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MOTORCYCLE RIDER PREPARATION

In many conferences on sports and sports medicine, it is widespread the topic of athletes physical preparation and the ways medicine could help in achieving better results. Motorcycle riders are though rarely considered, being common the idea that it is enough to be brave more than others in order to win. This opinion is of course wrong: also in motorcycling athletes, which are better physically and mentally prepared obtain better results, together with the support of a fast and efficient bike. Some races, like off-road, require enduring strength, fast reflexes and concentration, but more or less the same principle can be applied to all other motorcycling disciplines.

UEM is extremely interested in this topic and is attempting to create internally an expertise group to support studies on modern training methods for riders, especially the younger ones, and to boost a continuous exchange of experiences between trainers and doctors of the different national federations.

One occasion to start toward this new direction came last October when UEM, in collaboration with the Modena Motorsport Expo Tech organizers, promoted a conference expressly dedicated to the preparation of the motorcycling rider. It was a first, successful, attempt to increase awareness among public opinion, media and industry on this issue and it paved the way for future initiatives that will come in the future.

Conference was co-ordinated by the UEM Sporting Secretary, Mr Alessandro Sambuco, who, thanks to his background in Sports Sciences at Rome's University, plus his experience as a former rider and co-ordinator of the FMI Technical Center of Polcanto (Italy) and president of Motorsport Training & Medicine, prepared an interesting relation on the "Human machine in motorcycling, waiting for the Machineman", to which followed other important speeches that will be here summarized.

We believed it was important to give space to this initiative in the UEM online magazine, wishing it could be an example to many national motorcycling federations to promote something similar in their countries..

The 1st Motorsport ExpoTech, an exhibition and convention for products, technologies and services for the racing motor-sports, was held in Modena (Italy) on the 16th and 17th of October.

Motorsport ExpoTech is an international fair of high level, which gathers all the best of the competitive motor-sports, but also sailing and kart formula, creating an ideal location for contacts between demand and supply.

These are the numbers of the 2008 Motorsport Expotech edition:

- over 6.000 Italian and foreign professionals who visited the stands;
 - visitors from 50 different Countries;
 - almost 400 Italian and international leader companies having presented the last news of the sector;
 - 30 conferences/workshops highly specialized.
- Stakeholders of the event were teams, riders, firms of the sector (both for products and for services), sponsors, marketing managers, engineers, technicians and in general operators of the motor-sports at any

Motor Sport EXPOTECH

Mostra convegno prodotti, tecnologie e servizi per il motorismo da competizione
Exhibition and conference for products, technologies and services for motor racing

ModenaFiere
16 - 17 Ottobre 2008
16th - 17th October 2008

www.motorsportexpotech.it



“The scenery of a future prefigured by the futurologist, Mr. Raymond Kurzweil, for the 2029, foresees the fusion between men and machines to build a human entity which is efficient like a machine. In future motorcycling, hardware and software will allow perhaps the integration between mind and machine in order to have riders with a human body and brain but powered by nanotechnologies, robotics and genetics. Probably it will consist in an effective management of the racing performances, disposing of a proprioceptor apparatus and of a nervous system and a musculature hyper-efficient.

Some riders have the luck to have, thanks to genetic heritage, morphologic, organic and perceptive structures allowing them to perform with extreme simplicity the motor tasks necessary for driving. But also these subjects, even if more gifted than others, if not trained will difficultly be able to maintain unchanged the quality of their technical gestures for the whole duration of the race. They also will have to follow programmes for their physical training”.

level.

Also the major motor race makes were present, like Ferrari, Maserati, Lamborghini, Jaguar, Lotus etc., as well as the motorcycle ones as Ducati, Bimota, MV Agusta.

Next to the racing cars and motorbikes there were also the leader companies in material processing technologies, in composite material development, mechanical manufacturing, engineering technologies (informatics applied to the technological development, CAD, CAM and simulation), besides machine shops and foundries.

The major specialized media were present too.

Crammed was also the agenda of the conventions, with topics dedicated to technicians, planning and design with contributions of high technological contents.

Among the conventions, it was of great interest the one having as theme: “The human machine in motorcycling: physical and mental training, medical and nutritional check”. Here are the contribution of participants to this conference:

coordinator of the convention, with his report “The human machine in motorcycling waiting for the machine-man” that we can sum up as following:



ALESSANDRO SAMBUCO

The UEM Sporting Secretary, Mr. Alessandro Sambuco, opened the proceedings and was the





FABRIZIO BERNARDINI

Fabrizio Bernardini, operator Expert/International Society of Proprioception and Posture, has analysed the “Management of the disequilibrium and visual-proprioception HF”

“During the racing drive the rider:

- analyse the proprioceptive signals revealing him the muscular tension (the efficiency of this system helps the rider to perform more precise and ergonomic gestures)
- fix a reference point with his eyes (if he does not succeed in this he is obliged to slow down)
- analyse the info coming from the vestibular system concerning inclinations and accelerations (if these signals arrive in high quantities and the rider is not able to manage them he is obliged to slow down).

The improvement of the visual-proprioception HF, by means of using the Delos System, implies an higher precision of the racing technical gestures”.

ALESSANDRO COMANDINI

The works were closed by Dr Alessandro Comandini, doctor and researcher of the Angelini

Research Centre, with the “nutritional control and alimentary integration”

“Feeding and integration have a basic role in granting the continuity of the athletic performance (intensity, clearness of mind) for the whole duration of the race. An healthy, correct, balanced and



FABRIZIO PARIS

Later on the psychologist Fabrizio Paris, Vice-President of the Motorsport Training & Medicine, presented the treatment “Mental training of the motorcycle racer”

“Always more and more riders desire to grant performances at the best of their potential and feel themselves gratified when the appropriate instruments to reach it are given to them. The sport psychology is a part of the sport sciences having as subject of studying:

- The human behaviour in sports
- The effects of the sporting activity on the participants
- The effects of the training of the mental skills on the sporting performances

The only way to reach the peak performance is that of helping the rider to face his training as a unified process (technical, physical and mental)”.

planned diet is essential to satisfy the energy and metabolic exigencies of the athlete. A balanced diet in the contents of the macro-elements is a starting point that cannot be disregarded, but sometimes it is not sufficient in order to optimize the performance and the psychophysical recover after strong agonistic efforts.

For this reason the sportsman can avail himself by integrating the normal diet with selected substances, whose requirement could be increased in consequence of the sporting activity or not being present in adequate quantity in the normal diet”.

The topicality of the above-mentioned themes has strengthened the exigency of the UEM to organise itself a Technical Sector able to start the development and the sharing, at European level, of modern knowledge and methodology of work in order to increase the performance of the riders.

The first preliminary contacts are already running with sponsor firms, already operating in the world of the sport, in order to find the economic resources necessary to start the project.

Events like Motorsport ExpoTech can represent an high level occasion to share the first experiences.

Therefore it would be extremely positive to convene for the 2009 edition the 1st European Convention on the methods to increase the performances of the riders, with reports of trainers, psychologists and sports doctors, traumatologists, nutritionists and physiatrists of the different European Countries.

Each contribution of experience will be welcomed and will increase the common fund of specific knowledge in the motorcycle sector.

