

# A Typical Training Session

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## What to Expect

### Develop a Routine

It is important to have a plan of roughly when to arrive, how long to warm up, etc. Developing that sort of routine takes time, so make sure you are not rushed. Running 5 minutes behind adds a lot more stress than being 5 minutes early. Get to the track 60 minutes early until you develop your own routine.

A typical schedule might include:

Arrive at track, check in at office and pay training session fees	10 minutes
Carry equipment into the infield	15 minutes
Change clothes and head back into infield	10 minutes
Assemble bike, pump up tires, and check equipment	10 minutes
Get onto the track, do an easy warm-up before the session starts	15 minutes
After the muscles have warmed up adequately, stretch in the infield	15 minutes

As you can see from above, arriving one hour before the session is about the latest you would want to arrive at the track. If the weather is cool, then more time would be needed for your warm-up. Also if it is windy and a gearing change is required, even more time would be needed.

## Schedule

Make sure you know what is planned for the session. A “speedplay” session will require different gearing than a “motor-pace” session. A “pursuit” session may require different equipment. Will you need time to change handlebars? Knowing this in advance will help you plan your session.

## Things to bring

The obvious

Bike, helmet, shoes, gloves, pump, money for training session fees

Less obvious

Spare wheels

Spare riding clothes

Warm-up clothes

Safety pins, race number

Aero bars ( for TT sessions ) with stems, spacers

Tool box

15 mm “peanut butter” wrench

Allen wrenches, bush nut spanner

Spoke wrench, chain tool

Extra cogs, extra rings. chain whip, lock ring pliers

Comfort items

Sun Block, golf umbrella / pop-up, folding chair

Water or fluid replacement drink

Snack or energy bars

Change of clothes

# Track Class Curriculum

## Track 101

**Basic Skills:** Total 3 hours of instruction.

**Goals:**

1. How to ride a fixed gear bicycle.
2. Track etiquette, How to be safe in track riding environment.
3. Learning to use the banking.
4. Learn track training drills.

## Registration

Fill-out a *Release Form* and pay the Class fee, which does not include track bike rental for the day (\$10).

## Bike Rental

Get a bike that fits.

Have one of the instructors put your pedals on the bike.

Position on the bike, bike-fit

## Introduction to the Class

Welcome & Introduction, staff and facilities

Feel free to ask any questions that come to mind.

Brief history of track cycling & Major Taylor

Velodrome

## Track Bikes & Equipment

Road bikes vs. track bikes

Why no brakes.

Chain tension.

Gearing

Bolt-on axles instead of quick release.

Perform safety check on your bike

Helmet, Gloves, Undershirt, Bike shorts, number bib

Planning your training session, timing & gear.

## Track Lines and Marks

Apron – Blue Band

Survey line: Official distance is 333.34 Meters

Sprinters line

Stayer's line / Chat line

Finish line.

200 meter line.

Pursuit start and finish lines.

## Safety Rules

See attachment

use the tunnel, look before crossing

Communication – "Stick", "Stay", and "Rail"

When in doubt HOLD YOUR LINE

Overlapping . vs. underlapping

## On the Apron

Starting & Stopping.

Practice clipping in and out of the pedals.

Coasting .vs. floating

Pedaling style

Center of gravity: left, right, front, rear

Fingertips & out of saddle

Turning .vs. Steering

Zone of comfort - touching, bumping,

How to look around

Intro to pace lines

Entering and exiting apron

## On the Track

Relax !

Maintain your speed.

Adjusting Speed

Using the banking to adjust speed

Comfortable riding laps.

Turning .vs. Steering: Turn Left, Steer right

Squaring the track

Start and stop from the rail.

Paceline practice – exchange leads – maintain gaps  
– even pace.

## End of Class

Turn In Bike. Don't forget your pedals.

Recap

Questions & Answers

**Questions?** Email the class coordinator at

JKukolla@marian.edu

## Track 202

**Intermediate Skills:** Total 3 hours of instruction.

**Goals:**

1. Recap of Track 101
2. Riding with others
3. How to be safe in track racing environment, and the banking.
4. Teach intermediate training drills
5. Introduction to Thursday night racing program.

## Registration

Fill-out a *Release Form* and pay the Class fee. Track bike rental is separate, and if needed is \$10.

## Bike Rental

Get a bike that fits.

Have one of the instructors put your pedals on the bike.

Position on the bike, bike-fit

## On the Apron 202

Recap of Track 101

Intermediate touching / bumping

elbows – then hip to elbow – switch sides.

Bumping in groups of three.

Rotate so you get a few rides in the middle.

Recap: overlapping, underlapping

Throwing the bike, Pulling the bike

## On the Track 202

Follow the leader, in line, behind the instructor

Follow their line around the track

Ride side by side in the sprinters lane.

Switch sides after a few laps.

Practice touching / bumping

elbows – then hip to elbow – switch sides.

## Pacelines 202

Maintain Speed and Gaps. Rotate lead.

Double Pace Line

Triple Pace Line

Polish Pace Line

## Starting

Recap, start from rail

Standing starts

Flying starts

Flying 200 meters

Slow rolling starts

## Race Awareness

How many fingers

Guess who goes / Jumping

Island Hopping / Bridging

## Finishing

Throwing the bike

Switch & finish

Miss n out drill

## Race Explanations

Scratch

Chariot

Points

Miss and Out

Time Trials

Number placement

Listen to Race Officials Instructions!

How to register for Thursday night racing.

## Class Race

Instructor will decide what races will be conducted.

## End of Class

Turn In Bike. Don't forget your pedals.

Recap

Questions & Answers

**Questions?** Email the class coordinator at JKukolla@marian.edu

## Single Paceline

A pace line is the most efficient way to travel in a group. The workload is evenly distributed amongst the participants with alternating work and recovery intervals. The group rides in a line, single file at the bottom of the track. Each rider takes their turn at the front of the pace-line, setting the pace, and breaking the wind for the riders behind them. Each rider leads for 1 lap then relinquishes their position to the next rider in the line.

This exchange of the paceline leader is called “*rotating*”. To rotate off of the front of the paceline, the leader waits until they are entering the entrance to turn 1 or 3. As the track starts to turn left, the leader continues straight, pulling up towards the rail, with gravity slowing them down slightly, while the paceline continues to advance past the rider. They do not do any additional work to slow down. They only use the banking to slow their pace.

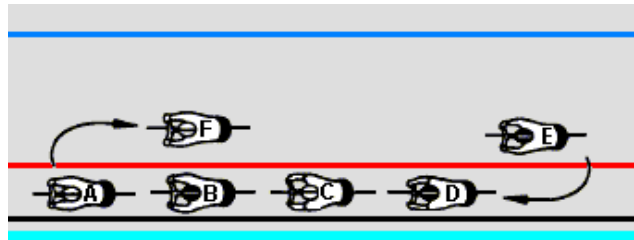


Fig. XX The lead rider swings up-track, then floats to the back.

To get onto the back of the paceline, the rider waits, high along the rail. When the rider is abreast of the rider about third from the end of the pace line, the rider drops down, away from the rail, accelerating at the same time. The timing should be such that the rider arrives at their spot at the back of the paceline just as the spot becomes available.

Diving down too early will put you adjacent to the last or next-to-last rider, forcing you to ride double-file, losing the benefit of the banking and the draft. Diving down too late will put you off the back of the paceline, forcing you to chase to catch the end of the paceline. Developing this timing is a big part of riding the track. Work on your timing with groups of different sizes, riding at different speeds, learning how to time your dive down the banking to the back of the paceline.

## Double Paceline

Similar to the single paceline, except riders are side-by-side as they ride in the paceline. This is most often used with beginners, to get them comfortable riding side-by-side in a group.

Each pair leads for 1-2 laps, then pulls up toward the rail, and slows down slightly, while the paceline continues to advance past the rider. When the rider is abreast of the pair of riders about third from the end of the pace line, the rider drops down, away from the rail, accelerating at the same time. The timing should be such that the rider arrives at their spot at the back of the pace line just as the spot becomes available.

There are several ways to rotate (get off of the front) in a double pace line. The preferred way is that the leading rider on the right moves right (up track) and fades back. The leading rider of the left line can now move right (up track). These two riders form a temporary third line, with the rider that was on the left leading, and the rider that was on the right following. When the rear rider (former leader of the right line) gets to the back, they become the last rider in the left line. The former leader of the left line then drops down and becomes the last rider in the right line.

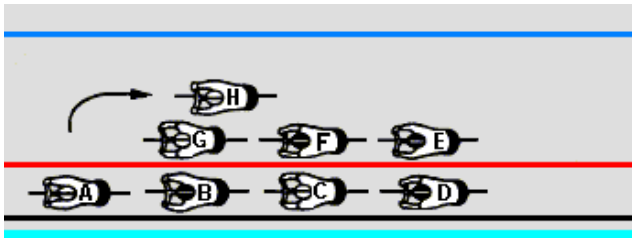


Fig. X1 The lead rider on the right swings out, and fades up track, creating a gap for the other lead rider.

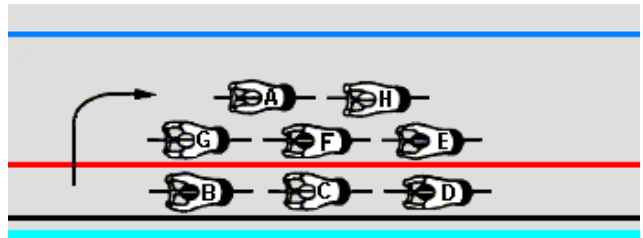


Fig. X2 The lead rider on the right swings out and also fades back

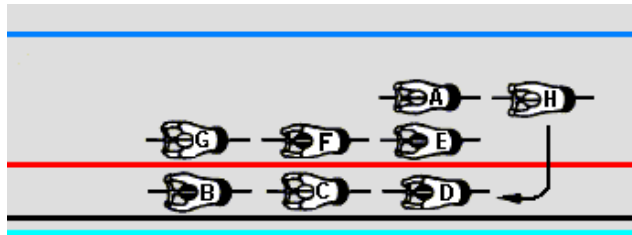


Fig. X3 To get back into the line, the rear rider moves down-track, onto the back of the lower line.

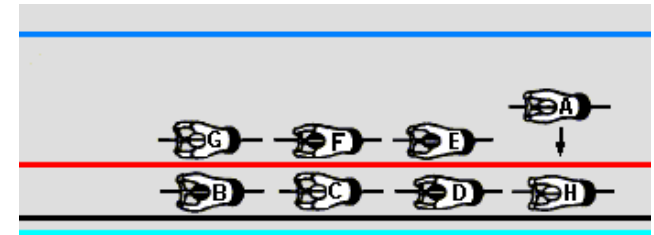


Fig. X4 The remaining rider moves down-track into the remaining gap in the paceline.

### Polish Paceline

Start with a single paceline riding at the bottom of the track. The rider that is last in line moves right (up track) then forward, passing the group, becoming the new front of the paceline. When the pass is complete, the rider that is the “new” last rider in the paceline starts their pass, repeating the process. Normally, this paceline slowly picks up speed over time. As riders “push” to the front, they usually do not slow down completely. This causes the paceline to accelerate slightly each time a new leader comes to the front of the paceline. If ridden long enough, the Polish Paceline will speed up to the point that the group will be riding at race pace, and the last rider doing “attack intervals” to get to their spot at the front of the paceline.

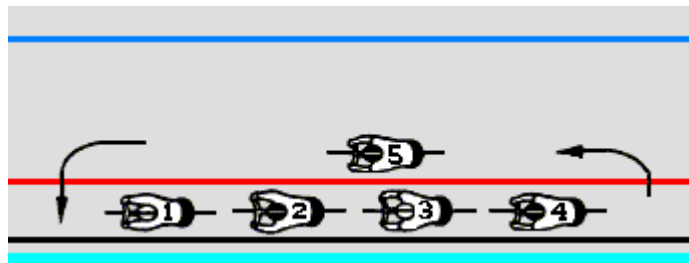
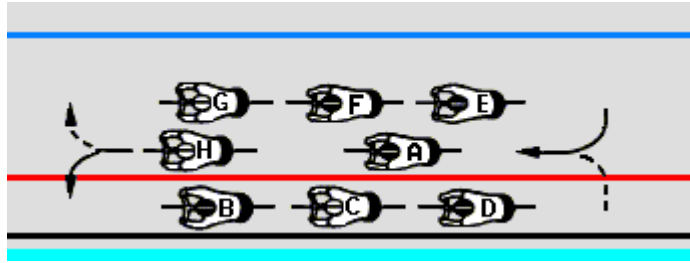


Fig XX: Polish Paceline. The rider at the back of the paceline moves right, then advances to the front of the paceline. When the rider gets to the front, they ease up, and move left, becoming the new front of the paceline.

### Figure 8 Paceline (Triple Paceline)

Riders start out in a double paceline, riding at a comfortable pace. When the signal is given, the rider at the back of the left line moves up-track about 2-3 feet, so that they are between the 2 lines of riders. This rider then advances between the two lines, slowly working their way to the front of the line, weaving between the riders to their left and right. Once the rider gets to the front they move to the front of the right line.

The process now repeats with the last rider on the right working up the middle, eventually becoming the first rider on the left.



**Fig XX: Figure 8 Paceline.** The rider at the back of the left paceline (Rider "D") moves up the middle, between the 2 pacelines. When rider "D" gets to the front, they move to the front of the opposite (right) paceline. Once rider "D" has worked about 3/4ths of the way up the paceline, the next rider (Rider "E", from the right paceline) can start up the middle.

## Intermediate Drills

Drills can be divided into several general categories.

**Training drills** have an emphasis based on improving physical fitness.

**Skill drills** have an emphasis based on improving confidence and technique.

**Race Simulation drills** have an emphasis based on improving racing skills.

Most drills are a combination of these. An example of this is the "standing start" drill. Starts require both skill and fitness, and are a part of racing. Paceline drills, too, are a combination of fitness, skill, and racing techniques.

A training session should be well thought out. Different parts of the season have different goals. There is a reason we do not do intervals in December. Try to remember where you are in the season when setting up your training program. Try not to include "empty miles" in your program. Remember the following: "Every part of every ride has a purpose".

When doing these drills, it is important to do them correctly. Doing standing starts at 50% intensity provides no benefit. In fact, doing your training poorly or incorrectly can lead to bad habits. Drills should be done with proper technique, as well as proper intensity.

Remember that: "***Practice does not make perfect. Perfect practice makes perfect!***"

### Out of the Saddle at the Rail

Once you feel confident being near the rail, repeat the drill, but this time ride "out of the saddle", remember to come "up" out of the saddle, and not "forward" out of the saddle. Increase the distance each time you do the drill until you can ride one entire lap out of the saddle.

### Looking Back (How many Fingers?)

A drill used for preparation for Match sprinting. This drill requires a partner. Both riders ride up close to the rail in a seated position. The lead rider practices looking backward while riding close to the rail. Their goal is to keep the bike up as high as possible on the banking and be able to see their partner riding behind them at the same time. This is accomplished by keeping the "chat line" in view and realizing that the lines on the track should be even with the rail the majority of the way around the track (keep in mind that some tracks may vary in their construction. Verify this at your local track).

The rider in front may intermittently move their head back and forth, checking on the location of the rider behind them, and then maintaining their position on the track. As the rider in the front gets more confident in their ability, they may find that they can keep their head turned to the side, and then only move their eyes back and forth to maintain their location and keep a fix on the rider behind.