

ATTACHMENT 8



EXAMPLE: TRACK SESSION PLAN 1

COACH <<NAME>>	DATE <<DAY/MONTH/2019>>	TIME <<ONE HOUR>>pm	VENUE TE AWAMUTU VELODROME
EQUIPMENT REQUIRED <ul style="list-style-type: none"> Cones Motorbike Riders to bring their own gearing/tool kits 		RIDERS [Skill level – Intermediate experienced] <ul style="list-style-type: none"> <<RIDER'S NAME>> (AGE) – () <<PHONE NUMBER>> <<RIDER'S NAME>> (AGE) – () <<PHONE NUMBER>> <<RIDER'S NAME>> (AGE) – () <<PHONE NUMBER>> 	
SESSION FORMAT		SESSION GOALS	
15 mins	Warm up	<ul style="list-style-type: none"> Setting parameters for this and future track sessions Laying the base foundations for flying and standing starts Introduction to motor pacing 	
30 mins	Set activities and skill session (Flying and Standing starts)		
20 mins	Motor pacing		
10 mins	Warm down		
TECHNIQUES, ACTIVITIES, GAMES AND PHYSICAL TRAINING		POTENTIAL HAZARDS, SOLUTIONS OR ACCIDENTS	
WARM UP: Meet and greet 15 minutes before designated start time of session – get settled discuss coaching points and format for this session and how future sessions will work – each consecutive session will continue to focus on the skills taught in the earlier sessions <ul style="list-style-type: none"> Both riders warm up together rolling round above blue line then faster @ 25kph then @ 30kph then @ 35kph (5 mins at each speed) Times recorded in sprocket book 		Please refer to the risk assessment plan for in depth analysis – but the main physical risks are: <ul style="list-style-type: none"> 3 x drains 1 x broken concrete (identified), gates to track needing to be closed and using a motorbike for motorpacing 	
SKILL Flying starts: <ul style="list-style-type: none"> On centre of the track, walk through and discuss what is required. Specific coaching points: Cone / person marks starting point on flying start Effort is from 'start' to finishing line From 200m mark, ride at top of banked track then determine an arch so you drop from the top of the track to the sprinting lane Winding up towards this starting point, you are out of the saddle and hit the start line at full speed When you go to sit in saddle, 'push handlebars forward' / when sitting down use tip of saddle first before pushing bottom back on the saddle Try to keep the same speed momentum from standing to seated Focus not only on pushing down on cranks but also pulling up on opposite crank After first effort, discuss and complete another effort (the flying starts will form the last part of the warm up for subsequent sessions, normally done at about 85-90% effort)		NOTES While packing up – have a chat about the session Session 2 will reinforce the skills required for standing starts, will involve more speed work behind the motorbike and will focus on showing the riders how to use the contour of the track to maintain riding / racing momentum	

Standing starts:

Initially over a shorter distance (from 1000m – to finish line) to work on technique, then over 200m, then over 1 lap (@ Session 5) then as the start for a pursuit (@Session 7)

SPECIFIC COACHING POINTS

1. Position bike on track so its directed at a point @100m further down the track
2. Adjust pedal set up so the first downward thrust on the crank is from the riders strongest leg (you may have to do one or two starts to work out which is the best foot to start on); also work out the best position for the pedal (height of pedal in the rotation – normally just lower than the angled tubing of the frame), so the cranks can be turned over most rapidly
3. Riders to get themselves set on the bike – getting used to being manually held and learning to find that centre of balance, and learning to indicate to the holder to get their position centred
4. Hands on handlebars and grip – hands at bottom of the handlebar 'hook' (rather than middle of hook because when the stand and pull back on the bars they could over-cock their wrist / forearm) arms with a slight bend at the elbow and gripping of the bars really tightly.
5. Explain that the drive through the cranks is enabled by pulling back on the handlebars
6. Head tilted up, eyes up and focused on a point further down the track – like looking over the top of a pair of sunglasses
7. Some riders might want to sit up in the 'held' position and take a couple of deep breaths (into the diaphragm) before they move into their starting position.
8. Starting : this could be done by the person holding the rider or the coach ('Ready – go") or a count back ("5 - 4 – 3 - 2 -1 - go') or a simulated scratch race start ('Rider A are you ready; Rider B are you ready' etc, then 'Go')
9. Starting – whichever start sequence is being used the rider must stand at the designated time then drive off the line – the aim here is to hold the bike straight, and to hold your head and body straight (as opposed to having your body moving sideways over the frame); the straighter the body the more power that is transferred through the cranks and the faster you can get bike to maximum speed

Standing starts (SS) will be a core part of each session, and form part of the 'Set Drills'. Times will be recorded for each effort and kept in a cycling log (see attached) – so each rider can see the improvements. Each repeat SS will have different coaching points reinforced depending on the coaching team's analysis of the previous SS

SET DRILLS

- 2 x flying sprints @ 85% (from 2000m mark to finish line) – to follow on directly from warm up...reinforce skill session from last wee
- 5 x standing starts @100m (from the 1000m – finish line)
- 1 x standing 200m starts

<p>MOTOR PACING</p> <p>Alternating with both riders:</p> <ul style="list-style-type: none"> • 2 x 10 laps • SKILLS: Reinforce motor pacing technique Confidence at riding closely behind another rider Pedalling gear at speed 	
<p>WARM DOWN</p> <p>Circulate behind motorbike @30kph dropping to 25kph Rider behind and beside each other for a couple of laps</p>	
<p>WHAT WENT WELL?</p> <p>FOR EXAMPLE: <i>We were able to get the coaching team together and the riders to the track for the first time after several (organizational) attempts.</i></p> <p><i>The transference of road work (intervals, downhill sprints, time trial efforts over 100m, trying to ride on the inside [left] white line) to track racing technique</i></p> <p><i>After two SS, both riders were getting off the mark really well and their times dropped to be pretty consistent</i></p> <p><i>They really enjoyed working with Manu and I and were buzzing at the end of the session</i></p> <p><i>Huge increase in confidence with the motor pacing</i></p> <p><i>The communication was effective – both ways and there was good interchange of questions, challenging their thinking, and asking of questions.</i></p>	
<p>WHAT DO YOU NEED TO CHANGE FOR THE NEXT SESSION?</p> <p>FOR EXAMPLE: <i>We have sorted out the key (for the shed and motor bike), transport to and from the venue for the riders and agreed start times for sessions</i></p> <p><i>Sessions can become long if you don't watch the time – so its important to stay within the pre-determined scheduled time Probably a bit more talking than I would like, but what we covered will be used (flying starts, SS, motor pacing) at every subsequent session</i></p>	