

Introduction to Cycling Southland

Welcome to Cycling Southland and the wonderful cycling family that we have in the Deep South!
We are very glad to have you join us!

We are lucky enough to have not only a phenomenal indoor velodrome, but also a fantastic club complete with a group of enthusiastic staff and an incredible crew of volunteers.

We have attempted to compile some information in the following pages, which we hope answers any questions about cycling that you might be too shy to ask. We are all here to help you learn so don't be scared to ask any of us anything you are not sure about!

In terms of what happens here on a weekly, monthly, yearly basis, our website is informative and kept up to date and there is a weekly schedule that lets you know what is happening on the track in the coming week. Check it out at www.cyclingsouth.org.nz

We look forward to seeing more of you!

Yours in Cycling

The Cycling Southland Team



22 Surrey Park Road • PO Box 939 • Invercargill • 9840 • New Zealand
• T 03 217 3215 • F 03 217 0685 • E office@cyclingsouth.org.nz
www.cyclingsouth.org.nz • www.facebook.com/cyclingsouthland

The Beginners Guide to Track Cycling

One of the fantastic things about riding on the velodrome is that it pushes you outside your comfort zone, which is something we don't often do – a dose of adrenaline is a good feeling and important in keeping us energised and excited about life!!

So, first things first ... initially you must get used to the bike and to do this you must make sure the bike fits you well and the seat is the right height. Your bike should be reasonably comfortable, bearing in mind that every sport takes a bit of getting used to, so you need to allow your body to adjust to the feel of riding a fixed wheel (where you can't free wheel and move around to get comfortable as easily) and sitting on a reasonably hard seat!

Now ... the importance of toe straps! These need to be tight so you don't pull your feet out. Pulling your foot out means you will possibly (probably) crash, because the pedals do not stop going around! Therefore, you need to start off the fence already secure in your pedals so you are not trying to do this as you ride along – make sure you stop on the fence as well and undo your toe straps from there. Finally, make sure you keep the wheel facing forward so it doesn't turn out and throw you off.

To get used to the idea of pushing off the fence, it is a good idea to roll back and forth on the bike while still holding on to the fence. This will also give you an idea of how the fixed wheel works/feels.

The first thing any newcomer notices about a track bike is the lack of brakes in the traditional sense ... you slow down and stop by slowing down your pedalling. The single gear is fixed, meaning that as long as the back wheel turns, so do the pedals ... and, of course, your legs! So, while freewheeling every once in a while is intuitive for most cyclists, try this on a track bike and there's a good chance you will propel yourself over the handlebars.

So ... off we go! With a good pull off the fence, start turning the pedals, look ahead, relax your upper body (makes things less wobbly) steer your bike **AND KEEP PEDALLING!**

Once you have ridden round a couple of laps slowly on the grey and gotten used to the feel of the bike, it's time to move up on to the track ... you need to have a bit of speed on to do this and the secret here is to always keep pressure on the pedals. The tyres really do grip when on an angle!! Just remember to keep pedalling!

A five minute warm-up is a great start to any session. Once you've had a ride around gradually increasing effort/speed, come in, have a drink, take off any warm up clothes and have a gentle stretch. Stretching prevents the pulling of muscles and tendons, reducing the risk of injury. A five minute warm-up increases the blood circulation, delivers more oxygen and raises muscle temperature, which ensures muscles are able to lengthen and shorten faster and more easily. You are ready to train when you feel your body warm and sweaty and your breath is deep and regular, with no shortness of breath.

We'll talk about the rules a bit more as we go, but the very basic rules are: Enter the track on the back straight, leave the track on the front straight. Hold your line. Always pass on the outside. With bunches at differing speeds, faster riders stay above the blue line (stayers line) and slower riders stay in the sprinters lane – between the black (measuring) and the red line.

For the last 5-10 minutes after the session, roll around gently and wind down, and have another stretch when you come in. As well as helping prevent injury and muscle soreness, this will help prevent the “dead leg” syndrome often associated with track – a problem caused by lactic acid pooling.

So that’s the basics, now it’s time to get out there and have some fun!

An Introduction to Cycling Terminology (Sso you know what they’re talking about!)

Peleton

French word for the main pack or group or bunch of riders

Attack

An aggressive “jump” to get away from another rider or the bunch

Blocking

When a rider tries to get in the way of other riders, usually done as part of a team strategy to slow down the main field when other team members are ahead in a breakaway

Bidon

French word for a cyclist’s drink bottle

Break or Breakaway

A single or group of riders who have cycled away from the bunch

Bridge the Gap

When a rider or group of riders is attempting to reach a group further ahead

Cadence

Number of pedal revolutions per minute (rpm)

Drafting

Riding closely behind another rider or group, which creates a slipstream, or air pocket. Riders take turns at leading as the lead rider expends up to 30 percent more energy than the following rider(s) does

Derailleur

The mechanism that moves the chain from one gear to another

Dropped

Describes rider(s) that have been left behind by a group they were riding with

Echelon

A line of riders taking orderly turns at the lead and staggered so that each rider will get maximum protection from the wind. Also called a "pace line"

Feeding

At some point during a long road race it is necessary for riders to replace expended energy. Riders may be given a bottle from the team support car, or from a support person in the 'feed zone' on the side of the road. They may also get a "musette," a small cloth bag, containing food and water bottles. Riders grab the bag from the team support personnel, remove the contents and put them in the pockets of their jerseys to eat when most convenient

Field Sprint

The final sprint between a group of riders, not necessarily for first place

Force the Pace

When one rider goes harder than the pack to increase the tempo

Gap

The distance between an individual or groups

Jump

A quick acceleration usually done at the first part of a sprint or attack

Lead out

Race tactic where the leading rider accelerates to maximum speed with a team mate following close behind. The team mate accelerates out of the draft and sprints past to the finish line

Lapping

Sharing the effort in a pace line

Soigneur

Pronounced "Swa-neur." Comparable to a trainer in other sports, this person gives massages and watches the physical health of the riders along with the team doctors. They are usually also responsible for race nutrition and handing out bottles / musettes in the feed zone

Sprint

The final burst of speed to the finish line

Turn

When a rider is at the front of pace line they are "taking a turn"

Velodrome

An oval banked track, usually 250m in length. There are several different types of races on the track, with events usually categorized into one of two groups: 'Sprint' or "Endurance." The difference in training and ability is similar to the difference between sprinters and long-distance runners in athletics

Wheel Following

Occupying position other than the lead spot in the pace line

Bunch Riding

Why ride in a bunch?

Riding in a bunch can and should be extremely enjoyable! The advantage of riding as a bunch or peleton (French word for an organised group of riders) is that, as an organised group, you can ride further and faster than individual riders or a non-organised group. It's also fun from a social perspective.

You will expend up to 30 percent less energy by riding sheltered in a bunch, as riders in front of you overcome the wind resistance. By taking turns at the front, all riders can share the effort and longer distances can be covered.

However, bunch riding can also be problematic particularly if people in the group don't understand the rules or don't do their fair share of the work. Everyone needs to know these rules for the safety of all riders.

So, below explains what to do riding in a large group or peleton. However, from time to time, you may be riding in a smaller group, which will require you to take your turn leading the group by yourself, not with a partner as described below, but the same rules will still apply.

Be predictable with all actions

Avoid sudden braking and changes of direction and always try to maintain a steady straight line. Remember that there are riders following closely behind. To slow down, gradually move out into the wind and slot back into position in the bunch when you have less speed. By putting your hands on the hoods on your brakes you can "sit up" and this will allow your body to slow you down by utilizing the wind resistance.

Brake carefully

Ride safely and try to stay off the brakes. If you are inexperienced or a little nervous about riding too close to the wheel in front of you, stay at the back of the group, gain confidence and practice your bunch riding skills.

When the pace eases, don't brake suddenly, instead ride to the side of the wheel in front and ease the pedaling off, then ease back into position again on the wheel. Practice on the back and soon you will be able to move up the line with a partner.

Rolling through – swapping off – taking a turn

The most common way to take a turn on the front of the group is for each pair is to stay together until they get to the front. After having a turn on the front (generally about the same amount of time as everyone else is taking), the pair separates and moves to each side (left and right or the right side if you're riding at the front alone), allowing the riders behind to come through to the front. To get to the back of the peleton, stop pedaling for a while or ease off to slow down, keep an eye out for the end of the bunch and fall back into line there. It is safer for everyone if you get to the back as quickly as possible.

Be smooth with turns at the front of the group

Avoid rushing forward (surges) unless you are trying to break away from the group. Surges cause gaps further back in the bunch, which affect the riders at the back as they have to continually chase to stay with the bunch.

No half wheeling

When you finally make it to the front, don't 'half wheel.' This means keeping half a wheel in front of your partner. This automatically makes your partner speed up slightly to pull back alongside you. Often half wheelers will also speed up, so the pace of the bunch invariably speeds up as the riders behind try to catch up.

Choosing when to come off the front

You and your partner need to do some planning when you get on the front so that when you roll through you come off at a place where the road is wide enough for the group to be four-wide for a short time. With some planning, it is often possible to come off the front a few hundred meters earlier or later to avoid a dangerous situation and avoid unnecessarily upsetting motorists.

Always retire to the back of the bunch

If riders push in somewhere in the middle of the bunch rather than retiring to the back after taking a turn, cyclists at the back will not be able to move forward and take a turn of their own. Remember that riding in a bunch is about all riders sharing the workload and accidents happen down the back of the bunch as well.

Pedal downhill

Pedal downhill when at the front of the bunch as cyclists behind you will want to ride with their brakes on consistently.

Point out obstacles

Point out obstacles such as parked cars, loose gravel, broken glass, holes, rocks or debris on the road, calling out "hole" etc as well as pointing is helpful in case someone is not looking at your hand when you point. It is just as important to pass the message on, not just letting those close to the front know.

Hold your wheel

An appropriate gap between your front wheel and the person in front is around 50cm. Keep your hands close to the brakes in case of sudden slowing. Sometimes people who are not used to riding in a bunch will feel too nervous at this close range – riding on the right side is generally less nerve-racking for such people as they feel less hemmed in. Watching "through" the wheel in front of you to one or two riders ahead will help you hold a smooth, straight line.

Don't leave gaps when following wheels

Maximise your energy savings by staying close to the rider in front. Cyclists save about 30 percent of their energy at high speed by following a wheel. Each time you leave a gap you are forcing yourself to ride alone to bridge it. Also, riders behind you will become annoyed and ride around you. If you are in the bunch and there is no one beside the person in front of you, you should move into that gap (otherwise you will be getting less windbreak than everyone else will).

Don't overlap wheels

A slight direction change or gust of wind could easily cause you to touch wheels with the rider in front and fall.

Do not panic if you brush shoulders, hands or bars with another rider

Try to stay relaxed through your upper body as this helps absorb any bumps. Brushing shoulders, hands or bars with another rider often happens in bunches and is quite safe provided riders do not panic, brake or change direction.

Riding up hill

Many riders, even the experienced ones, freewheel momentarily when they first get out of the saddle to go over a rise or a hill. When doing this, the bike is forced backwards. Many riders often lose their momentum when rising out of the saddle on a hill which can cause a sudden deceleration. Following the wheel in front too closely when climbing may result in you falling.

Look ahead

Do not become obsessed with the rear wheel directly in front of you. Try to focus four or five riders up the line so that any 'problem' will not suddenly affect you. Scan the road ahead for potential problems, red lights etc, and be ready.

Obey the road rules

Especially at traffic lights – if you are on the front and the lights turn orange, they will definitely be red by the time the back of the bunch goes through the intersection. You will endanger the lives of others if you run it.

Lead in front

Remember when you are on the front, you are not only responsible for yourself but everyone in the group. When you are leading the bunch, try to monitor potential problems and give plenty of warning of impending stops or changes of pace. Make sure you know where you are going.

Do not use your aero bars in a bunch ride

Never use your aero bars in a bunch ride – not even if you are at the front. Using aero bars means that your hands are away from the brakes. Aero bars are for time trial use only.

The Beginners Guide to Cycling Gear

Equipment – When getting starting in Cycling, you don't need a whole heap of fancy equipment or clothing. You can get those later on!

Helmets – These are essential! Why? It could save your life if you crash. Also, along with many other good reasons, it is the LAW!

If a helmet's going to be effective at all, it needs to be properly fitted and securely attached to your head, which means it should be level, covering your forehead, and the straps should be snug...right up under your ears.

Bike clothing – Specialist cycling clothing may look funny – particularly on those of us who aren't low-body-fat super-athletes – but it's very comfortable, especially for longer rides. The good news for the self-conscious is that you don't have to ride head-to-foot in Lycra. Mountain bikers often wear loose-fitting cycling shorts, with hidden padded liners and non-clingy jerseys. These look normal enough to wear anywhere!

If your ambitions are sportier, we recommend you overcome your shyness and learn to love Lycra. Stretch, close-fitting shorts move with your body and are completely breathable, so you don't get sweaty. Wear them without underwear and wash them after every use.

Pump, spares & tools – If you are going out on the road, you should always carry a spare tube (or two), pump and tyre levers – and know how to use them!

It can be a good idea to buy a little bag designed to go under your seat for your tube and tyre levers and a pump that stays attached to your bike, then you don't even need to think about these things when you get on your bike to go out, you're all set to go!

Clipless pedals – As your skills improve, pedals that attach you firmly to the bike are definitely worth considering for road riding and the less extreme end of mountain biking.

Shoes – Cycling-specific shoes have stiff soles so your feet don't get sore flexing over the pedals. There are shoes with plain soles, but the vast majority have threads so you can bolt on the cleats used with clipless pedals. Mountain bike shoes are sold with these threads covered so you can still use them with regular pedals and this is a great option for new riders.



Other Equipment you can get:

Cycling Gloves – they are padded to absorb shocks from the handles, prevent your hands from going numb, they also protect your hands if you crash

Bike computer – Displays information such as the current speed, maximum speed, trip distance, trip time, total distance travelled and the current time ... very useful, but not absolutely necessary

Gel-padded seat – When you first start cycling, sitting on a bike seat can get quite uncomfortable. Overtime you get used to it. A gel seat just forms to your buttocks making for a more comfortable ride

Glasses – They keep bugs and road debris out of your eyes, also blocks out UV light

Lights – If you're riding at night or in low light then a good set of bike lights is a must

Racks/Panniers – If you want to transport things around on your bike like clothes or work equipment

Further Information you may be interested in:

An excellent website with helpful general information:

<http://www.avantiplus.co.nz/pluszone/title/Guide/content/moreguide.html>

Cycling Tips for Women

<http://www.groundeffect.co.nz/underground/techtips/?id=50>

On the Road – rules etc

<http://www.groundeffect.co.nz/underground/techtips/?id=62>

Cleaning your bike

<http://www.groundeffect.co.nz/underground/techtips/?id=40>

Eating when riding

<http://www.groundeffect.co.nz/underground/techtips/?id=43>



Track Etiquette for the Stadium Southland Velodrome

GENERAL ETIQUETTE

- All users of the track must be assessed and confirmed as competent to ride the Velodrome. This includes all Deryn riders.
- Be on time to sessions at the track. Allow enough time for registration, changing clothes, assembling bike, warm-up, etc. This includes race starts.
- Enter the Velodrome via the cyclist's entrance if you have a members swipe card, or alternatively through the main stadium foyer. No bikes are to be brought in via the Stadium Southland foyer or through the "Fire Exit Doors".
- No walking on the track.
- No walking or riding on the court surfaces in cycling shoes.
- Do not cross the track, use the tunnel access.
- It is the responsibility of the pedestrian to give way to the riders at all times except in an emergency.
- Do not change clothes in the infield. The velodrome has locker rooms for this purpose.
- Club bikes must not be altered in any way, e.g. pedals, gearing etc.
- All bikes are to be walked up or down the tunnel not ridden.
- Helmets must be worn at all times while riding a bike, even on grey area.
- Water, water bottles, or hydration systems are not allowed on the track. There is a drinking fountain in the infield at the pedestrian entrance.
- Foul or abusive language by riders or support personnel will not be tolerated.
- With the exception of the commissaires, mounted riders or other persons authorised by the chief commissaire, no person or object (including starting blocks) may be inside the safety zone when a rider is on the track. (*UCI regulation 3.6.072*)
- The number of riders on track shall in no case exceed 24 (18 teams for Madison). (*UCI regulation 3.1.009*). This applies to racing only. Maximum limit for sessions is 40.
- An incident report is to be completed by the person in charge of the session if there is an accident on the track. This report is situated within the first aid kit down by the track bikes
- Only two Deryns are allowed on the track at a time except for in a Deryn race.

ETIQUETTE ON THE BIKE

Warming up: (Applicable to all public sessions. Private sessions are controlled by the coach/hirer of the track and it is their responsibility to ensure safety.)

- Fast riders use the “measuring line (black)” and the area between the “measuring line” and the “stayers line (blue)” to change.
- Slow riders ride above the “stayers line.”

General: (Applicable to all sessions. Private sessions are controlled by the coach/hirer of the track and it is their responsibility to ensure these guidelines are met.)

- Road bikes are not permitted under any circumstances on the track.
- It is the rider’s responsibility to ensure their bike and helmet is in an acceptable and safe condition prior to entering on to the track.
- It is the rider who is entering on to the track to ensure the way is clear before proceeding from the safety zone on to the track surface. This can only be done via the back straight.
- It is the rider who is exiting the track to ensure the way is clear before exiting from the track surface to the safety zone. This can only be done via the front straight.
- When riding slowly in the safety zone riders must stay as far to the left as practicable and only be two abreast. **Hands to be on handlebars at all times.**
- Riders may carry no object on them or on their bicycles that could drop onto the track e.g. watches. They may not bear or use on the track any radio communication system (*UCI regulation 3.2.005*). This includes any ipods or similar device.
- No additional equipment is permitted on track bikes e.g. drink bottles.
- No aero bars are permitted on track bikes apart from pursuit training or racing.
- No food or water to be consumed whilst riding on the track.
- No loose clothing to be worn whilst riding on the track.
- Riders shall refrain from any collusion, maneuver or movement likely to hinder the conduct or distort the result of the race (*UCI regulation 3.2.002*).
- Riders may not ride on the blue band (Cote d’Azur) unless done involuntarily (*UCI regulation 3.2.008*) i.e. in an emergency situation. You should not be crossing this band at speed under any other circumstances
- If a standing start is to be undertaken in the warm up period then a safety marshal **must** be placed at the beginning of the straight that the standing start is to take place on. This safety marshal is to warn the riders of the impending standing start. It is the responsibility of the rider/holder to ensure that the standing start can be completed safely.
- All riders are responsible for riding straight so as to allow faster riders to pass safely. **Never try to get out of the way of a faster rider you must maintain a straight line.**
- The faster rider is responsible for passing safely.
- The passing rider should pass on the right of the slower rider.
- A parallel line must be followed in sprint/bell laps (no pulling up) during racing