

# Burg Wheelers Code of Conduct for Track Cyclists



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This Track Code of Conduct has been drawn up to ensure that members experience a safe and enjoyable riding environment which is dependent on the cooperation of every member. It is essential that courtesy and consideration is shown to other cyclists.

Failure to comply with this Code of Conduct may jeopardise the safety of other riders.

Safety will always be a critical issue and it is the responsibility of each member to practise it at all times.

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## Sax Young Velodrome

The Sax Young Velodrome, situated in Alexandra Park (previously known as the 'Duck Pond') is a multi-purpose facility shared by the cyclists, runners and football players. For that reason, extreme caution should be exercised when riding on the track because of the number of runners and footballers that cross the track to enter and depart the centre field.

## Bicycles Used

The velodrome was built for the use of track racing, using track bikes but with the decline of track racing nationally it is being used mainly by cyclists on road bikes, and it is with this in mind that this Code of Conduct was drawn up.

## Personal Equipment

- **Helmet**  
Must be worn on all rides.
  - Gloves and glasses are also recommended for protective purposes.
- **Road Worthiness**  
Bicycles and equipment must be properly maintained at all times.
- **Lights (both front and rear)**  
Not necessary to be used on track.
- **Cell Phone**  
Must not be used whilst riding on the track, especially in a group.
- **Identification (e.g. ER 24 band/ICE ID)**  
Recommended: ID information to include:

- Name
  - Emergency contact number
  - Any major medication, conditions, or allergies, and Medical Aid name and number.
  - **New Riders**  
To introduce themselves to the Ride Captain.
  - **Club Kit**  
To be worn at all official Club rides and races. Creates identity, brand awareness and support for sponsors.
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## Track Markings



Different Tracks have a different arrangement of lines to suit their facility, to assist riders in holding a straight line and in avoiding drifting onto the flatter section below the bankings where they risk their tyres sliding out.

### Apron:

Between the infield (sometimes referred to as an apron) and the actual track is the blue band which is typically 10% of the surface. The blue band is not technically a part of the track; although it is not illegal to ride there, moving into it to pass another rider is dangerous and would result in disqualification during races. The blue band is an emergency lane and a warning to cyclists that they may scrape their pedal along the infield when in a curve, which can easily result in a crash.

### **Green Line:**

20 cm above the blue band is the Green (black on international tracks) Line. The inner edge of this 5 cm line defines the length of the track. 90 cm above the inside of the track is the outside of the 5 cm wide red Sprinters' Line.

### **Red Line:**

The zone between the Green and Red lines is the Sprinters' Lane and is the optimum route around the track. A rider leading in this zone cannot be passed on the inside; other riders must pass on the longer outside route.

### **Blue Line:**

Minimum 250 cm (or half the track width) above the inside of the track is the blue stayers' line. Riders not in the paceline below the Red Line are required to ride above the Blue Line and below the White Line. This 'Stayers' Lane' is also used for pacelines riding at slower speeds to the pacelines in the 'Sprinters' Lane.'

### **White Line:**

Half-way up the banking is the White Line. Riders not participating in training sessions, socializing or riding particularly slowly should stay above the White Line at all times and not venture below it.

The finish line is a White Line across the track near the end of the finish straight and a White 200 m line marks 200 m before the finish.

## **Safety Rules, Riding Etiquette & Conduct**

- **Safety Rules**
  - NO CELL PHONES.
  - NO drinking of Water Bottles in a paceline. Only do so at the back of the paceline or in the Blue Zone
  - Do not climb over the fence with your bike to access the track. Entry onto the track is through the main gate.
  - Do not put bikes over the fence onto the track.
  - No continuous riding on the blue apron. It is used for emergencies only.
  - Non-riders in the centre may not stand on the Blue Apron.
  - All riding is in an anti-clockwise direction at all times.

- Track bike and road bikes should not ride in training sessions together. Separate sessions should be held for the different bikes.
- **Track etiquette**
  - The faster rider is responsible for passing slower riders safely.
  - Slow riders are responsible for riding straight and allowing faster riders to pass predictably.
  - Never get out of the way of a faster rider. Maintain a straight line.
  - The Sprinters' Lane is reserved for fast riding.
  - Use the area above the Stayers' Line (blue) for slower or recovery speeds, but leave the section above the White Line for slow or warm-down riders.
  - Never ride more than two abreast in the Stayers' Lane.
  - 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 to overtaking traffic at the same time. Do not rely wholly on your peripheral vision.
  - As you approach a slower rider call out the command "STICK" in order to keep the slower rider from moving into your path.
    - If you hear "STICK", ride straight. If you are manoeuvring and hear "STICK", correct your line so you're riding straight.
  - When others are using the track do not practice standing starts in the Sprinters' Lane unless it is an organised starting practice session.
  - Do not hook your bike on the rail at the top of the track when races are being held as it can create a dangerous situation.
  - Never, never walk onto or cross the track without checking very carefully when training is in progress.
  - If another rider breaks these rules or rides in a manner that you perceive as unsafe or unwise, please discuss the issue with the offender politely.
  - The track may be used by non-club members during training sessions, so it is advisable for the Ride Captain to explain to those riders what you plan to do during your session and advise them where it would be safe to ride.
- **Be Predictable**
  - Always ride in a predictable manner:
    - avoiding sudden swerves or braking.
  - Try to avoid 'throwing your bike back' when standing.
  - Avoid drinking whilst in the middle of a paceline. Rather wait until you are at the back, and even then you should keep a straight line.
- **Indicate**

Use the accepted cycling hand signals when warning of obstacles:

  - Slowing down for an obstacle - wave one hand up and down slowly.

- Debris on track ahead – point hand down on the side where the debris or road surface irregularities are.
  - Obstacles Ahead – slap buttocks and point behind back indicating the direction in which the group must move.
    - This normally applies when passing slower riders or when there are obstacles on the track.
  - **Riding in a group**
    - When riding in close formation avoid riding directly behind someone.
    - Ride slightly to the left or right of the rider ahead, allowing you see up ahead and leave space to ‘slide’ alongside when the pace slows.
  - **Bike skills**

This is acquired in time and with experience. Bike skills training courses are advertised from time to time.
  - **Aggressive or abusive behaviour**

Avoid this at all times; it never results in the desired response. No one deliberately tries to cause an accident. An encouraging word e.g. “Hold your line.... etc” has a great chance of attaining that desired response. Words expressed in anger normally result in a negative verbal spiral.
  - **Citing dangerous incidents**

Cycling together in bunches requires strict enforcement of discipline to ensure everybody's safety.
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## Organisation & Support

- **Ride Captain**

Is appointed or elected for each group ride. Such individuals will be responsible for ensuring that good order and safety are maintained at all times. This could include:

  - Setting up and designating riders to specific groups to ensure effective training and ability grouping.
  - Regrouping for stragglers at regular intervals.

It is expected that members obey the requests/instructions of the Ride Captain at all times.

- **Groupings**

It is preferable, from a logistical point of view, that cyclists of equal ability and fitness ride together. Ride Captain will determine the size of the group to ensure the safety of all the riders.

It is important to choose a group where one is comfortable and can adapt easily within one's capability. It is inconsiderate to expect a group to wait for a rider who is ‘out of his

depth.' Should a rider choose to join a weaker group he is not to be the 'pace-setter.' The Ride Captain determines the pace.

The Ride Captain may choose to split the group due to size or strength variance and nominate a second Ride Captain for the second group.

- **A & B Groups (Should this become necessary in future years)**

A & B groups are generally racing groups.

- Pre-requisite for this group is having a high level of fitness and competence to ride on the track.
- Members compete regularly in races and riding pace range between 35-45 km/h for A's and 30-35km/h for B's.
- Nature of the training session and distances to be communicated before the ride by the Ride Captain.

- **C & D Groups**

C & D groups are generally social riders.

- The focus is on general fitness and basic to intermediate riding skills in a group.
- It is for those that are getting back into cycling after a long break or starting out in group riding and have the physical fitness level that allows them to go moderate distances and a lower average pace than that of the A or B groups.
- They compete periodically in races and riding pace ranges between 25-30 km/h for C's and 20-25 km/h for D's.
- Routes and distances to be communicated before the ride by the Ride Captain.

- **Bailing**

If you bail during a training session it is your responsibility to advise your Ride Captain of your intention.

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## **Club Spirit**

Healthy Lifestyle: Cycling is all about enjoying a healthy, outdoor sport that enhances your lifestyle, encompassing the physical, social and emotional aspects of your life.

Club Kit: We urge you to celebrate Burg Wheelers Cycling Club by riding together and in Club kit whenever possible.

Courtesy: Make a point of greeting fellow members, and other cyclists. After all, it is a great privilege to have the health and strength to do so. Be courteous. Acknowledge patient and

considerate conduct by others with a friendly 'thank you' wave of the hand. Try to attend Club socials and other functions where possible: 'you get out what you put in'.

Hospitality: Particular care should be taken to make visitors feel welcome: after all, they are the lifeblood of our Club. At the start of the ride the Ride Captain should welcome them and make sure they will be looked after. Please note that after two or three rides with the Club, visitors will be expected to decide whether or not to join the club.

Respect: Club members are expected to treat everyone in the cycling 'eco-system' with mutual respect. Please avoid doing anything that could bring the Club or its sponsors into disrepute or, alternatively, cause some embarrassment to take place.

***We appeal to all members to adhere to this Code of Conduct***

***for the benefit of all cyclists and other track users***

***to promote this great sport.***



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