



APPROVAL PROTOCOL
FOR FRAMESET

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1 INTRODUCTION

The approval procedure for the development of new generation bicycle frames and forks and implemented by the UCI came into force on 1 January 2011 in accordance with Article 1.3.001bis of the UCI Regulations (Part 1: General organisation of cycling as a sport).

Starting from 1 January 2021, the approval procedure includes seat posts and additional frame components between the stem and the head tube. From this date, all new frames, forks, seat post and additional frame components between the handlebar stem and the head tube used by licence holders in road, track and cyclo-cross UCI events must be approved on the basis of this Protocol.

Approval by the UCI certifies that the new equipment meets the shape requirements set out in the UCI regulations [Chapter III EQUIPMENT](#) and the latest version of [the Clarification Guide of the UCI Technical Regulations](#). To obtain the approval, a manufacturer has to attest, the material has been tested and respects all security norms in force, in accordance with Art 1.3.002 of the UCI regulations.

This procedure does not apply to framesets which, on 1 January 2011, are:

- already manufactured
- on the market
- already at the production stage

Framesets that have already been available on the market during 2009 and 2010 can be approved under the present procedure at the manufacturer's request.

The names of the approved models of framesets, together with the name of the manufacturer and the date of the approval are added to the register of approved models available from the UCI website.

All manufacturers must comply with Article 1.3.006 of the UCI Regulations when distributing a new model after approval. The new model must be available on market at the time of its use in events on UCI calendars as described in the article.

This approval procedure is intended to improve and simplify various aspects of competitive cycling. It offers the following benefits:

- Manufacturers are informed about the regulations in force before starting a production run of parts. The protocol facilitates and encourages the exchange of information between the manufacturer and the UCI.
- The approval protocol offers an optimised approach and service to allow new equipment to be brought to market as quickly as possible.
- The labelling of framesets brings added value to the newly approved equipment.
- The approval offers reassurance to riders and future customers that the model complies with the regulations in force.
- The use of an approved frameset authorises the licence holder to take part in any road, track or cyclo-cross UCI event.
- The systematic verification of framesets during their development helps to reduce and facilitate the checks to be carried out by the commissaires before an event.
- The approval allows the manufacturer to avoid having his equipment rejected at the start of an event. Arguments about the compliance of new equipment are avoided.

The main objectives of the implementation of these approvals are, and will remain, that of assuring riders that the equipment used complies with UCI regulations and improving communication with manufacturers.

Any questions on the UCI Approval Protocol for framesets should be directed to approval@uci.ch.

2 CONFIDENTIALITY

2.1 INTELLECTUAL PROPERTY

All intellectual property rights relating to plans, drawings, designs, brands, models or other documents submitted to the UCI by the manufacturer shall remain the exclusive property of the manufacturer.

2.2 CONFIDENTIALITY RULES

- A. The UCI accepts the strictly confidential nature of all data submitted by the manufacturer in the course of the present procedure. At the manufacturer's request, a written undertaking of confidentiality can be obtained from the UCI.
- B. The UCI declares and acknowledges that confidential data belongs solely to its owner.
- C. All data, documents, products, specifications, plans, drawings or other information submitted orally, in writing or by any other means by the manufacturer to the UCI which are noted as being confidential shall be considered to be confidential. Confidential information shall not include:
 - Information that the UCI already possessed or was aware of before its submission.
 - Information which is or becomes common knowledge to the business world and the public, at the time of submission or subsequently, other than through the fault or negligence of the UCI.
 - Information that is received from a third party in a legitimate manner.
 - Information for which the use or publication has been authorised by the manufacturer.
- D. The UCI shall keep confidential all documents and information that comes to its attention under any circumstances whatsoever, concerning the activities of the other party.
- E. The UCI takes meticulous care of confidential information and certifies that it uses this information exclusively in order to meet its obligations in the course of the execution of this protocol.
- F. The UCI shall take all appropriate measures from both an organisational and practical point of view to avoid the illegal publication of confidential information. It shall restrict information to what is strictly required and shall in particular ensure that its staff and third parties associated with the implementation of the procedure are also subject to an equivalent duty of confidentiality.
- G. All exchanges of data shall make use of an encrypted platform known OwnCloud, (see OwnCloud Users' Guide). The UCI shall set up an OwnCloud private space for the manufacturer as soon as the application form is received.
- H. The obligation of confidentiality shall apply for as long as the data remains confidential.

- I. The UCI undertakes to return or destroy confidential information at the request of the manufacturer.
- J. The marketing of the product shall annul the confidentiality of the relevant information, although the UCI undertakes to keep information as confidential as possible. Professional exchanges carried out during the course of the validation procedure shall however remain confidential.

2.3 CONFIDENTIALITY WITH OWNCLOUD

In order to guarantee that information is transmitted securely throughout the approval procedure, exchanges of files between manufacturers and the UCI are carried out over an encrypted network set up by OwnCloud. Information exchanged in this way is protected and this solution ensures encryption and secure reception of all files with proof of sending. The system is intuitive to use and does not require any specialist training.

All types of procedures are required to use the OwnCloud platform. When the Application Form is received, the UCI creates a dedicated place on the OwnCloud for the manufacturer. It then sends details of the file transmission procedure to be followed by email, together with the personal password required to exchange files using the phone number provided on the form.

The exchange of information is not restricted. Everything that you need to know about using OwnCloud can be found in the OwnCloud Users' Guide available from the UCI website. Files and information sent to the UCI by manufacturers during the approval procedure are stored on a secure UCI server used for this purpose only.

3 APPROVAL PROCEDURE

3.1 GENERAL

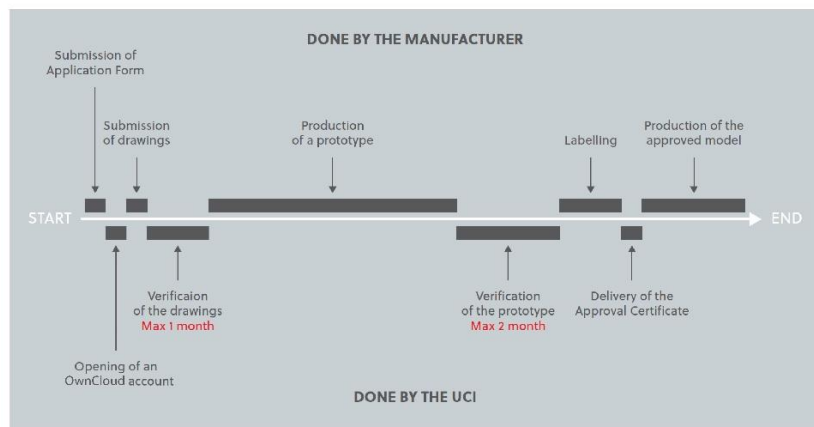
3.1.1 Procedure

The approval procedure consists of several stages which are detailed in this section. The approval procedure starts with the submission of the Application Form and concludes when the UCI issues the Approval Certificate to the manufacturer or when the manufacturer withdraws the application.

Before the Application Form is submitted, the UCI encourages manufacturers to let them know about their ideas and concepts, in order to avoid any clear breaches of the regulations, to allow a model that complies with the requirements to be designed without delay and to avoid unexpected issues when the technical drawings are checked.

The diagram below represents the schedule for the approval of new models of framesets where no deadline for the correction of technical drawings or samples is required.

The maximum duration of the procedure by the UCI to check technical drawings and sample products is three months, but this is reduced to the minimum achievable. The manufacturer has a period of ten months after the Application Form is sent in to submit all the technical drawings.



These time limits are scrupulously guaranteed for the opening of an approval procedure for a new model of the frameset.
The manufacturer has a period of twelve months after the Application Form is sent in to submit all the technical drawings.

3.1.2 Models subject to approval

Under Article 1.3.001bis of the UCI regulations, the models which are subject to the approval procedure are:

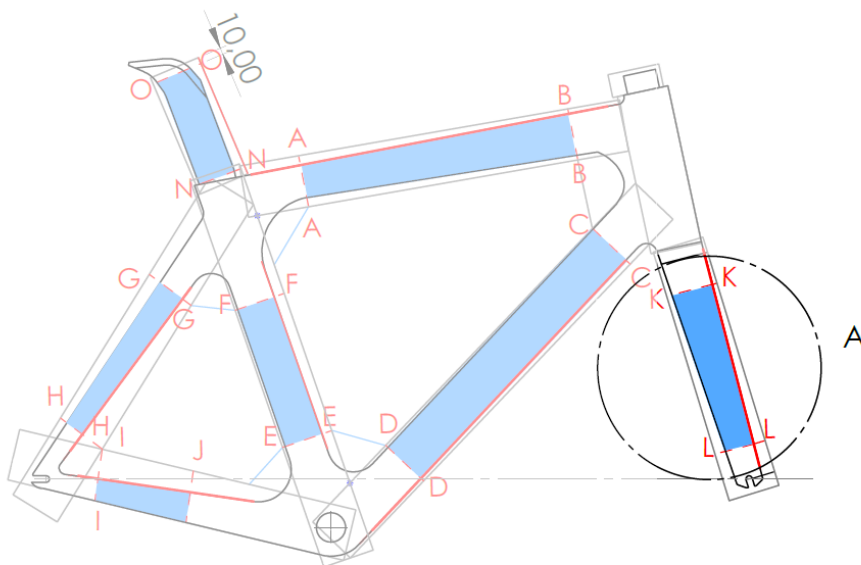
- all new models of framesets used by license holders in UCI road, track or cyclo-cross events,
- all models of framesets under development on 1 January 2011 which had not reached the production stage at that date,
- any changes made to the geometry and/or material properties of existing models after 1 January 2011.

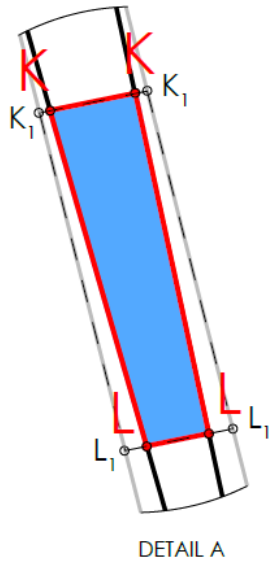
3.1.2.1 Full approval procedure

Only “one-piece” type models which require a mould during their manufacturing process are subject to the full approval procedure. This procedure includes, the checking of all 2D and 3D technical drawings for each size, the dimensional verification of the first standard-sized prototype with the possibility to request that other sizes be checked and labelling.

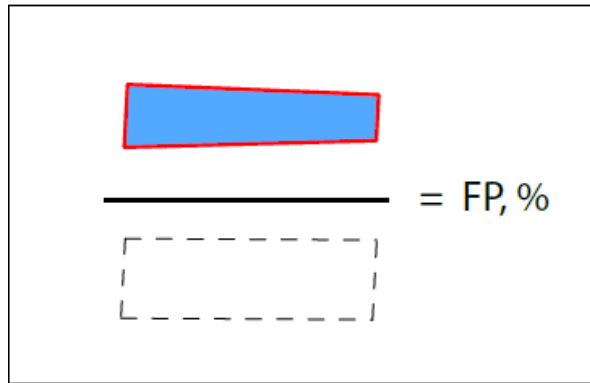
Models that fall under the full approval procedure must either:

1. One of the compensation triangles must be fully or partially used by the model.
- Or
2. The surface area of the model area (in blue) must fill in the surface area of the dedicated boxes at least for 55%, Filling Percentage (FP). A demonstration of the relation (fork) is shown below:





Demonstration of the relation



3.1.2.1.1 Filling Percentage (FP) of the model that consists of n number of sizes.

Areas under the scope:

Area in blue - defined by the Clarification Guide of the UCI Technical Regulations, Art 1.3.020 chapter 'TUBE DIMENSIONS'.

Area in dashed thin lines - defined by the intersection of section lines (continuation in both direction) with sides of the rectangular box of 80mm width.

SAF - Surface Area of the Frameset, Lateral View (area in blue)

$$SAF = SA_{AB} + SA_{CD} + SA_{EF} + SA_{GH} + SA_{IJ} + SA_{KL} + SA_{NO}$$

SAB - Surface Area of the Box, Lateral View (Dashed thin lines area)

$$SAB = SA_{A1B1} + SA_{C1D1} + SA_{E1F1} + SA_{G1H1} + SA_{I1J1} + SA_{K1L1} + SA_{N1O1}$$

$$FP = \frac{1}{n} \sum_{i=1}^n \frac{SAFi}{SABi}$$

n = number of sizes under the scope of the Application Form

3.1.2.2 Intermediate procedure

The "one-piece" moulded models that are not concerned by the full approval procedure used in road, track or cyclo-cross events, as well as all moulded "one-piece" models with backdated approval are subject to an intermediate procedure. This procedure includes the checking of all 2D and 3D technical plans for each size, the possibility to request a dimensional verification of certain sizes and labelling.

3.1.2.3 Simplified approval procedure

All other models, assembled using manufacturing processes (such as welding, brazing or other technique) except for polymer processes, are defined as "tubular", must follow a simplified approval procedure. This procedure includes solely the submission of the Application Form, the checks of drawings or plans of each size and labelling.

All submitted models must meet all relevant ISO safety and quality requirements for framesets as well as any other standards applicable in the country of the event, Article 1.3.002. Therefore, the filled and signed Security Compliance Form must be submitted.

The choice of the procedure is determined by information provided in the Manufacturing Process field of the Application Form altogether with the verification of drawing.

Framesets available on the market during 2009 and 2010 can be approved under the intermediate procedure.

Framesets from a single manufacturer that are of a perfectly identical shape which differ only in name constitute a single model for the purposes of the present protocol. In this instance each name must be specified on the Application Form.

If the manufacturer changes the name of a previously approved model, the manufacturer must provide the UCI with a signed declaration that the new name corresponds specifically to the approved model.

Models from a given manufacturer are considered different if they are of the identical geometry and shape but of the different material properties/composition or if the general geometry changes to the extent that it cannot be confused with a size difference.

Framesets submitted for approval under the same name and intended for use in road, track and cyclo-cross UCI events differ only in size or weight shall be considered to be the same model.

Models in mass production or made to order must all follow the UCI approval procedure.

The maximum number of sizes for a given model is 8 (eight). Additional sizes beyond this is possible, however this requires an increase in the cost of the procedure per additional size, according to the Section 5.

Changes to the geometry of an approved product of any type whatsoever are forbidden without prior agreement from the UCI. Any geometry changes made to an approved product must be submitted to a new approval procedure.

3.2 SUBMISSION OF THE APPLICATION FORM

Whether the approval procedure is full, intermediate or simplified, it always starts with the submission of the Application Form that can be downloaded from the UCI website [here](#).

The Application Form must be submitted to the UCI for the approval of each new model of framesets or in the event of any kind of alteration to a previously approved product.

The manufacturer must complete and fill the form clearly and accurately. It must describe the product and its specifications in detail and provide contact information. The Application Form should be directed via approval@uci.ch.

The email address and the phone number given on the Application Form must remain valid throughout the Approval Procedure for Framesets in order to ensure that data can be exchanged using OwnCloud. As the part of authentication, the phone number should be capable of receiving SMS in order to access the platform.

By signing the form, the manufacturer agrees to comply with all applicable UCI regulations and to follow the UCI's instructions at each stage of the approval procedure.

The signature must be that of a signatory authorised to make binding agreements on behalf of the company. Forms submitted without the signature of the manufacturer's representative are not accepted.

Additional information may be requested from the manufacturer before the start of the approval procedure.

The UCI sends acknowledgement of receipt of the form to the manufacturer and gives notification that the approval procedure has started. An invoice for contributions to the costs of administration and appraisal, as defined in Section 5 is sent to the manufacturer, payable within 30 days.

Once the Application Form has been accepted and the contribution to administration and appraisal costs paid into the UCI account by the manufacturer, the approval procedure continues with the submission of technical drawings.

3.3 SUBMISSION OF TECHNICAL DRAWINGS

3.3.1 Full and intermediate procedure

The submission of technical drawings for different sizes of the same model, whatever the number of sizes, may be staggered over up to 12 (twelve) months from the date that the OwnCould dedicated space is set up, provided that not more than eight sizes are registered.

Technical drawings sent to the UCI after the expiry of the twelve-month period are not taken into account and require a new approval procedure.

During this period, plans previously submitted and validated may still be amended for subsequent revalidation. The technical drawings for new models are to be submitted to the UCI in accordance with the following recommendations:

- Sectional views of the frame, forks, seat post, additional components between the handlebar stem and the head tube and the frameset assembly in a scale fitting into the template defined in Article 1.3.020 with all the measurements required for the verification of compliance with the articles of UCI Regulations.
- Profile views of forks, seatstays and chainstays with measurements in order to be able to check the distance between the internal extremities.
- 3 sectional views with measurements of the sections of all tubes, seatstays, forks and chainstays.
- Perspective views of the frameset showing the general appearance
- The Filling Percentage (see 3.1.2.1.1).

The files sent can be technical drawings, diagrams, sketches or drawings as precise and detailed as possible with measurements.

The UCI will only proceed with the examination of technical drawings after it has received all the technical drawings specified above. The UCI reserves the right to ask for more information before accepting a model.

3.4 ACCEPTANCE OF TECHNICAL DRAWINGS BY THE UCI

The UCI Technological Coordinator checks that the drawings comply with UCI regulations. In case of a new model procedure, no later than thirty days from the receipt of the technical drawings from the manufacturer, the UCI shall inform the manufacturer of the following decisions:

- If the drawings meet all the required conditions, a Control Report (intermediate) accepting the model is sent to the manufacturer who is authorised to move on to the next stage of the procedure.
- If a technical innovation is observed, article 1.3.004 applies. An Equipment Commission is convened and the manufacturer is informed of decisions taken by the UCI regarding the specific case.
- If there are one or more failures to comply with the regulations, a Control Report (intermediate) is sent to the manufacturer with the changes to be carried out. A full set of corrected drawings must be submitted to the UCI for validation within three months of the date of receipt of the report.

A report is only sent to the manufacturer when the contributions to the costs of administration and appraisal, as defined in Section 5, have been paid to the UCI.

If the simplified approval procedure applies, no prototype is required for checking and the following next stage is that described in Section 3.8.

3.5 PRODUCTION AND DESPATCH TO THE UCI OF A FULLSCALE PROTOTYPE

Following the acceptance of technical drawings by the UCI as per Section 3.4, the manufacturer is free to produce either a single copy of its new model at actual size, or to start mass production of its new model.

If the manufacturer chooses to move directly to the production stage, it shall bear all risks relating to a rejection if the production model fails to conform to the approved technical drawings.

In any event, the full-size prototype that the manufacturer sends the UCI for approval must come from the production line or at least from the moulds and equipment which will be used for the mass production of models. The prototype must be as faithful as possible a reproduction of the technical drawings previously accepted by the UCI. The technical drawings of models must take account of possible production variations and errors in order to produce parts which meticulously comply with UCI regulations.

In case of models corresponding to the full procedure, the manufacturer sends the UCI one prototype of the standard size for every model, corresponding to the measurements previously accepted, for approval. The UCI can request that other sizes be checked if needed. The manufacturer is responsible for the costs of shipping. The UCI can ask the manufacturer to send one or more prototypes for the dimensional check of some sizes in case of intermediate procedure. The manufacturer is responsible for the costs of shipping.

The prototype can be shipped to the address below:

Union Cycliste Internationale (UCI), Innovation Unit
Allée Ferdi Kübler 12
1860 Aigle
Switzerland
Tel. +41 24 468 58 11

In order to organise the shipping of the prototype back to the manufacturer, the Technical Unit must be provided with all necessary information such as, the shipping label, the custom's invoice, the carrier used and their account number to allow shipping (DHL, TNT, etc.).

3.6 VERIFICATION OF THE FULL-SCALE PROTOTYPE

The decision to approve a "one-piece" moulded type model is taken only after verification by the UCI Technological Coordinator that each size of each model conforms to the technical drawings previously approved. Technical checks and the examination of prototypes is carried out in conjunction with independent experts (in particular the Ecole Polytechnique Fédéral de Lausanne/ EPFL). The UCI has signed a confidentiality agreement with these experts.

For the moment, the procedure is centralized at the UCI for confidentiality reasons. Only the UCI collaborators go to the EPFL to carry out three-dimensional measurements of the prototypes. No person external to the UCI has access to the confidential information from the manufacturers.

In practice, an extremely precise computerised three-dimensional measuring machine is used to obtain the coordinates of the points measured (sensed) for a part in order to be able to draw its contours in 3 dimensions. These coordinates allow the compliance of the dimensions and measurements to be verified on the basis of the UCI Regulations. A variation of ± 0.5 millimetre from the technical drawings is tolerated during the dimensional check of the prototypes.

It is possible to measure the frame, forks, seat post and frame components between the handlebar stem and the head tube whether or not they are assembled. The elements are selected and measured by the computerised measuring machine (CMM) before being digitally reconstituted using a Computer-Aided Design (CAD) program.

Once the prototype has been measured, the CAD software makes it possible to superimpose the accepted technical drawings on the actual structure to analyse its compliance.

A Control Report is sent to the manufacturer within two months of the receipt of the models concerned. However, the average response time by the UCI should be considerably shorter than that. Any non-compliant elements are described in the report.

The measuring equipment will be also used at certain events on the UCI calendars in order to check that labelled frames and forks correspond to the registered models.

3.7 VALIDATION OF THE PROTOTYPE

The examples examined, accompanied by a Control Report are returned to the manufacturer.

If the prototype complies with the accepted technical drawings, the labelling of the model can start. If the prototype does not correspond to the technical drawings previously provided, the manufacturer has six months to rectify its production method and submit a new compliant prototype to the UCI. If no correction is made within this six-month period, the procedure is cancelled and the manufacturer has to submit new documentation and start the approval procedure from the beginning.

3.8 APPLYING “UCI FRAMESET” and “UCI FORK” LABELS

For approved models to be authorised for use in road, track or cyclo-cross UCI events, technical labels must be fitted in accordance with the conditions described in the document entitled Applying

The application of labels is a key condition of the approval procedure. If labels are applied incorrectly under this protocol or the document entitled Applying “UCI frame” and “UCI fork” labels, the frameset does not comply.

The “UCI frameset” and “UCI fork” labels consist of the “UCI frameset” and “UCI fork” logos, an identification code for the model and a coded date of approval.

The application of the “UCI frameset” and “UCI fork” labels by the manufacturer to one of its models certifies that it is the producer of the frameset and that this corresponds to the technical drawings and prototypes submitted to the UCI in the course of the approval procedure. The fixing of the “UCI frameset” and “UCI fork” labels by private individuals is forbidden.

“UCI frameset” and “UCI fork” labels must be visible, indelible and inseparable from the frameset. The manufacturer shall apply the “UCI frameset” and “UCI fork” labels at the same time as the branding for the model designed by the manufacturer.

The “Visual Guidelines” document on the conditions for fixing the label as well as on the visual guidelines for the label to be affixed on the frame will be given to the manufacturer at the end of the approval procedure. The location of the label must fit within the zones allowed for the label defined in the document concerning the fixing of the label.

The location of the “UCI frameset” and “UCI fork” labels on the frameset must be submitted to, and approved by, the UCI before it is applied to the model. The UCI shall answer queries on label positioning as soon as possible upon receipt of a request.

The approved model may be repainted by any party only in case “UCI frameset” and “UCI fork” labels are kept visible and unchanged. Otherwise, it immediately loses its approval.

Only the manufacturer is permitted to reapply the labels in an identical manner and in the same location as that approved by the UCI.

Any reproduction of all or part of the “UCI frameset” label is strictly forbidden without authorization from the UCI.

3.9 APPROVAL OF THE MODEL

The UCI sends the manufacturer an Approval Certificate (final) for each model at the end of the approval procedure.

The issuing of the Approval Certificate authorises the manufacturer to produce the approved model without further restriction other than to add corresponding labels as defined in Section 3.9 and the document entitled Applying “UCI frameset” and “UCI fork” labels.

The names of the approved models of framesets, together with the manufacturer’s name, the sizes checked and the date of the approval are added to the register of approved models, available from the UCI website. This list will be updated whenever new models are approved and compliant with commercialisation aspects of Article 1.3.006. The use of approved models is permitted in competition from the date of publishing in the List of Approved Framesets together with the compliance of article 1.3.006.

The approval has unlimited duration. However, the manufacturer is required to inform the UCI of the end of production of an approved product.

4 CHECKS AND PENALTIES

The UCI can carry out random compliance checks of approved models at any UCI road, track or cyclo-cross events.

If an approved model is found not to conform, approval for the model may be withdrawn from the manufacturer, unless the non-compliance results from external handling for which the manufacturer cannot be held responsible. The UCI shall be solely responsible for the withdrawal of approval from a manufacturer, after discussions with the manufacturer in question.

Should circumstances require, the UCI may provisionally suspend the approval for a non-conforming model. In the event that approval is withdrawn, the model is removed from the list and is no longer authorised for use in UCI road, track or cyclo-cross events.

In the event of withdrawal, the manufacturer may submit the model in question for a new approval procedure under this protocol, on condition that the model name is changed.

Furthermore, any misuse of the label or use contrary to the provisions of this protocol may be penalised by a fine of between CHF 10,000 and 100,000.

Performances carried out using non-compliant equipment are not recognised.

If a labelled model is tested and found not to conform but the manufacturer cannot be held responsible, the license holder is immediately disqualified and an investigation into the relevant team is opened.

5 CONTRIBUTION TO ADMINISTRATION AND APPRAISAL COSTS

The approval procedure for framesets is a service that the UCI has set up for manufacturers, but also for licensed riders, teams, commissaries and the sport of cycling in general. To ensure that the approval procedure is effective and perfectly equitable, qualified personnel and appropriate equipment are required.

Therefore, the implementation and proper operation of this service incurs costs that the UCI cannot bear alone. The amounts requested of manufacturers for this service are reduced to a minimum, covering only the costs generated by the approval process.

The manufacturer shall pay the UCI a contribution for the costs incurred for the administrative procedures, examinations of documentation and checks of models in accordance with the following rates:

- CHF 5,000 + VAT for each model of frameset submitted by the manufacturer for the full procedure for a maximum of 8 sizes.
- CHF 3,500 + VAT for each model of frameset submitted by the manufacturer for the intermediate procedure for a maximum of 8 sizes.
- CHF 500 + VAT for each model of frameset submitted by the manufacturer for the simplified procedure for a maximum of 8 sizes.
- CHF 500 + VAT for the modification of a size, the addition of an extra size over and above 8 or the addition of a size after completion of the procedure in the case of a full procedure.
- CHF 250 + VAT for the modification of a size, the addition of an extra size over and above 8 or the addition of a size after completion of the procedure in the case of an intermediate procedure.
- CHF 50 + VAT for the modification of a size, the addition of an extra size over and above 8 or the addition of a size after completion of the procedure in the case of a simplified procedure.
- CHF 250 + VAT for an additional model of the identical geometry and shape of an already approved model from the same manufacturer, which has different material properties.

6 LIABILITY

Within the limits of the applicable legal provisions, the UCI shall not be liable to manufacturers for damage caused during the approval procedure, for loss of income, profits, opportunities, clients, reputation or any other form of indirect damage (even if such damage was reasonably foreseeable or if the UCI had been warned of the possibility that the manufacturer might incur it).

The manufacturer agrees to protect, indemnify and release the UCI and/or the UCI's authorised agent (if any) from all liability for damages, costs, expenses, losses, complaints, proceedings, actions at law, legal fees and court costs, of any type whatsoever (including lawyers' fees) resulting from any action arising from the approval procedure.



UNION CYCLISTE INTERNATIONALE

Sports Department
Allée Ferdi Kübler 12
1860 Aigle
