

South Coast Cycling

Edwardstown Track Cycling

General Information



South Coast Cycling Club 2014-2015 Summer Track Program

Oct 10, 17, 24, 31

Nov 7, 14, 21, 28

Dec 5, 12,

**** Friday 19th December ****
Xmas Cup on Wheels
Dress up your bike!

Jan 2, 9, 16, (Mon 26) 30

**** Monday January 26th**
Australia Day Carnival ******

Feb 6, 13, 20, 27

Mar 6, (Mon 9) 13, 20, 27

**** Monday March 9th**
Interclub Event
Club v Club

5.30 – 6pm sign on 6.15 pm start
Townies Bar, BBQ & Soft Drinks

Senior \$15 Juniors \$10 Trackies \$2

SCC members will receive a 10% discount on the nomination fees paid.
This will be refunded at the end of the summer track season.

For more details on E/town or licencing see Southcoastcycling.org.au

Edwardstown Velodrome Track Information:

South Coast Cycling club conducts track events – on Friday nights at the Edwardstown velodrome.

The cycling is suitable for all ages and abilities with the grades and events programmed according to abilities. The events are conducted in a friendly and welcoming atmosphere. In addition to these track events the club conducts the Australia Day track event (Australia Day public holiday) and the Interclub club Championships (Adelaide Cup Public Holiday).

Welcome to Edwardstown Friday Night Track:

On behalf of the South Coast Cycling Club, welcome to another season of track racing at Edwardstown.

We aim to provide a friendly environment where anyone from first timers, juniors, elites and masters can race their track bikes in a safe and competitive manner. It is up to the individual as to what goals they set themselves over the season as to how hard and how often they race here at Edwardstown.

SCC is here to assist cyclists to improve and experience the buzz of racing fast around a track with others at close quarters.

SCC will be here on Friday evenings between October and March whilst daylight saving is in operation. SCC also has a twitter account, so if you use this social media, please sign up and keep up to date with any changes, etc that may happen at the last minute.

If you enjoy your cycling and want to give a little back to the sport, have a think about volunteering over the season to ease the load on our club officials and other volunteers who provide the sport experience for you.

This would be much appreciated.

Enjoy the new season, and I will see you out on the track!

South Coast Cycling Club President

David Schutz

FRIDAY NIGHTS AT EDWARDSTOWN

Track racing is held on Friday nights during daylight saving months October through to March. It offers opportunities to cyclist of all levels to come along and enjoy cycling activities at the Edwardstown velodrome in a friendly and welcoming atmosphere.

There are a variety of events catering for sprinters to endurance riders and individual and team events everything in between. Christmas Break up - Novelty Races on the grass.

Please refer to our Facebook & Twitter pages for updates each week.

You will need a fixed wheel track bike and a current Cycling Australia licence to participate in the velodrome track warm up, training, cycling events and racing.

If you are new to track racing you will also need to attend Cycling SA novice sessions held on Friday evenings at the Superdrome, prior to racing, or be able to demonstrate track riding experience before you are permitted to race. Riding Edwardstown velodrome requires practice and confidence.

FRIDAY NIGHT PROGRAM

The Edwardstown Friday night program can be found on the club web page.

- Track opens: 5.30pm
- Sign on /Nomination opens 5.30 -6pm
- Session /Racing starts: 6.15 pm
- Session /Racing ends: by 8pm, or when the light fades.

Riders must sign on prior to warming up and show their current CA licence and their helmet. All riders need to complete an emergency contact form the first night they compete.

Warm Up:

Riders position on the track during warm up – Faster riders down the bottom of the track and slow riders at the top of the track this ensures the safe entry and exit of riders or riders.

Event Grades:

At Edwardstown track SCC grades the riders by ability, not age, therefore their gearing will be different. Our primary object is to give the riders the opportunity to enjoy their track cycling events and therefore continue to ride and improve at their pace.

Racing is graded, based on ability. There are usually 3 - 4 grades of seniors and 2 – 3 grades of juniors, depending on numbers, with 3 to 4 races for each grade.

Lining up on the Track:

Riders to line up on the fence closest to the football club rooms. The usual format of mass start graded races is that 2 grades are called up at the same time. Highest grades line up at the front and will be sent off first.

On the Track:

There are usually two grades racing on the track at the same time therefore riders must stay aware of their position on the track and other riders around themselves. In the case of a grade being caught and passed by another grade on the track all riders need to hold their line.

After the race finish riders must continue to hold their line until it is safe to move to the top of the track. Riders must exit the track once they come around to the front straight after the finish of their race.

Between Events:

In between racing events it is best to use the time to meet other riders, have a chat and get helpful advice, as well as watch the other events. This helps with learning from other peoples' tactics and also to cheer other grades on.

Parking your bike at Edwardstown track; lean your bike on the outside of the fence. Do not hook your handlebars over the fence as this creates a dangerous situation for those on the track. Try not to lean your bike on others' as they might have trouble getting theirs out when they need to.

Never cross the track while a race is in progress. Wait until the race has ended before crossing the track. Always look before crossing the track, as slower riders may still be finishing a race or trying to access the gate to leave the track.

Keep an ear out for the 'Clark of Course' (Commissaire calling the events up). Track races tend to run on a tight schedule, so try to keep an eye on where the program is at so you are ready to ride when called up. If you need to leave the track before the end of the event, make sure you tell the Clark of Course so they aren't calling out for you when you're not there, wasting everyone else's time.

Race Program:

The race program varies from week to week and the events will be determined by the number of riders in each grade, race conditions and is set by the event race programmer.

Results: www.southcoastcycling.org.au & published in the Sunday Mail

Helmet Regulations:

AUSTRALIAN STANDARD AS/NZ 2063 - Bicycle Helmets

The helmet regulation was introduced as a result of cyclists having to comply with the Australian Road Rules.

The basic rule is that in all Australian events on the road and track an approved helmet with the Australian Standard sticker (AS2063) must be worn.

The only events where this may not apply are noted in Rule 3.2.02 and are explained as follows:

a) TRACK - In all track events competitors shall wear an approved AS2063, ANSI, Snell or EN approved helmet

3.2.06. Any modification to an approved helmet is strictly prohibited, including; swapping or tampering with stickers; structural or aerodynamic modification.

Failure to comply with this regulation will result in the rider being withdrawn from the event in addition to any other penalty that may be applied by the race official.



Safety:

- Unless otherwise noted, all Cycling Australia rules apply during all races
- The safety of yourself and others comes first at all times
- Helmet must be worn at all times when riding and must be securely fastened
- Do not use offensive language
- Both hands should be on the handlebars at all times
- Be responsible for the safety of the bicycle you are riding ensuring everything is correctly tightened and tyres are in good order and correctly inflated.
- Bring enough water/ fluid for yourself
- Always ride a straight line in all sprints
- It is important take extreme care when crossing the track to the infield
- Shoulders must be covered at all times when riding on the track
- Always be observant and considerate of others using the track
- Tubular tyres must be securely glued to rims.



Volunteers:



Edwardstown Friday night need YOU!

We need volunteers to spread the load and you do not need to be a Cycling Australia member to help out, anyone can chip in to give a hand.

If you are able to help out whether on a once off occasion or on a regular basis, please see Catherine Braithwaite or email the club
email@southcoastcycling.org.au

Don't be shy - Volunteers are always welcome to help on and off the track – with jobs such as judging, lap scoring, bbq cook, gate keeper, setting up, helping new riders, packing up

Edwardstown Velodrome details

Edwardstown velodrome is an outdoor 485 m bitumen / asphalt track, with shallow banking.

It is located in South Plympton, East Tce

Toilets located at the Northern end of the Football club rooms

Road bicycles are not permitted on Edwardstown velodrome during warm up or track cycling events /racing.

Non Smoking environment

Edwardstown Velodrome track cycling events conducted in a smoke free environment. South Coast Cycling club follows the guidelines provided by The SA Office for Environment and Health.

On the track:

Pole Line: the white 'measuring' line at the bottom of the track. The length of the very left hand edge of this line is the length of the track.

Sprinters Line: the white line just up from the Pole Line, it forms the 'Sprinters Lane' or 'pole lane' which is the space between the two white lines. During a sprint, only one rider can occupy the Sprinters Lane, you cannot undertake a rider who is below the red line or overtake them and try to squeeze them down the track.

Stayers Line: is the blue line about $\frac{1}{2}$ way up the track. This is a traditional bike racing term drawn from the (now-extinct at World level) Stayer's or Motor paced event.

The area between the white line (Pole line) and the stayer's line is NO MAN'S LAND. Use it to cross into or out of the Sprinters Lane. Do not ride or do efforts here--it is too confusing and dangerous as the riders in the pole do not know whether a No Man's Land rider is going to drop down the track on them. This does not include bunch racing--it only applies to training and warm-up.

The big white band with black line through the middle perpendicular to the bike traffic is the Start/Finish Line (in the home straight). The other white perpendicular line is the 200m line. The 200m line is the starting point for the 200m time trial, which is the qualifying and seeding event for the match sprints.

The Pursuit Lines: are the shorter perpendicular lines opposite each other $\frac{1}{2}$ way up the home straight and the back straight. These are lines from which time trials are measured.

Marks around the top of the track indicate the distance in metres, in front of the finishing line and are used for handicap racing, the 'Mark' you are given is how much head-start you have on 'scratch' (Zero)

Equipment:

Track racing requires the use of a specific track bike. A track bike has just one gear and the pedalling is fixed (no free – wheeling) by using your leg speed to smoothly control the bike speed with great accuracy. Placing pressure on the pedals backwards reduces speed as no handbrakes are permitted on the bike.

- Gear selection depends on age, ability and type of events.
- An approved helmet is compulsory – refer to helmet regulation
- Gloves – long-fingered gloves highly recommended for warm up and racing.
- 15mm spanner – needed for doing up your pedals (most people) and for ensuring the wheels are tight. Get one that is round at one end (so that it puts even pressure on the wheel nuts) and open at the other.
- Fixed seating at the track is limited and in need of repair, therefore you may wish to bring along your own portable seating.
- Sunscreen – it is HOT in summer at the track, and you will be in full sun. Be sun smart.
- Drink – water is available to purchase at the track, but it is recommended that you bring your own.
- As Edwardstown is an outdoor velodrome some evenings it can get quite cold so make sure you bring appropriate attire to keep comfortable in between races.

Cycling undershirts:

It is recommended that you wear a undershirt “base “ layer under your cycling jersey /skinshirt at all times when warming up and racing for your protection and comfort.



A base layer assists in removing sweat from the surface of the skin and placing it on the outside of the undergarment. Wearing a base layer can save your skin from gravel rash. The theory is that, if you fall off your bike and slide or roll, your jersey will catch the asphalt, but your undershirt will keep sliding within the jersey. And sliding on an undershirt feels marginally better than sliding on bare skin.

Club Bikes:

South Coast Cycling Club has a limited number of track bikes for use by new riders to allow time for them to make a decision to continue in the sport before actually acquiring a bike of their own.

There is a various range of bike sizes for use and are lent out on a first in best dressed basis. You will need to be at the track prior at 5.30pm to use a loan club bike unless prior arrangements have been made.

If you have cycling shoes you will need to bring your pedals to attach to the club bikes, If you do not have clip-in pedals, wear sneakers and the club has flat pedals for the bikes.

SCC will endeavour to have a volunteer assist with bike setup if you need help.

Junior Gear Restriction:

Gear restrictions apply to all junior cyclists in events conducted under Cycling Australia regulations on the road and track. It is the parent's responsibility to ensure that their children's bikes apply with this ruling.

Gear restrictions apply to all junior cyclists in events conducted under Cycling Australia regulations on the road and track.

The restrictions referred to is the distance one revolution of the crank arm will propel the bicycle, this is known as the 'roll out'.

The gear restrictions apply to each of the following member categories:

- Junior Under 19 = 7.93 metres
- Junior Under 17 = 7.00 metres
- Junior Under 15 = 6.00 metres
- Junior Under 13 = 5.50 metres
- Junior Under 11 = 5.50 metres

Please note that all competitors are required to satisfy a roll out for all junior events.

General Riding Etiquette:

Cycling Etiquette boils down to SAFETY, your safety and the safety of the people riding around you. Its not always obvious why one thing is safer or less safe. Over a few hundred years cyclists have worked every possible angle on how to avoid skin being left on the ground;

- The trick to riding track safely is to **ride predictably**. There are a few simple rules to follow and signals to make others understand your intention. Confusion is the track rider's enemy and the cause of most crashes! Understand what the lines mean (read above) before riding the track.
- The faster rider is responsible for passing safely. Slow riders are responsible for riding straight allowing faster riders to pass predictably. NEVER try to get out of the way of a faster rider. Maintain a straight line, parallel to the track's lines.
- At Edwardstown velodrome, slow riders must ride above the Stayers Line and faster riders ride on the pole line.
- When moving up or down the track turn your head in the direction you want to move and glance back as you gradually move up or down the track paying attention to where you're going and any over-taking traffic at the same time. If you are swinging off the front of a bunch, flick your right elbow out before swinging up so people following you are aware you're about to pulling up the track, and as you swing up, maintain the pressure on the pedals, otherwise the rider behind might clip your rear wheel.
- As you approach a slower rider with their head turned in the direction you want to pass, clearly communicate with the command "hold your line" in order to make the slower rider keep from moving into your passing line.
- If you hear "hold your line" keep riding straight (parallel to the pole line.) If you are manoeuvring up or down and hear "hold your line" immediately correct your line so you're riding straight (parallel to the painted lines.)

- Ride the track as if you are directly responsible for the safety of all other riders on the track, pay attention to what other riders are doing and give them the right of way.
- If you think you are going to run up the back of the rider in front, ride to their right, up the track slightly. This washes off your speed and is the direction those behind you will expect you to overtake someone. As a bunch slows, expect the whole bunch to fan out up the track.
- Do your fair share of work at the front. If you are struggling and can't take a turn, stay at the back of the bunch rather than disrupt the rhythm of those who are working.
- If you are not confident of your bike handling ability, and the pace is too fast for you to take a turn at or near the front, put your pride away and learn how to sit on the back of the bunch. When the lead rider comes back after doing his or her turn, tell him or her to cut in, dropping back yourself to allow room.
- Do not panic if you brush shoulders, hands or bars with another rider. Try to stay relaxed in your upper body to absorb any bumps. This is a part of cycle riding and racing in close bunches and is quite safe provided riders do not panic or change direction abruptly.

Respect the direction and advice of senior riders. While it might difficult to hear wise and sometimes blunt advice, that guy yelling at you has probably has enough race wins, miles under his legs, broken bones and falls that entitles him to be heard by you.

Be spatially aware. Everything you do has a knock-on effect on everyone behind and beside you.

Types of races:

There are many types of track races and many variations of those. Below is a description of some of the more common races.

Scratch Race

The race goes for a set number of laps. All riders start at the same time, as a group. It is usually a longer race and provides a good opportunity for the endurance riders to hurt the sprinters. The first rider over the finish line on the final lap wins. Simple!

At Edwardstown there are often two grades of riders on the track at the one time therefore riders are required to stay up the top of the track once they have finished their race.

Handicap

A handicap race has riders start at various points around the track based on ability. Each rider is given a certain head start over other riders, specified as the distance from the start line. For example '150m' means that you start 150 metres in front of the start line.

The marks are in 5 metre increments and are printed on the track close to the velodrome outer fence. The race goes for a set number of laps.

The faster riders are known as 'back markers' and will often work together to try and catch the 'front markers' before the race finishes. Handicap races go for a set number of laps and give everyone a chance of winning with the first rider over the finish line on the final lap wins.

*At Edwardstown **Friday night racing** riders take up their handicap mark position and start from holding on to the fence with one hand on pushing off when the whistle/air horn is blown.*

Match sprint (Derby)

The match sprint involves 2 or sometimes 3 or 4 riders vying for honors over a short distance, usually only two or three laps. This can be very exciting and tactical as each rider tries to gain the best track position before unleashing all their power to get past on the line. Riders often play a tactical game of "cat and mouse" over the first part of the event in an attempt to keep the actual sprint down to 200 – 300 metres. *At Edwardstown velodrome the distance is determined by the officials usually 2 laps.*

Motor Pace

Motor Paced is an endurance track race that goes for a set number of laps. All riders start at the same time, as a group and are paced by a motorcyclists who shelter them from the wind. Riders take turn behind the pacer until it leaves the track when the riders contest the final sprint.

At Edwardstown velodrome riders must only take ½ lap turn behind the scooter and the rider on the front with 2 laps to go may stay on the front. Scooter will leave the track with one lap to go.

Elimination

The Elimination is like a scratch race, in that it is a mass start race except that on each lap the last rider across the line is eliminated. Sometimes the event is called miss – and – out. This is a race that can suit the sprinters, but only if the enduros don't push the pace too much and split the field. The field diminishes rapidly until there are only a few riders left to contest the final sprint. This is always an exciting event where the crowd like to get involved.

At Edwardstown riders are eliminated every lap after the initial laps are completed and a whistle is blown to indicate the first elimination lap.

Team sprint

The team sprint involves 2 or 3 riders aiming to post the best time over a short distance. Each rider peels off after their allotted distance and leaves the last rider to finish the race alone and record a time.

At Edwardstown Velodrome racing riders do a ½ lap turn before pulling up and the number of riders per team may differ due to nominations.

Keirin

Is a track cycling event in which a small group of riders (6 – 8) sprint for victory after completing a number of laps jockeying for position behind a motor pacer at increasing speed. In the first few laps, the riders are paced by a motorized vehicle called a derny, which leave the track a few laps before the end at a speed of about 50 km/h. The first to finish the race is the winner.

At Edwardstown velodrome the race distance is 4 laps- Max 8 cyclists behind motor scooter which pulls off up the track with 1 lap to go for the final sprint.

Italian pursuit

This is similar to a team pursuit except that it involves all riders of all ages and abilities. The youngest or slowest rider starts the race and each rider pulls out after at Edwardstown Velodrome $\frac{1}{2}$ lap at the front, leaving the last (and hopefully best) rider on each team to bring it home. A ridiculous amount of fun and the only time the younger junior riders are able to race with the seniors.

Time trial

In the track time trial, riders compete individually against the clock to record the fastest time over a specified distance from a standing start. This is one for the power riders, but is also a great test of form for all riders.

At Edwardstown velodrome for convenience we usually run a Time trials over 1 lap 485m. and there may be a rider on the opposite sides of the track.

Team pursuit

The team pursuit involves a specified number of riders (usually three or four) racing another team who start on the opposite side of the track. Through the advantage of sitting on behind another rider and each rider doing a turn of pace at the front, a team will travel faster than an individual. The team time is based on the third rider to cross the finish line

An enormous amount of teamwork from each team rider is required and a great race for spectators. *At Edwardstown velodrome racing the number of riders in each team will depend on the number of riders in each grade and ability of riders in the teams.*

Point's Race

The Points race is definitely one for the endurance riders. It is a scratch race where points are awarded for sprints that are contested at predetermined points of the race. The race distance varies from 5 km to 40 km depending on the competition and age group. Sprint laps are indicated by a whistle being blown on the proceeding lap.

The winner of a Points race is not necessarily the first to cross the finish line, but rather the rider who has accumulated the most points during the race.

Track racing rules

3.9 TRACK RACING RULES

3.9.01 Deleted 01/06/2012 refer Reg 3.2.01

3.9.02 Axles and Handlebars

1. Wing nuts, excessive long axles or any attachment likely to endanger the safety of riders shall not be fitted to any competition machine.

2. Handlebar ends must be plugged.

3.9.03 Riders may carry no object on them or their bicycle that could drop onto the track. They may not bear or use on the track any music or radio communication system. Devices such as speedometers or Power meters should be securely fitted and out of sight of the rider or made unreadable by the covering of the display.

3.9.04 A rider overtaking another rider must pass on the outside, unless the overtaken rider is manifestly riding wide. The overtaking rider must be a clear machine length in front before taking ground.

3.9.05 A rider who rides or acts in a manner considered to be dangerous to other competitors or the public, will be penalised.

3.9.06 A rider who pushes or pulls another rider may be penalised.

3.9.07 A recognised mishap shall include a puncture, a fall, breaking of a frame and/or any of its accessories, but it shall not include insufficient tightening of a wheel, a chain, handlebars, saddle, toe straps, or any other accessory. The Chief Commissaire will decide what constitutes a recognised mishap.

3.9.08 Competitors may take a spare pair of wheels and necessary tools with them to the starting line, in case of mechanical mishap. For championship events the above is compulsory.

3.9.09 At the start of a race, the front wheel shall be placed on the starting line as directed by the starting official. The rider's attendant must not overlap the starting line.

3.9.10 Generally the start of an event shall be effected by a single pistol shot or whistle blast. A false start or stoppage of an event shall be signalled by a double pistol shot or whistle blast. A rider who causes a false start may be penalised.

3.9.11 When a competitor's machine is damaged or has suffered a mechanical mishap, the rider may run with or carry the machine but must not interfere with other competitors.

3.9.12 On the commencement of the sprint or the final 200m, all riders should maintain a straight course with the measuring line. The Judge Referee will decide whether any infringement of this rule has affected the true and proper result.

3.9.13 A rider is considered to be off the racing surface of the track when he moves under the inner edge (onto the blue band). A rider who moves onto the blue band of the track in order to gain an advantage may be penalised.

3.9.14 In all track events where standard or “classic” style handlebars are used, riders must compete with their hands “on the drops”. The only exception shall be in the Elite Madison. (01/04/2013)

3.9.15 Prior to competition and during all warm up periods an accredited commissaire must be in attendance. His duties will be to control and supervise all safety requirements.

3.9.16 All competition and warm up periods must have in attendance a qualified and equipped first aid officer.

3.9.17 Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning indicated by a yellow flag, or by disqualification from the race indicated by a red flag according to the gravity of the fault, notwithstanding the fine provided for in the scale of penalties. A rider receives only one warning before disqualification. On each occasion the Commissaire will indicate at the same time the race number of the rider concerned. The warning and disqualification are relative to the one specific competition event only.

3.9.18 In the case of collusion between riders, the commissaires may disqualify the riders concerned. (01/04/2013)

3.9.19 The Chief Commissaire may at his discretion withdraw a rider from further competition, if in the opinion of the Chief Commissaire that rider or their equipment is not in a fit state to continue in the competition.

3.9.20 The wearing of dark tinted eye glasses by competitors shall not be permitted on velodromes during competition and training under the following conditions:

- ☒ indoor velodromes, at all times
- ☒ outdoor velodromes, after sunset or when velodromes lights are on

This regulation does not effect the wearing of eye glasses for protective reasons. i.e. with clear or coloured light enhancing lenses.

Reference – Australian Cycling – Technical Regulations Cycling Australia – Technical regulations –

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without whose support the track cycling would not be possible.