



## Track Committee Report 2015/16

### Summary

During the season the track committee has worked hard to deliver year one of a three year Track Development plan developed in 2015, and backed by Otago Community Trust funding. We have delivered an extensive programme including: events, coaching, bike hire and coach development.

Our season opened with a successful club/track open day in September. This had large numbers attending and we had over 44 taster sessions on the track in that one day. We ran taster sessions throughout September, club racing, Otago championships, and New Zealand Cup on Wheels carnival. We delivered a bike hire scheme, a track development programme for junior and senior riders, and hosted a Cycling NZ coaching course at Seddon Park in November.

Despite there being the inevitable glitches, there have been huge successes in developing track this year. Huge thanks are due to all on the track committee:

Bryony Telford, James McKellar, Bill Allen, Russell McGarry, Neil Derbyshire, Grant McDonald

Thanks are also due to development coaches who worked hard to deliver development coaching:

Olivia Kennedy, Bryony Telford, James McKellar, Nick Hoskin, Michael Greaves, Neil Derbyshire, Katri Laike, Grant McDonald and Wayne Green

Thanks also to Trudy Syme for all her efforts with fundraising and purchasing trophies, to various parents and to all track managers throughout the season that made racing possible.

Particular mention go to James McKellar and Bryony Telford who are leaving the committee after several years of stellar service, and to Russell McGarry for his work on gaining sponsorship for the cup on wheels and seeing the major project of the electronic start gates finally realised.

Notable performances on the track included Katie Schofield with two silvers for Otago at Nationals, and also Bill Allen for a bronze medal in the points race at the UCI World masters championships, won in Otago colours in Manchester, England.

### Club Racing

Club racing throughout the summer has been a variable affair. Weather wise we started the season off with many a cold windy evening however the junior riders, brought in from 2 successful junior programs, showed hardiness and dedication, producing week after week of exciting, fast racing. The juniors complimented stacked and competitive B and C grade level groups, who contributed to the

social nature of the velodrome wonderfully, always smiling post-race and ready to go again. With the success of the juniors saw a surprising decline in the usual A grade racers of years gone. Who we would love to see back. A big thanks to all of the riders who did their bit managing, assisting, the juniors running the lap board and hopefully learning a few things. The parents for their help. Thank you, and see you on the banking next year.

### **Coaching**

In November we hosted a Cycling New Zealand foundation coaching course, and had six new coaches enrolled in the course. Five of these coaches are working toward accreditation.

During the season we delivered extensive coaching – offering a junior development programme with coaching prior to Christmas and had 42 junior riders in the programme. Throughout January, February and March we coached groups aiming to attend age-group national championships.

### **Otago Track Championships**

The 2016 Otago Track Champs were held December 15th to 22<sup>nd</sup>, 2015. There were 20 juniors and 13 seniors entered. Senior numbers were down on previous years, but junior numbers were up, and provided some competitive racing across the grades. Community Trust funding allowed us to purchase new trophies to enhance the prestige of this event

### **New Zealand Cup on Wheels**

The 2016 event was run over two days in February due to rain stopping racing on the Saturday after the scratch races had been held. On Sunday the weather was more cooperative which allowed the rest of the programme to be completed.

The number of entries was disappointing in light of the \$1700 received from nine sponsors for a variety of races across the programme. A high percentage of entrants were from the junior category, which reflects well on the junior track development programme conducted by the clubs qualified coaches, over the past two seasons.

There was a small field of senior riders including some from other areas with only one Cycling Otago competitor for division one. Some of the junior age group races were combined to establish a reasonable size field. The senior women joined division two and three male competitors. A small contingent from Southland dominated the major events winning the Junior Wheel Race, the NZ Cup on Wheels the Konica Minolta Benero Cup points race, the junior points race (U15) and the (U17) points race.

### **Nationals**

Elite nationals being held in Cambridge again saw a small squad of Bailey Saville and Katie Schofield. Bailey did well considering she was still nursing a broken wrist and elbow from the Southland champs, And Katie showed her usual strengths pulling 2 silvers and a 4th.

Age groups held in Invercargill saw the first time our whole junior field had seen a nationals. Many of whom were in their first year U17. All of the riders made personal bests in the timed events and 2 of the U17 girls placed high enough in the bunch races to qualify for the finals. In the seniors we fielded no locals, with Des Keogh and Peter Murphy making up the squad. Racing was hard and fast with Peter Murphy just being pipped in the last sprint of the points race to finish 4th. A wonderful week had by all. Thanks to Curtis McCorquindale for mechanic help and to Bryony and James for team management.

### **Bike Hire**

We hired out 10 adult bikes and 19 junior bikes for the season. Some of the bikes were hired to two different people throughout the season as, particularly the adults, bought their own bikes to use.

This year we adjusted the gearing of the bikes prior to hiring them to make sure they were on an appropriate gear for juniors. We were able to adjust to bigger gears throughout the season as people got more skilled and fitter.

5 frames + several other spare parts were sold at the swap meet to make room for new bikes, and these bikes were starting to be more hassle to maintain than they were worth. It would be worthwhile continuing this process each year to keep the fleet working and safe.

- We added 5 XS 650c bikes to the fleet and had 4 kids riding these. It was awesome to give smaller kids the opportunity to develop skills on bikes that they were more comfortably sized on.

- Working towards making the process better, it would be great if there could be a bit more clarity about getting bikes repaired. It would be nice to have a small, pre-approved budget that could be spent on the small maintenance that some of these bikes need (eg. seat post clamps, wheel truing etc).

### **Start Gate**

The gate projects objective is to allow our Otago riders both junior and senior to get used to and not be disadvantaged when they compete at national events that use electronic release gates. Curranty to train with gates of this type a trip to Invercargill is required

The gate design is based on the Swiss Timing gate system. The capital cost of these systems are very expensive as were other systems like the Alge.

A number of Dunedin engineering company were approach. The key to the system is the wheel release and this is done by two rams moving out at the same time by air pressure. A company the worked in air systems was approached Fluid Air Otago. This company has after a number of delays

delivered to the club the first stage of a world class start gate. Funding for the gate has come from two gaming trusts.

The start gate has been completed to stage one and tested by Otago riders on the track.

The basic gate systems worked very well with standard bikes. The number of adjustment on the gate allowed for quick changes to be made for various seat, stem types and bike sizes. The air release system work extremely well and was tested by a number of senior riders trying them out with very positive comments. The gates let them have a clean start with good pressure on the wheel that allowed for fast starts.

Our club generator gave us the correct amount of air at to the inner track were the connector to the gate plugged into. When a couple of our junior riders had a go there are a number of small changes that are needed for the junior bikes with a lower seat and stem, and an additional stem holder has been ordered. Also a plate is need to get the gate off the track and over the small drain that runs round the edge of the track.

The second stage is under way were we will have a countdown electronic release. This is currently being quoted for.