

Cycling BC Information – Bicycle Measuring for Road Events

For a number of years, Cycling BC has not enforced the equipment regulations for road events, specifically regarding the saddle position and maximum extension of the aero-bars for time trials, and also junior gearing for all types of road events.

Because of this, many riders no longer know the equipment rules; as a result, their bicycles may be disallowed should they enter a race where equipment checks are being done.

Beginning in 2014, Cycling BC will again begin requiring bicycles used in time trials are checked, and also that junior roll-out is done in order to correct this problem.

This information sheet explains the regulations so that riders can ensure that they are prepared.

“Junior Gearing”

As per UCI / CC regulation 2.2.023, junior and youth riders must use gears (or have gears blocked by setting derailleur limits) that allow their rear wheel to travel at most, the following distances over one revolution of the crank-arms, when the most difficult gear is selected (smallest un-blocked rear cog, biggest chain-ring).

Junior: 7.93m

Under 17: 6.94m

Under 15: 6.00m

Under 13: 6.50m

A gear development calculator is available on the Internet here:

http://www.bikecalc.com/gear_meters_of_development

Note: Certain gear combinations may be used to achieve the roll-out distances found above; but riders should be aware that tire size can also have an impact on this. Tires that are too big might cause a bicycle with the correct gears to fail the test.

Roll-out is done before the race; and may be check again after the race. If it is possible for the riders to receive a new bike (in case of a crash or mechanical problem) during the race, then the spare bikes should be checked also.

Riders whose bicycles are found not to comply are not allowed to start the race unless sufficient gears are blocked out.

Bicycle Measuring – Time Trials

Under the present UCI regulations, the tip of the saddle must be at least 5 cm behind the center of the bottom bracket axle. Also, the end of the handlebar extensions (aero-bars) may not extend more than 75cm in front of the center of the bottom bracket axle. (See the diagrams on the next page). Regulations 1.3.013 and 1.3.022

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apply. This is normally measured with a measuring jig, but can also be done with a level, a plumb-bob and a ‘T’-square.

Riders who believe that they need the tip of their saddle to be less than 5cm from the center of the bottom bracket axle or who believe that they need slightly longer handlebar extensions than 75 centimeters are allowed to do so; however, they may have only 1 of these exceptions: Either the saddle position or the aero-bar position – but not both.

They should notify the commissaires responsible for the bike check which exception they wish to have (if any) when bringing their bicycle to be checked.

In no case may the tip of the saddle extend in front of the center of the bottom bracket axle. Also, the maximum possible extension of the aero-bars is 80 cm in front of the center of the bottom bracket axle.

