



## Changes made to the equipment regulations on 7 June 2000

### c) Configuration

#### 1.3.020

For road races **other than time trial races** and cyclo-cross events, the frame of the bicycle shall be of a traditional pattern, i.e. built around a main triangle. It shall be constructed of straight or tapered tubular elements (which may be round, oval, flattened, teardrop shaped or otherwise in cross-section) such that the form of each element encloses a straight line. The elements of the frame shall be laid out such that the joining points shall follow the following pattern: the top tube (1) connects the top of the head tube (2) to the top of the seat tube (4); the seat tube (from which the seat post shall extend) shall connect to the bottom bracket shell; the down tube (3) shall connect the bottom bracket shell to the bottom of the head tube. The rear triangles shall be formed by the chain stays (6), the seat stays (5) and the seat tube (4) with the seat stays anchored to the seat tube at points falling within the limits laid down for the slope of the top tube.

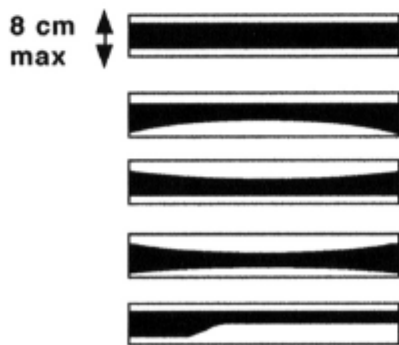
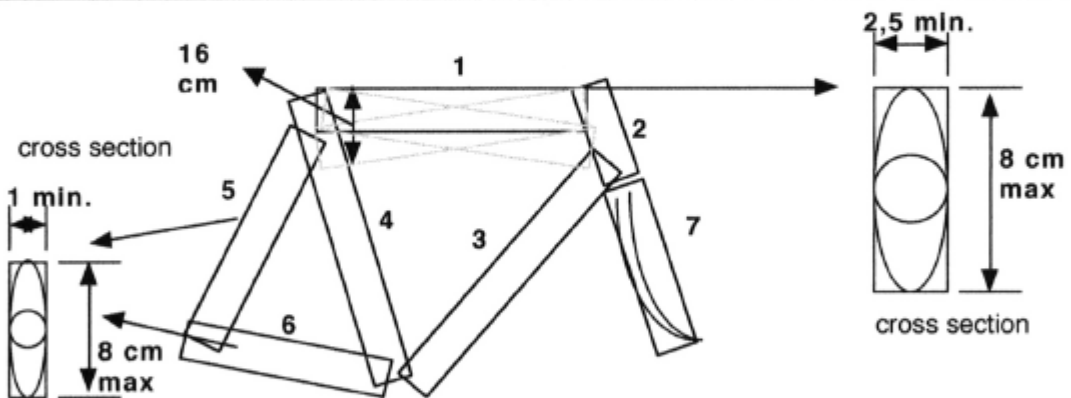
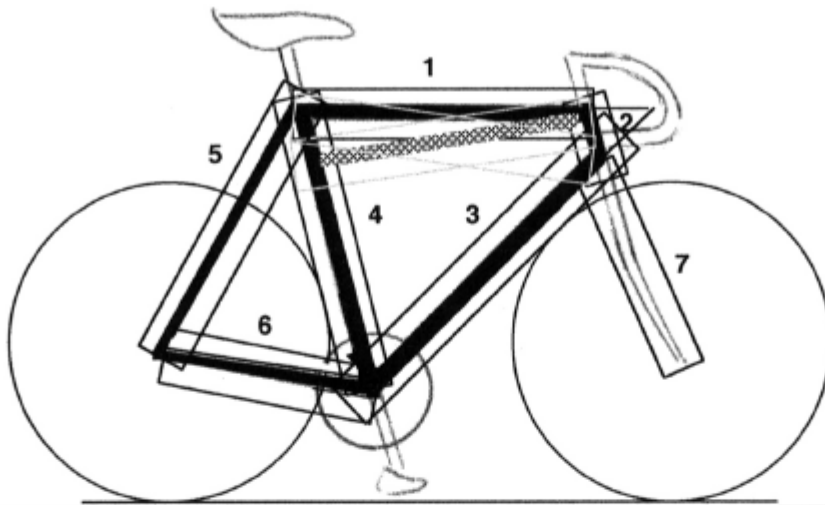
**(amendment came into force on 7<sup>th</sup> June 2000)**

The maximum height of the elements shall be 8 cm and the minimum width 2.5 cm. The minimum width shall be reduced to 1 cm for the chain stays (6) and the seat stays (5). The minimum thickness of the elements of the front fork shall be 1cm; these may be straight or curved (7). (See diagram "Shape (1)").

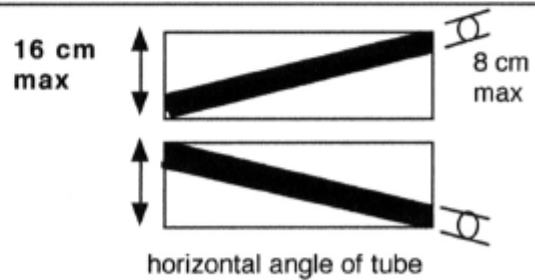
The top tube may slope, provided that this element fits within an horizontal template defined by a maximum height of 16 cm and a minimum thickness of 2.5cm.

**(4<sup>th</sup> paragraph abrogated 7<sup>th</sup> June 2000)**

### Shape (1)



straight of stretched tubular elements



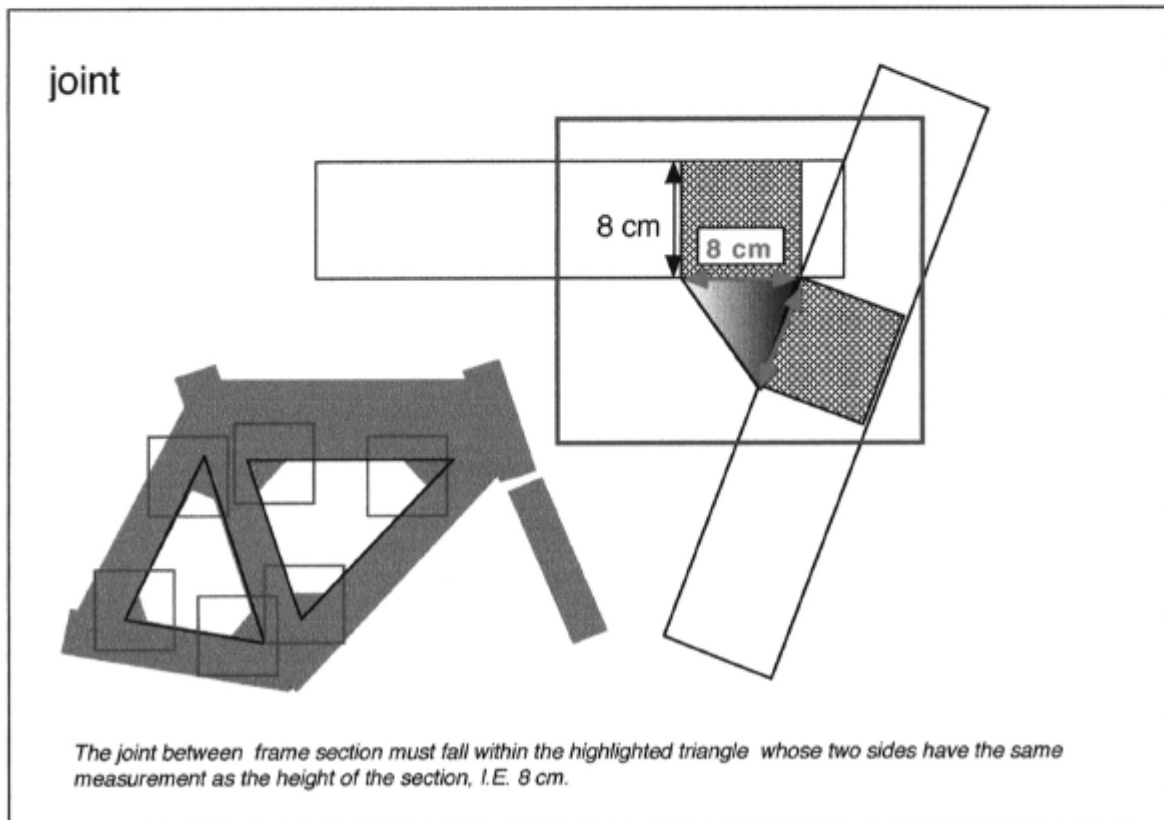
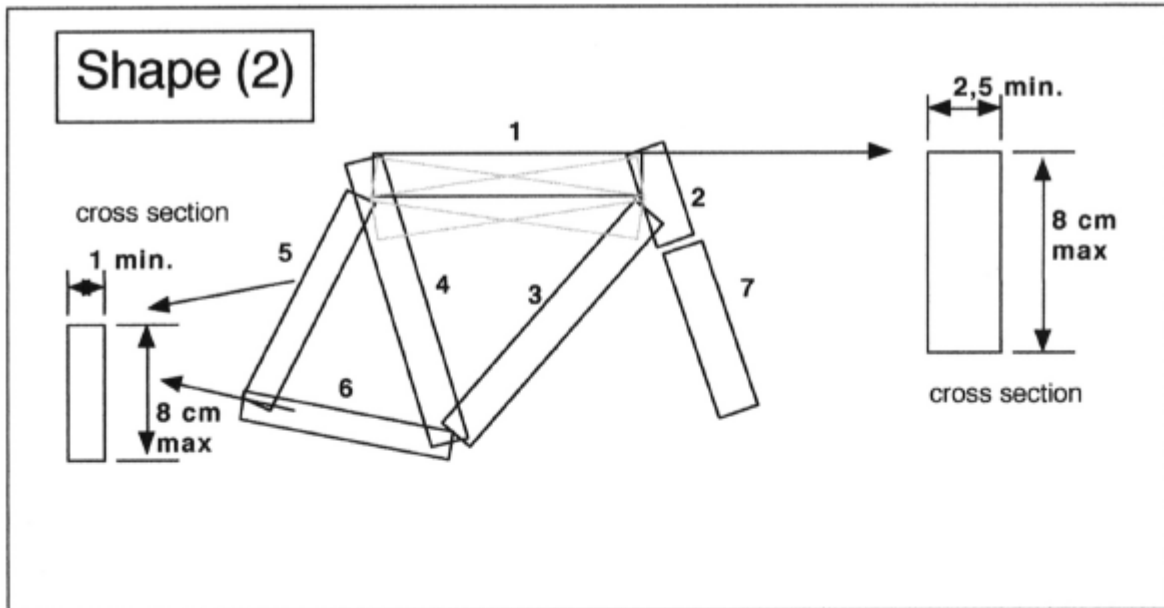
the line of each element shall always be straight

#### 1.3.021

For individual time trials and time trials **and** for track races, the elements of the bicycle frame may be tubular or solid, assembled or cast in a single piece in any form (including arches, cradles, beams or any other). These elements,

including the bottom bracket shell, shall fit within a template of the “triangular form” defined in article 1.3.020.

(amendment came into force 7<sup>th</sup> June 2000)

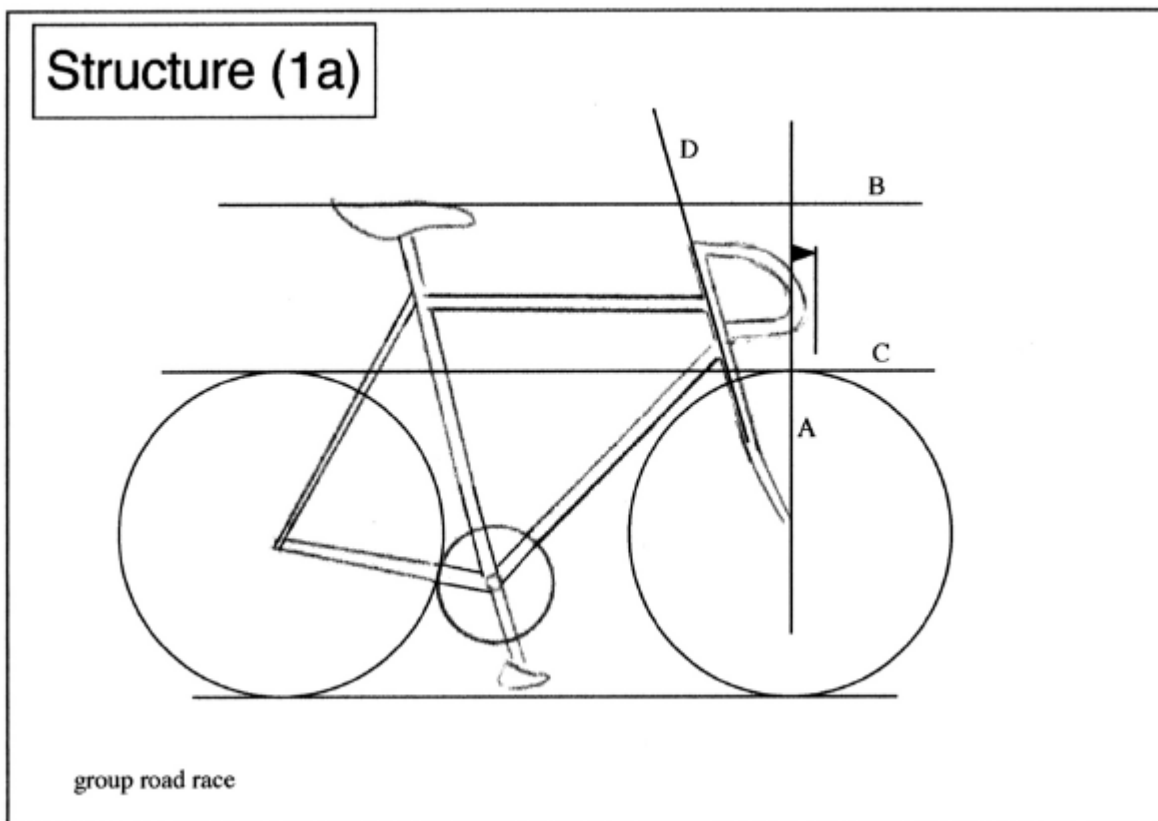


d) Structure

**1.3.022**

In races other than those covered by article 1.3.023, only the traditional type of handlebars (see diagram “structure 1”) may be used. The point of support for the hands must be positioned in an area defined as follows: above, by the horizontal plane of the point of support of the saddle (B); below, by the horizontal line passing through the highest point of the two wheels (these being of equal diameter) (C); at the rear by the axis of the steerer tube (D) and at the front by a vertical line passing through the front wheel spindle with a 5 cm tolerance (see diagram “Structure (1A)”). The distance referred to in point (A) is not applicable to the bicycle of a rider who takes part in a sprint, keirin or Olympic sprint race, but must not exceed 10 cm in relation to the vertical line passing through the front wheel spindle.

The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the lever supports. Any extension to or reconfiguration of the supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorised.



**1.3.023**

For **time trials and** for the individual and team pursuits, kilometre and 500m time trials and record attempts on the track, an extension may be added to the steering system. The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75 cm, with the other limits set in article 1.3.022 (B,C,D) remaining unchanged. A support for the elbows or forearms is permitted (see diagram “Structure (1B)”).



**For road time trials**, controls or levers fixed to the handlebar extension may extend beyond the 75 cm limit as long as they do not constitute a change of use, particularly that of providing an alternative hand position beyond the 75 cm mark.

For the track **and road** events covered **by the first paragraph**, the distance of 75 cm may be increased to 80 cm to the extent that this is required for morphological reasons; “morphological reasons” should be taken as meaning anything regarding the size or length of the rider’s body parts. A rider who, for this reason, considers that he needs to make use of a distance between 75 and 80 cm must inform the Commissaires’ Panel at the moment that he presents his licence. In such cases the Commissaires’ Panel may carry out the following test: ensuring that the angle between the forearm and upper arm does not exceed 120° when the rider is in a racing position.

**(amendment came into force 7<sup>th</sup> June 2000)**

