

EQUIPMENT

New regulation on riders' positions for 2014

Following a recent study on riders' positions on the road and track, the UCI noted that the regulations no longer entirely correspond to the situation on the ground as nearly 80% of riders automatically request an exemption for morphological reasons before the start of a race.

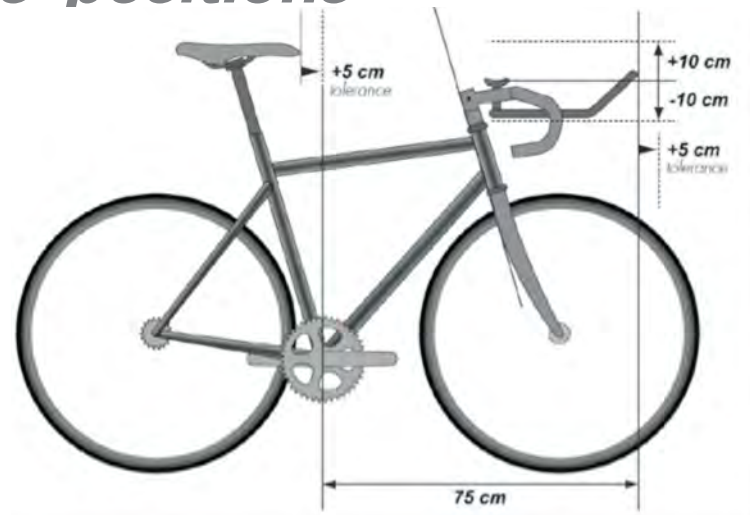
A reform on riders' positions is scheduled for 2014. This will allow the checks conducted by commissaires to be simplified and improved and their repeatability ensured.

If the «traditional» position (tip of the saddle at -5 cm and handlebar extensions up to +75 cm from the vertical line passing through the centre of the bottom bracket) is not suitable, a rider will be free to change his or her position in accordance with one of the two following adjustments without having to pass a morphological test:

- either moving the tip of the saddle forwards to 0 cm, i.e. to the vertical plane passing through the centre of the bottom bracket,
- or moving the handlebar extension forwards to +80 cm in front of the centre of the bottom bracket.

In no case shall a rider be allowed to take advantage of both adjustments.

Morphological tests will no longer be necessary for moving the tip of the saddle forwards (knee



test) or moving the handlebar extension forwards (checking the angle of the arms).

- All types of gear lever (manual, automatic and electronic) will be measured from their ends (manual gear levers positioned in line with handlebar extensions),
- The height differences between, on the one hand, the point of support of the elbows and the highest point of the handlebar extension (including the gear levers) and, on the other hand, point of support of the elbows and the lowest point of the handlebar extensions (including the gear levers) shall each be less than 10 cm in order to guarantee that the forearms are horizontal.

This means that, from 2014, only the bicycle will be checked. The bicycle can be presented by a person other than the rider. This will mean that riders are not disturbed in their preparations just before the start of the race. These changes will afford riders more freedom while avoiding any risk of disqualification during the race due to the adoption of a non-regulatory position that is sometimes involuntary because of the effort involved.

Note: the regulations will apply in exactly the same way for the 2013 season as they did in 2012. It will still be possible for commissaires to carry out morphological tests and manual gear levers will still be measured from their axis point.

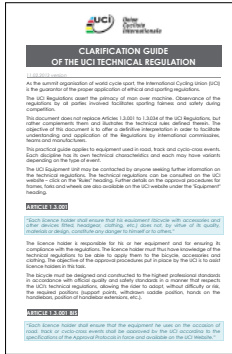


EQUIPMENT

Clarification Guide to the UCI Technical Regulations available online

In order to improve understanding of the technical specifications of the UCI regulations, a clarification guide in both English and French is now available on the Equipment page of the UCI website.

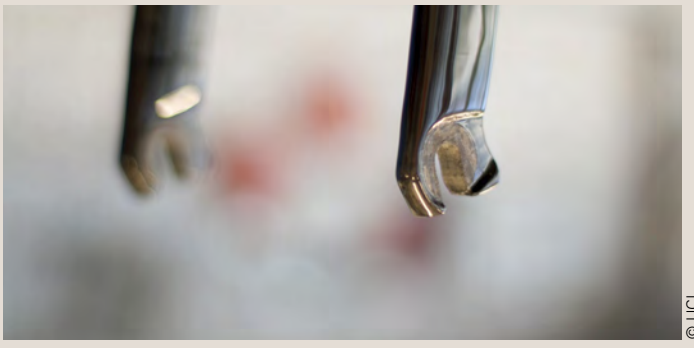
This document complements and illustrates the UCI's technical rules. The objective of the guide is to offer a definitive interpretation to facilitate the understanding and application of the Regulations by riders and other licence holders as well as international commissaires, teams and manufacturers. This practical guide applies to equipment used in road, track and cyclo-cross events. The guide will be updated each time that the UCI Regulations are modified or further clarification is issued for an Article or technical matter.



+ **INFORMATION** Clarification guide of the UCI technical regulations

Checks on fork drop-out safety lugs in 2013

Filing off fork drop-out lugs is prohibited by the prevailing international safety standards for safety reasons. The UCI will carry out checks from the 2013 season onwards and will prevent all bikes with filed off drop-out lugs from starting an event.



Approval procedure for frames and forks proves a success

Important dates...

1st January 2011

Entry of Approval Procedure into effect.

July 2011

First appearance of a labelled frame at the *Tour de France*.

July 2012

First checks on the compliance of approved frames and forks at the *Tour de France* using a 3D scanner.



In Figures...

- 81** manufacturers have had at least one frame model approved.
- 200** approved models in all disciplines.
- 58** approval procedures currently under way.

New regulation on bottles introduced

The use of bottles as aerodynamic components has led to a change of the regulations that entered into effect on 1st January 2013. Bottles used in competition may only be positioned on the down tube or seat tube, located towards the inside of the frame and not integrated with the frame.

The maximum cross-section of bottles must not exceed 10 cm or be less than 4 cm. Their capacity must be 400-800 ml. As is the case for wheel fairings, it must be possible to pass a credit card between the bottle and the tube to which it is attached.

