Hellyer Park Velodrome History and Track Facts

• The Hellyer County Park Velodrome was built in 1963 for an original investment of $25,000. Located in Hellyer County Park in San Jose, the velodrome is part of the Hellyer Park and the Coyote Creek Parkway; a 354-acre urban park in the heart of Santa Clara County’s regional park system. Today, Hellyer stands as the only velodrome in existence within Northern California.
• Hellyer is an outdoor, concrete velodrome track. The distance around the oval shaped track is 335 meters. The corners of the track have 23 degrees of banking.
• The current speed record using conventional upright, un-faired “track” bicycles at the Hellyer Park Velodrome for the flying 200m distance race is 10.73 seconds for men (which is about 41.6 MPH), and 12.02 seconds for women (about 37.2 MPH).
• Since opening, Hellyer has hosted a number of National cycling events including the 1972 US Olympic Bicycling Trials, Madison Race National Championships and several Master’s and Junior championships. This also includes Human Powered Vehicle races similar to the ASME HPVC event since the mid 1990’s.
• Spectating at the velodrome is free, though all cars entering Heyller County Park where the velodrome is located, including registered competitors of the ASME HPVC event, will need to pay a $6 per-vehicle entrance fee (excluding vehicles displaying current disability placards). For teams with trailers, be prepared to pay for a parking space for your trailer. Vehicles with trailers must unhitch the trailer from your tow vehicle and park it in a normal parking space (as opposed to across several).
• Upon entering Heyller park proceed immediately into the velodrome facility after parking your vehicle and/or trailer. Cars are not allowed into the velodrome itself, so all team equipment will need to be moved by hand into the velodrome infield. Be mindful that Heyller park is open to the public so we must not block access to other park areas. Accordingly the parking lot must not to be blocked at any time, nor are teams permitted to setup “pit areas” in the parking area.
• The velodrome spectator areas and surrounding park facilities are in compliance with the requirements of Title II of the Americans with Disabilities Act of 1990 (‘ADA’), so everyone, regardless of physical ability, is encouraged to come and watch the event.
• Though water is available at the track, no food is available for purchase. Plan on packing enough food for a full day of ASME HPVC activities, and it is advisable to bring chairs and shade cover (such as an Easy-UP).
• Riders must sign and turn in the Hellyer Park Velodrome liability release form before they will be allowed to race, which is required by the Hellyer Park Velodrome Association. If you do not already have this form, it can be downloaded from the velodrome website, or provided by ASME. Please bring it to the track on race day already filled out. One form is required for each rider. Please note that this form is double-sided. The forms can be found here http://www.ridethetrack.com/rider-info/waivers/
• Further details about the track, including directions and other detailed information, can be found at
• http://www.ridethetrack.com/
ASME HPVC West Sprint Course Layout

- Staging loop entrance
- Main track entrance
- Car and Trailer parking
- Vehicle Staging Loop
- Vehicle launch area
- Spectator stands
- Judges timing booth/race operations tower, with timing loop
- Vehicle/Racer Paddock, work area
- Public restrooms
ASME HPVC West Sprint Course Layout

- Vehicle times/speeds are automatically and precisely recorded using professional ASME timing equipment, though the timing officials may revert to manual stop-watch timing in the event of an equipment failure and for backup timing purposes.
- Vehicles will queue up in the “vehicle staging loop”, and will launch from the flat and straight paved area listed as the “vehicle launch strip”. The flat vehicle launch strip zone is approximately 100m long, and one lap around the velodrome itself is approximately 335m.
- The timing system line will be placed directly in front of the judges timing/race control booth as shown on the course map. Every time a vehicle passes this line the elapsed time (time since the vehicle previously passed this line) is recorded. Your recorded sprint speed is calculated based on the time you take to complete an entire lap. A sprint “run”, will consist of two complete laps, though teams can elect to only run one lap if desired (every lap time is recorded). Including the 100m launch area plus the length of the 1st lap, each team therefore has 435m of run-up to reach maximum top speed before the start of the 2nd lap. Including the 2nd lap, a full sprint run is therefore 770m long.
- There is approximately 200m of track between the timing line and the entrance of the vehicle staging loop (all racing on a velodrome occurs in a counter-clockwise direction). At the end of your last lap riders are to use this 200m distance to slow down and transition from the banked track to the flat inner training ring and then enter the vehicle staging loop to queue up for your next run. Vehicles that accidentally overrun the entrance to the staging loop will simply need to proceed across the infield grass and get back in line at the end of the staging loop.
- Human Powered Vehicles of all shapes and sizes have been safely racing at the Hellyer park velodrome for decades. In order to maintain this safety record, vehicles which display questionable stability and/or are simply not capable of navigating the banked velodrome course may (at the discretion of the chief judge) be allowed to complete a run using the flat inner training ring around the base of the track. This option is to be considered strictly in the interests of safety however, and will not be an option for any other reason. Note: an vehicle that has been designed to successfully navigate the ASME HPVC sprint and endurance race events (as outlined in the ASME HPVC rules) at an even moderately competitive speed should have no issue riding safely around the banked velodrome track. As an example, the vast majority of conventional bicycles, recumbent bicycles, recumbent trikes and other such vehicles available on the consumer market today can be safely ridden on the velodrome with little or no experience.
- Note: the Hellyer velodrome is gently banked for the entire course, with the steepest bank angle occurring in the corners (23degrees). In order to safely navigate the course vehicles that rely on three or more wheels for stability (such as conventional recumbent trikes) must be able to ride and maneuver on a gently banked surface without tipping over. In the corners, the centrifugal force generated by going through the turn at speed counteracts much of the effects of the track bank angle.