

TCWA Monday Night Sessions

These sessions are structured around the idea of being Points Race simulations. Participants of these sessions are expected to work within the structure of the sessions, but have a couple of different options for how they do this. The rules, expectations, and structure of the sessions will be reviewed briefly before every session, but also outlined here. We will endeavor to have a motorcycle driver and a safety officer/coach on the apron at every session. We will also endeavor to run the session every Monday of the year except public holidays. When it is not possible to run on a non-public holiday we will endeavor to foresee this and give ample notice to participants to make other plans.

Informed Consent

Track cycling is an inherently dangerous activity. By paying money, each participant or guardian of a participant is expressing their understanding of the risks and accepting responsibility for participating despite those risks.

Session Format: rules, expectations, and structure

Safety and Etiquette: Riders are expected to understand and behave safely and with good etiquette on the track. This includes riding in straight and predictable lines, looking before changing your line, communicating with other participants (verbal and non-verbal), and always pedaling the bike.

Format: There are multiple formats by which this session will run, and they are similar. After the warm up the motorcycle(s) will travel around the track at the blue line, and riders need to allow space at the blue line for the motorcycles and the paceline.

A) When there are two motorcycles on the track to direct traffic the motorcycles will drop down to the black line on the home straight into turn 1, and accelerate the speed to 50-54kph before swinging up into turn 3 to allow the sprint to start. Participants are free to sprint or take laps in this format.

B) When there is one motorcycle on the track to direct traffic the motorcycle will stay on the blue line and will beep the horn going into turn 3. At this point, the riders will drop down to the black line and start the sprint. Participants are free to sprint or take laps in this format.

C) Lap Takes. The motorcycle will hold speed traveling around the blue line. When the horn beeps the lead rider will attack down the track and take a lap on the paceline.

D) It would be a rare occasion, but if for any reason we cannot provide a motorcycle driver for a given session the session will run as a structured interval training session.

Expectations: There are some skills and behaviors that riders need to demonstrate during these sessions. The lead out rider for every sprint is an honest lead out. No rider will swing up from line during a sprint; if you are dying then die and let others pass you. After each sprint, riders who do not want to take laps are expected to look, flick an elbow, and move to the fence when it is safe to do so. Riders who want to continue after the sprint to lap the paceline must wait for traffic to clear and then hit out. They need to travel under the

paceline when it is safe to do so and be out of the way of the next sprinting group prior to the next sprint. Riders who are recovering need to be as close to the fence as possible and leave room for the paceline at the blue line. Riders are asked not to bunch up at the fence, and to carry a safe rolling speed (note: riders with high skill to roll safely at slow speeds are asked to roll a bit faster than the minimum traveling speed.) Riders are welcome to leave the track if they are tired but must use their judgement to do so safely and not impede others on their way off. When they want to return to the session, the same applies; please don't impede others and select a safe time to enter the track when and where there is limited traffic. Riders are asked to enter the paceline from the top to prevent traffic from accumulating below the blue line. The area below the blue line needs to be as clear as possible to allow traffic to move through at high speeds.

Skills: The skills and abilities we need riders to have or develop in order to be included in the session are: accept feedback, respectfully communicate with other riders on and off the track (even if emotion and frustration are high), think and be aware while fatigued, roll slowly in a group around the top of the track, execute safe riding etiquette while fresh and fatigued, make good decisions, safe passing execution and distance as it is a training session and not a race, handle an incidental bump of shoulders when there is a small speed difference, have broad awareness of traffic when entering and exiting the track, etc

Session Times and Brief Description

6:00pm C and D Grades. This is an 80 lap session with 20 laps warm up and 60 laps with sprints at lap 60, 52, 42, 32, 22, 12, and 2. The average speed of the motorcycle will run at 38-40kph.

6:45pm A and B Grades. This is a 130 lap session with 20 laps warm up and 100 laps with sprints at 10 lap intervals for each group. B grade will sprint at laps 97, 87, 77, 67, 57, 47, 37, 27, 17, and 7. A grade will sprint at laps 92, 82, 72, 62, 52, 42, 32, 22, 12, and 2. The average speed of the motorcycle will run at 44-46kph.

7:45pm Cool Down 15 laps. The motorcycle will assist and the speed will be about 35kph.

7:55pm Madison Session. If there is interest in the building, riders are encouraged to practice their Madison skills. Participants are asked to bring unique jerseys for them and their partner (as much as possible), and a pair of gloves. Athletes who want to learn these skills will be catered for to the best of our ability. Typically, this session will involve slow speed paceline changes but some sessions may involve high speed changes.