be aware of all that is going on around all areas of the track when using the motorbike. If you aren't happy with things stop and rectify it before carrying on. It's all about keeping you and the riders safe.

Assessment – Practical observation

Handling:

Cornering:

Training techniques:

Result	PASS	FAIL
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Signed:

Date: