

We wish to draw your attention to the adaptations to the technical rules which have been accepted by the UCI Management Committee following proposals by the equipment unit, which was published in UCI International Commissaires Notice dated 25 April 2007

根據 2007 年 4 月 25 日國際自聯發給國際裁判通訊內容中，提及以下由器材小組提議的技術規則已獲國際自聯管理委員會通過：

article 1.3.002 - to be added: *The Equipment used must comply with official standards for quality and safety.*

comments: the new European norms EN14781, specific for race bikes, have come into force. The norms stipulate that equipment on sale on the European market must pass a series of resistance and quality tests. This is a step forward for our sport in terms of safety.

條文 1.3.002 – 增加：使用競賽單車器材必須合乎正式的質量及安全標準

註釋：歐盟已訂定競賽單車新規範 EN147811：所有在歐洲售賣的競賽單車器材必須通過一系列(撞擊)安全抵抗力要求及質量測試。這是單車運動安全上的一大步。

article 1.3.023 - The proposed change is printed in *italics*

For road time trial competitions and for the following track competitions: individual and team pursuit, kilometre and 500 m, a *fixed element mounted in a horizontal plane* may be added to the steering system.

comments: this is a reinforcement of the article and not a change. The reason for it is because of a few deviations noted during the 2006 season.

The diagram accompanying article 1.3.023 is clear. The article states that an extension may be added to the steering column (the diagram - structure 1b - shows that the extension is horizontal) and that a support for the elbows or forearms is permitted in accordance with article 1.3.008 - position - which recognises only three points of support (pedal, saddle and the handlebars). A raised extension, which is not horizontal, positions the rider with an extra point of support. The hand position (not to be confused with the extension itself- see diagram - structure 1b -) can be flat (on the extension), raised or even straight depending on the technique used provided that it remains under the horizontal line B in the diagram. Be aware that in terms of aerodynamics, a flat hand position is more beneficial but the rider can use the “pull” on the extension which gives more power on the pedal: it therefore depends on the technical option used. However, the “pull” on the extension suggests that in order to be effective, needs to be combined with the blocking of the elbows or forearms; which is why the rider needs an extra point of support.

條文 1.3.023 – 建議修改部份以斜體顯示

公路計時賽及以下場地賽：個人及團體追逐賽、1 公里及 500 米計時賽，可容許安裝固定的水平伸展手把在控制器上。

註釋：這是對條文的補充而並非修改。理由是因為在 2006 年賽季內有很多不同的誤解。

條文 1.2.023 的附圖很清楚，條文中指出可容許安裝伸展手把在控制器上(附圖結構 1b 伸展手把呈水平角度)，而手肘及手臂可承托在伸展手把上面是條文 1.3.008 容許的，按規定運動員在單車上的坐姿要求只能被 3 點支撐(包括腳踏、座位及車把)。伸展手把目的不是讓運動員有額外支撐點呈水平位置承托在單車上。因為當運動員雙手放置在伸展手把時(不要與附圖結構 1b 伸展手把混淆)手部可按所需技巧而呈現平坦、提高或完全伸直的姿勢，這都是維持在圖中所示水平線 B 之內。需注意的是，為了抗風阻時，伸直雙手是最有效的姿勢，但運動員為了可以在腳踏上用勁卻需要在水平伸展把手上作出“拉”的動作，而最有效作出“拉”的動作，必須將手肘及前臂緊握措曲，所以運動員須要有額外力點承托。