

Le
de TOUR
FRANCE

Tour de France 2005 Special !

www.highwycombecc.org

The Sprocket

HIGH WYCOMBE CYCLING CLUB news and information

ISSUE 10
July 2005



CycleCare

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THIS MONTH...

COFFEE

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THE PRO'S BOUDOIR

L'ARDECHOISE BIKE RACE

UCI GOLDEN BIKE AWARD

SUMMIT RACING MTB NEWS

LANDS END TO JOHN O'GROATS

CIRCUIT OF THE COTSWOLDS RIDE

ETAPE DU TOUR ROUTE RIDDEN & RATED

ALL YOU NEED TO KNOW ABOUT LE TOUR DE FRANCE 2005

PLUS A SPROCKET EXCLUSIVE! - OUR OWN INTERVIEWS WITH JAN ULLRICH AND ALEXANDER VINOKOUROV FROM T-MOBILE'S TDF TEAM

Le
de TOUR
FRANCE

Pain is temporary. If I quit, however, it lasts forever.
Lance Armstrong

Big thanks to Dennis Sackett at cyclingphotos.org.uk for the cover

DIARY OF YOUR LIFE

CLUB EVENTS

Wednesday evenings are club nights at West Wycombe Village Hall. Supervised turbo training sessions designed for the up and coming racing season. Bring your bike, turbo, kit etc to get some good training. Also, the Computrainer League is starting now so contact Dave Johnson for your place in the heats.

SUNDAY CLUB RUNS & RELIABILITY TRIALS

Meet in High Wycombe High Street at 9am on Sunday mornings. ALL welcome members and non-members alike. See the page in The Sprocket for more details.

OTHER EVENTS

Road Races

It's all kicking off now, plenty of local road racing this month.

See http://www.britishcycling.org.uk/calendar/2005/road_july.html for a full calendar

Mountain Bike Racing

See articles in this mag for details on Summit Racing. The local MTB race series on your doorstep!

Also

Merida 100 MTB Marathon, in Buih Wells
Dragon Downhill Series, Round 7 at **Abergavenny**
2nd July

Welsh Downhill championships at **Abergavenny**
3rd July

INTERNATIONAL

UCI Pro Tour Check out Eurosport for schedules

02.07.2005	24.07.2005	Tour de France FRANCE
31.07.2005	31.07.2005	HEW Cyclastics

National Results:

Nicole Cooke wins her sixth National Road Race title and Russell Downing fulfills his lifetime ambition to become Britains National Champion. Last year's champion and Lance Armstrongs' Discovery team mate Roger Hammond came 16th.

REMEMBER : YOU CAN FIND LOCAL NEWS & RACE RESULTS EVERY WEEK ON THE WEBSITE

<http://www.highwycombecc.org>

High Wycombe Cycling Club Principle Officers

President	: Gordon Wright
Chairman	: Alan Hillier
General Secretary	: Margaret Wright
Treasurer	: Paul New
Editors	: Neil Wragg & Paul Morrissey

EDITOR'S PAGE

Editors Note

The last year of Lance at the TDF. Will cycling be the same again? Who is the next tour hero? Who can take his place? Who can inspire like lance does? Deep and big shoes to fill methinks, personally I don't think this will be the last we see of the big Texan, he still has hour record ambitions and i have a feeling he will still be very close to cycling.

As for who will fill his shoes, well its new guys time , I don't see anyone with his presence or influence or state of mind on the horizon , its going to be a bit of a turf war for the kings new clothes , we shall see , im always going to be biased towards T-Mobile but fingers crossed a new legend will appear , that much is certain .

The suns out Ride .

sprocket@highwycombecc.org



CHIPO

Did you know that... You are what you eat!

By this time next year over 90% of your body will be totally rebuilt from the food and drink you consume between now and then. Eat junk and your body will be rebuilt in a junk fashion. The Sprocket's nutrition tip: Eat the best food you can. Lots of fruit, veg, salad and fresh produce with wholegrains, quality protein sources and good fats. Drop hydrogenates, saturates and alcohol to a minimum. Thanks to coach Joe Beer from www.jbst.com for that info.

We got the heat and sun at last eh? Some people are never happy though, it made me laugh the other day.

As I leave the office each day with my bike I get the usual comments as I pass those chuffing away on their ciggies outside the reception, "ooh rather you than me", "why dont you catch the train?" and "you must be mad in this weather". I've always said though, 'that I'd rather be wet on the bike than dry in the car' but this day though, they had a point as it was a summer storm and pouring with rain! Anyway, the next day was back to the glorious hot sunshine and 25 degree temperatures that we've been fortunate to enjoy. However, as I passed one chuffer this evening she said "rather you than me mate in this heat"! Any excuse to get out of doing exercise!

It does make you feel lucky to be fit and healthy. At the beginning of June I had the worst experience of my life when my friend died in my arms from a heart attack. I found him a few seconds after he collapsed and performed CPR but to no avail, he died despite all the efforts made to save his life, he was just 36. I believe that he could have saved his own life though by taking better care of his diet and body and with a bit of exercise he could still have been with us today. RIP Gurdo, you will be missed.

RAGGY sprocket@highwycombecc.org



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SADDLE SAFARI



INTRODUCING THE HIGH WYCOMBE CC MOUNTAINBIKE RIDES BROUGHT TO YOU BY CYCLE CARE

Guidelines

All riders must be self-sufficient and wear a helmet

Sundays

meet - 0900 at Cycle Care's car park (behind shop) distance/time - 30-40 miles or 3-4 hrs. with a stop (check with shop on Sat. afternoons)

Social Rides

For less experienced riders. Possibly 1 Sunday/month, depending on interest. Check with the shop

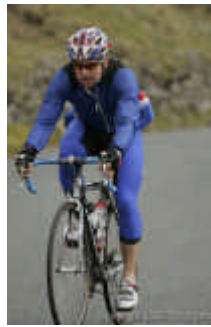


If you have competed in a local race or Time Trial, chances are you can purchase a photo of yourself in similar pain to that displayed above!

Fantastic photos of all the local action, sorted by club into a massive database taken by local based pro photographer, Dennis Sackett. www.cyclingphotos.org.uk

Lands End to John O'Groats

High Wycombe CC rider Greg Lewis recently completed the ultimate in UK endurance rides, the Lands End to John O'Groats. The 976 miles were completed in 59 hours of riding over 12 days. This was done at an impressive average speed of 16.4 mph and took in over 48,000 feet of climbing.



Even though four family sized bags plus a jumbo sized box of jelly babies were consumed by Greg he still lost over 8lbs in weight over the 12 days!

All worth it though as he has raised over £1,200 pounds for charity so far. To make a donation contact

Greg at greg.lewis@iflimited.co.uk.

EXCLUSIVE MEMBER'S OFFER

More members have found out for themselves how their training can be greatly improved by purchasing the new Suunto T6 heart rate monitor. Subsequent to the recent presentation evening several members have benefitted from the special offer that your loyal Sprocket editors have secured with Cycle Care in High Wycombe.

Quite literally the word out there is **EPOC**. It will change the way you train!

For further information from actual users see Paul Morrissey, Neil Wragg, Dave Roberts, Paul Smith or a number of other members who are now seeing **EPOC** make a change to their fitness.



T-Mobile Tour de France Team Presentation Bonn, Germany

Your club magazine goes from strength to strength. Not only does it boast a readership of over 600 every month and a website that gets over 400 visits each week but we must be doing something else right as Paul & I were invited to Bonn, Germany as Editors of 'The Sprocket' magazine, UK'.

Together with ITV's Ned Boulton & his assistant, we were the only representatives from the UK invited to cover the presentation of T-Mobile's Tour de France Team presentation.

The extent of my German vocabulary has been learned from 'Where Eagles Dare' and 'The Great Escape' so at the risk of offending our hosts we were unsure as to how we could interview & understand the world's top cyclists.

As it turned out though, T-Mobile had everything covered and translators were provided so we could ask those probing questions that we know our readers needed to have answered.



We asked Alexander Vinokourov, 3rd in the 2003 Tour and current Kazakhstan National Champion:

The Sprocket: Are you starting the Tour at 100% fit or do you hope to ride into fitness?

AV: No, I am starting at 100% fitness, I am ready.

If this is the case then watch the first stage as it will show then, if 100% fitness if fit enough. It is a 19kms Individual Time Trial and time gaps could be significant already.

The Sprocket: Which stages are you most looking forward to?

AV: None, in particular as the Tour is too hard. You have to be prepared to ride every single one hard. I am not looking to any particular stage, just every one.

The Sprocket: Have you pre-ridden any of the mountain stages yet to check them out?

AV: No, because all the climbs we have ridden before, I already know them.

The Sprocket: If T-Mobile ride the Tour of Britain later this summer will come and ride, because you are our favourite?



T-Mobile Tour de France Team Presentation Bonn, Germany (cont.)

Jan Ullrich was looking very relaxed and spent much of the presentation laughing and joking with Vinokourov. As opposed to previous years, Ullrich in June looked very fit and thinner than we've ever seen him pre-tour. He was happy to answer questions and sign autographs so we got stuck in there...

The Sprocket: How has your preparation been going so far this year?

JU: I had a solid Tour build-up and now I am good to go. This year the team geared up for a full-on GC assault, that's why the line-up is a bit different this time. I want to compete once more against Lance Armstrong and take the yellow jersey to Paris.

The 'different' line-up this year is due to the omission of Erik Zabel. The first time that he won't be competing in Le Tour since 1995. The reason is so that the whole team can concentrate on winning the yellow jersey. Erik Zabel is a sprinter and his Tour strategy is usually stage wins but this year T-Mobile are not interested in individual stages but the overall.

The Sprocket: How do you feel right now?

JU: I am well prepared and my team is very strong. We want to strike Armstrong. I am in better form than last year. That is a good indication.

The Sprocket: And how do you feel about this year's tour being the last opportunity to beat Armstrong?

JU: I have always said that a Tour victory is more valuable if Lance Armstrong is participating. I will do everything I can to beat him in his last appearance at the Tour.

The Sprocket: Which stages are you looking forward to in this year's tour?

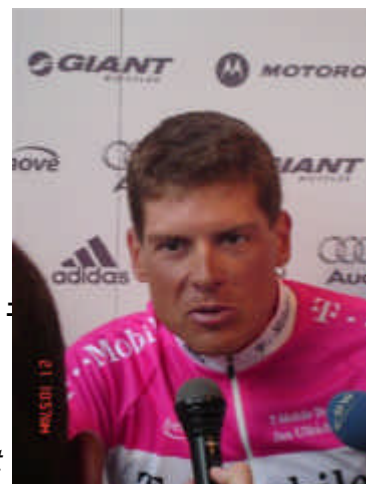
JU: I'll be glad when this first week is over. There's always the fear of lots of crashes and there's always an incalculable risk involved. Then we have the first rest day. Now this may sound a bit odd, but a little break is not all it's cracked up to be. For you can't put your feet up at all, you need to maintain the rhythm. That's why we also train hard on rest days. We ride around 80 kilometers, which is around 3 hours on the bike, then it's off for a massage and to unwind. What's more, rest day also means shave time. I'm superstitious about this and am a firm believer in the saying: "He who shaves loses." As a result, I don't shave during the stages and do it on rest days. And then there's the press that needs to be kept sweet. Long interviews are par for the course, even if I don't always enjoy doing them. So there's quite a lot to do, but you still can't afford to let your concentration slip.

Stage 10 will be really tough as we head into the mountains – and this right after the rest day.

This is where Lance has often launched attacks. This will be the first time where we'll see some of the riders being weeded out. Everything becomes a bit quieter and that's why you can ride a bit calmer, concentrating fully on the task at hand.

The Sprocket: Will you focus on the Time Trials or mountain stages?

JU: Well, the deciding time trial in St. Etienne. I already know the route, I had a good look at it before the Tour. It's very distinctive. The overall placings will be determined on this stage. I'll be extremely focused on this day.





British Eurosport, the spiritual home of the Tour de France, is ready to bring you every minute of the world's toughest cycling race. With live studio, Duffers' commentary, reporting from roadside, interviews with the biggest names, and expert analysis, they will follow every inch of this year's race. And with this being Lance Armstrong's final appearance, it is sure to be an historic tour. The Tour de France 2005 will run from 2-24 July. British Eurosport will broadcast up to 85 hours of action from the 21 stages, which this year covers 3,584 km.

Everyday before and after each stage, presenter James Richardson will be joined by expert David Duffield LIVE from studio to offer in-depth analysis of the day's events, with Duffers on hand they'll be plenty of 'cheese-y

chat' then. The channel will feature up to 30 minutes of preview and discussion before every stage followed by a further 30 minutes of studio reaction and review at the end of each day's cycling.

The commentary team of David Harmon and Sean Kelly will provide comprehensive coverage, from the opening day's time trial in Fromentine to the finale on the Champs Elysees in Paris. They will be accompanied along the way by the controversial former pro and multi-polka-dot winner Richard Virenque, who will bring you interviews with all the top riders and teams throughout the Tour.

Reporter Christi Anderson will bring immediate updates on the breaking news from roadside. Every night the coverage will be followed by a highlights programme, bringing all the main news of the day. A camera crew will be following a different team each day from one of the cars of the team managers.

The 2005 Tour de France begins on Saturday July 2nd with a 19km Time Trial from Fromentine to Noirmoutier-en-l'Île. Coverage starts at 15.30 through to 19.00 on British Eurosport. Can't wait.

<http://www.highwycombcecc.org> for updated news on Le Tour

Fri 1st July Preview and Presentation of Teams
Live 18:00-19:30
Sat 2nd July Stage 1: Fromentine to Noirmoutier 19km (TT)
Studio 15:30-19:00
Highlights 21:00-22:00
Sun 3rd July Stage 2: Challans to Les Essarts 181.5km
Live 13:00-17:15
Highlights 21:00-22:00
Mon 4th July Stage 3: La Chataigneraie to Tours 212.5km
Live 13:00-17:15
Highlights 21:00-22:00
Tue 5th July Stage 4: Tours to Blois 67.5km (team/TT)
Live 13:15-17:30
Highlights 21:30-22:30
Wed 6th July Stage 5: Chambord to Montargis 183km
Live 13:15-17:30
Highlights 21:00-22:00
Thu 7th July Stage 6: Troyes to Nancy 199km
Live 13:15-17:30
Highlights 21:00-22:00
Fri 8th July Stage 7: Luneville to Karlsruhe 228.5km
Live 13:15-17:15
Highlights 21:00-22:00
Sat 9th July Stage 8: Pforzheim to Gerardmer 231.5km
Live 10:30-17:15
Highlights 21:00-22:00
Sun 10th July Stage 9: Gerardmer to Mulhouse 171km
Live 10:45-16:45
Highlights 21:00-22:00
Tue 12th July Stage 10: Grenoble to Courchevel 192.5km
Live 13:00-17:15
Highlights 21:00-22:00

Wed 13th July Stage 11: Courchevel to Briancon 173km
Live 11:00-17:15
Highlights 21:00-22:15
Thu 14th July Stage 12: Briancon to Digne-les-Bains 187km
Live 12:00-17:00
Highlights 21:00-22:15
Fri 15th July Stage 13: Miramas to Montpellier 173.5km
Live 13:00-17:15
Highlights 21:00-22:00
Sat 16th July Stage 14: Agde to Ax-3 Domaines 220.5km
Live 13:00-17:15
Highlights 21:00-22:00
Sun 17th July Stage 15: Lezat to St-Lary Soulan 205.5km
Live 13:15-17:30
Tue 19th July Stage 16: Mourenx to Pau 180.5km
Live 12:00-17:30
Highlights 21:00-22:00
Wed 20th July Stage 17: Pau to Revel 239.5km
Live 13:00-17:15
Highlights 21:00-22:00
Thu 21st July Stage 18: Albi to Mende 189km
Live 13:00-17:15
Highlights 20:30-21:30
Fri 22nd July Stage 19: Issoire to Le Puy-en-Velay 153.5km
Live 15:15-17:15
Highlights 21:00-22:00
Sat 23rd July Stage 20: Saint-Etienne 55km (TT)
Live 15:15-17:15
Highlights 21:00-22:00
Sun 24th July Stage 21: Corbeil-Essonnes to Paris 144km
Live 16:30-17:15

ICED COFFEE

Its been hot , well in between the rain it has , so dont hit the Cola and fizzy drinks that make you burp like crazy hit the beatiful drink that is Iced Coffee, yeah you could do Iced Tea but coffee is the real thing !!!



Here you go

Brew a pot of fresh coffee (If you're making the coffee just to be iced, prepare a slightly stronger blend than usual to account for ice melting later)

Transfer the desired amount to a carafe or pitcher. Let stand at room temperature for 3 to 5 hours, or refrigerate for 1 1/2 to 3 hours.

Fill a 10- to 12-oz. glass with ice cubes. Pour the chilled coffee into the glass.

Stir the coffee to equalize its temperature. Add milk /sugar if you like.

and for the Frappe lovers

Prepare 2/3 c. strong coffee

While the coffee is still warm, add 1 tsp. sugar and stir until sugar is dissolved.

Add 1/3 c. milk and stir.

Place 1/2 c. ice in blender and add sweetened coffee.

Turn the blender on and off quickly a few times to break up the ice.

Add 2 tbsp. vanilla ice cream. Turn blender on to Medium and blend.

After the coffee and ice have blended, add another 1/2 c. ice.

Blend until smooth. If you want a thicker frappe, add a little more ice.

Pour into large glass invite me round and serve immediately. ahhhhhhhhhhhhhhhhhhhhhhhhhhhhhh



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Hill and Valley Coffee delivers freshly roasted or green gourmet beans to your door.
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Cyclists Welcome!



DR Heindrich Morrissey



I find it necessary to put down in words my observations on the new hobby cyclists joining your already huge club.

I will begin at the start which is always useful when explaining these things in general I suppose

New hobby cyclist joins a Sunday club run, and finds that his Ron hill trackster tights and Ron hill top makes him look like he is very out of place, he/she manages to easily hang on during the ride and makes many new friends at the first café stop discovering that after all his/her fears the cycling group are not all freaks and oddballs (all for except one or two that is) and in actual fact they are just like him/her.

The new rider takes part in a few club 10 time trials vowing never to purchase a silly skin suit or time trial helmet etc and that this is only a small hobby to keep fit?

Several weeks pass (in which the new rider takes part in many club runs, charity rides and open 10s, 25 TT events)

Like a butterfly in a cocoon we have Transformation.

The novice rider has a new lightweight road racing bike a custom built TT machine (with disc and tri spoke) a skin suit and full TT helmet is also part of his kit, the relationship with his/her partner has gone down the tubes as he/she is spending all his/her time and money on training and new kit, he/she is boring all his/her friends silly with stories on nutrition, how to corner and save valuable seconds on a 25, plus, to top it off he/she is stroppy and bad tempered rude and often smelly due to over training and not eating properly. So that's the evolution I have observed, this isn't full circle yet, oh no a natural progression to long distance events is part of the model and I believe that a move towards self pity due to an inability to compete and higher levels and beat previous event times is also on the menu. Despite all this the hobby cyclist continues up and down loving his sport to hating it so much he packs in for a while, but like mamma they always find themselves back home on a bike in the rain in the middle of nowhere trying to win, beat, lose compete, live!!!!

Thus is the lot of the hobby cyclist its your its me its all of us the bike has us in its hold always

Constantly updated results and news from all the races that High Wycombe riders have competed in are available on the website.

www.highwycombecc.org

PAUL MORRISSEY
sprocket@highwycombecc.org



Summit Racing MTB Series

The High Wycombe CC supported *Summit Racing MTB Series* kicked off last month on a very pleasant summer evening at the home of Buckinghamshire's premier extreme sports venue. Wycombe Summit is normally home to the rad stunts of snowboarders launching themselves off kickers, ramps and rails. One Thursday evening in June however, it was the venue for the inaugural round of the newest local Mountain Bike race scene.

Organised by HWCC member, Bren Divall (you know, the skinny one with the hair!) has done a tremendous job of getting the event together and encouraging the best local talent to enter. Check out the pages in this issue for details of the next races.

Results from Round One 9th June

Expert Male

Position	No.	Laps	Name	Club
1	102	5	Paul Lasenby	Marin UK
2	101	5	Paul Crook	Anglia Sport
3	100	5	Jeremy Crook	BMC

Master Male

Position	No.	Laps	Name	Club
1	200	5	Paul Howard	Mtn Trax/BOB/Gorrick

Sport Male

Position	No.	Laps	Name	Club
1	300	5	Matt Steven	Kinetic Racing
2	301	4	James Norris	HWCC

Veteran Male

Position	No.	Laps	Name	Club
1	404	5	Chris Denman	Beyond MTB/WDMBC
2	402	5	Clive Ely	Gorrick/BOB MBC
3	400	5	Kevin Holloway	HWCC
4	401	4	Simon North	C1XV
5	405	4	Ian Welch	HWCC
6	407	4	James Lusher	C1XV
7	406	4	Nick Calkin	HWCC

Novice Male

Position	No.	Laps	Name	Club
1	600	5	Charlie Porter	N/A

Images of the event are available for viewing and purchase and proceeds of the sale will go back into the funding of the event.

<http://ummitracing.fotopic.net/c575373.html>

Contact daren@satori-uk.com

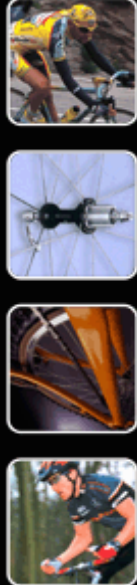
The original image (which is a huge 35mb tiff) can be printed to what ever size you want.

6x4 £4, 7x5 £5, 10x8 £6.50

Original image: Tiff format) on cd £7.50+pp

From that 25% of each image sold will return to Wycombe CC to help with the running costs of the event.

CycleCare



10% DISCOUNT TO MEMBERS !



Ex_National Champion, Paul "Lazy" Lasenby riding for Marin to win the first round of the Series (c) daren@satori-uk.com



SADDLE SAFARI

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Telephone/Fax 01628 477020. <http://www.saddlesafari.co.uk>



UCI Golden bike (Blue Jersey)

The UCI Golden Bike series was launched in 1999 by the International Cycling Union (UCI) to enhance the international participation experience of cycling for all riders and was initially based on 4 events in 3 European countries.

This year once again, the aim of the series is to contribute to the international promotion of high level and high quality cycle sport events which are open to all from an organizational as well as a sports and tourism perspective. Basically this means we will now have the opportunity of riding in UCI organised events in South Africa as well as Switzerland, Belgium, Italy, France, Spain, Netherlands and Germany. Next year some of the routes and locations will change, either way if you have had enough of racing and want a new challenge etc these UCI events are a great way of keeping your training high and offering something new to aim at.

Mind you, this is nothing new these are after all cyclosporives which have been around an age as in, they're timed circuits with each age group having specific time limits for bronze, silver and gold 'Diplomas'.

Often there are two or three distances of about 50 miles, 75 miles and 100 miles so that you don't have to be super-fit to take part, just reasonably fit! Any club cyclist or triathlete should have the capability to successfully complete an event (you still have to train though guys and gals).

Race against yourself, beat the club record, beat the course record, get in some quality training or just enjoy a super day out, it's up to you. Some are over much harder terrain than others and really are a challenge just to complete. Some European events are extremely well organised, some even have a police escort, mechanical assistance, food stops, marshals stopping the traffic and even drug testing in France, cmon. All along the route the locals turn out to shout encouragement/abuse/cakes/water. You may even find yourself riding alongside professionals, ex-professionals and top sports celebrities such as Alain Prost or big Mig. They are now officially recognised as competitions in France, a helmet must be worn and you need a medical certificate to enter.

The 'Ardechoise' is the largest so far (one i entered but failed to get accomadation for) with about 15,000 participants. In the UK the [Etape Du Tour](#) (which follows a stage of the Tour de France) gets most of the media coverage and im sure you all know about that one. There are 140 such cyclo sportive events all over France. Some attract a few hundred riders, others over 1000.

If you haven't done a European one before then im told that the Vercors-Drome (France) at the end of August is a good introduction. The Ardechoise offers a choice of routes and is the most 'festive' of the lot and again offers a choice of routes, all great training etc.



Fred Whitton challenge

Dragon Ride

Tour of the Dales

Circuit of the Cotswolds

2 UCI golden bike events

Etape De Tour 2006

In the UK we are already seeing loads of similar type long distance rides, (Circuit of the Cotswolds, Fred Whitton challenge, The dragon ride etc etc) which can all add to a great set of training targets for the UCI events (and Etape of course) and of course we have the everlasting AUDAX rides which are constantly going on.

So what am I getting at here? HWCC needs to get more riders doing these long distance rides. The UCI events offer a collectors Jersey for anyone entering and finishing 2 of its events so what better excuse do you need how many HWCC riders can we get in UCI blue??

If your interested in taking part as a HWCC club rider in the listed events opposite next year let Sprocket know (via the email link) ASAP, myself and fellow ed Neil will then see how many we have ref forming a team, something we can then take to the HWCC Committee and pedal ref formal sponsorship from a trade organisation.

So take a look and drop us a mail we need more riders and we need more visibility !!!!!



sprocket@highwycombecc.org

L'Ardéchoise 2005 Ride

by Richard Wise

In autumn last year I had plans to try my hand (or legs) at this year's Etape du Tour, an idea that had been of interest for several years, but with the entry format changing for UK competitors, I decided to change direction and seek an alternative challenge.

My criteria were straight forward enough, being a self confessed Francophile, the ride must be in France, in mountainous scenery, at a convenient time of year and with a route that my long suffering partner Sarah may even be keen at attempting. The answer was simple the Ardéchoise.

Based in the small town of Saint-Félicien in the South East of France, the event is an incredible feat of organisation, with some 14257 competitors from 16 countries attempting one of the 20 different routes on offer last year. The courses range from a single day, 66km ride with 2 cols and 1081 metres of climbing, to the three day Grande Randonnée, with an impressive 37 cols over 550km and 10,000 metres of the uphill stuff.

So the decision was made, entry forms returned, hotel booked and new bike plans put into action.

I had ridden various French cols before, and having done the Bordeaux to Barcelona ride a couple of times I know that I used to be fit enough. However, as this was a few years and about two stones of middle age spread ago, I decided to build something a little lighter and better suited to the job than my trusty but heavy Dawes Galaxy. The answer was a Ribble aluminium Audax frame with an Ultegra triple chainset and Mavic Cosmos rims – not perfect but pound weight for pound budget, it would be the best I could do.

As we arrived in St-Félicien for documentation the day before the ride, two things were abundantly clear. Firstly the number of cyclists was like nothing we had ever seen but the organisation was easily able to cope with all of us, and secondly, if everyone finished their chosen route in what were due to be temperatures in the mid 30's, it would be a great achievement.

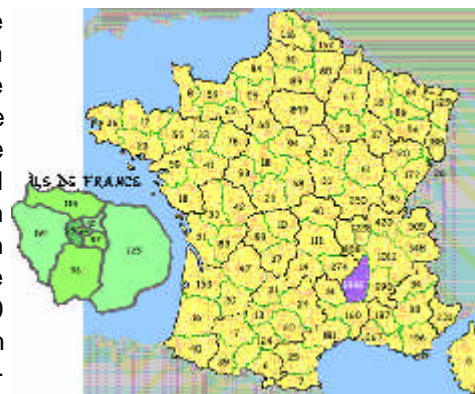
The nice thing about the one-day routes is that you can decide on the day which one you want to attempt. Our choice was between the 120km Les Boutières course with it's 5 cols and 2122 metres of climbing or La Volcanique at 171km, with 8 cols and 3042 metres.

Sarah had definitely decided on the shorter one of the two but as our route split was at about 50km, I thought I would see how things went and then probably opt for the latter.

The weatherman was absolutely right in his predictions and it was already warm and sunny as we attempted breakfast at 6am – something completely alien to me.

The start area was packed when we arrived at 7.15 for our scheduled off time of 7.30.

Fortunately, the numbering system means that the VIP's, course winners from the previous year and elite riders are from 1 to 300. All foreign entries are numbered 15000 onwards and both groups get a 'semi-priority starting' area



– something which would prove particularly useful if you could get to the first feeding station before the 12000 people setting off after you!

Within a few minutes of leaving St-Félicien, the road starts to climb up through Pailharès, the beginning of the 15km long Col du Buisson but as the road ahead winds upwards, your mind is on safely overtaking and being overtaken as the thousands of competitors with fresh legs are all eager to see what they can do.

Incidentally whilst I use the term competitor and everyone is numbered and has a timing transponder, this isn't the same as I imagine the Etape to be. There are elite riders out for a course record, supported by the yellow Mavic motorbikes and there are cut-off timing points and a broom wagon, but everyone with a reasonable level of fitness and training has a shot at a gold or silver finisher's 'diploma'.

After a few kilometres, a voice behind me says "ar, a High Wycombe shirt, that must be Mr Wise". Purely by chance, Ian a colleague from work had entered but as he was staying on the other side of the valley to us, we hadn't made contact until now. We rolled up the first climb together, chatting about anything and everything but as we reached the top, my first guilt trip kicked in and I thought I should wait for Sarah. Ian carried on and I didn't see him again.

A lovely descent through Nozières was marked by all sorts of decorations in the purple and yellow adopted by the organisers to represent the wild flowers of the region. The main bridge in the town of Lamastre was completely bedecked in flowers and seemingly the whole population had turned out to watch.

Whilst I appreciate that I'm not particularly fit and a bit of a lard, I have discovered that on long hills and cols I have to ride at a pace that suits me, be it faster or slower than anyone I'm with. With this in mind, I went ahead of Sarah on the Col des Nonières at a pace I felt comfortable with and to my astonishment found myself passing almost everyone. The same happened on the next big climb up to St Agrève, where after stopping for a quick call of nature and photo opportunity I latched on to the wheel of two guys from a club in Toulon (according to their shirts) and again much to my amazement, we sailed up the next 10 kilometres of the climb passing most of the others, but that's where it all went pear shaped!



SADDLE SAFARI

Saddle Safari, Crown Lane, Off Spittal Street, Marlow, Buckinghamshire, SL7 3HL.
Telephone/Fax 01628 477020. <http://www.saddlesafari.co.uk>



L'Ardéchoise 2005 Ride by Richard Wise

(Cont.)

At a drink station 5km from the top, I decided to wait for Sarah so out came the camera and I waited, and I waited and I waited. I didn't know what to do – what could have happened in the fierce heat – could she have fainted? Could the bike have broken? Faced with this dilemma, I stopped a motorbike mechanic and a medical car but neither had seen her. After nearly an hour, I heard some English voices and asked them, but they had nothing to report. I decided to go on to the next feeding station where I waited for over an hour and a half. The broom wagon arrived but despite being full, Sarah and bike were nowhere to be seen. After a final confirmation from race organisers that she hadn't officially abandoned, my only option was to continue, not knowing what fate had befallen her.

After another climb over the Col de Clavières up to 1115 metres my legs were not thanking me for the long interruption, but after 100km and with steeper side of the Col de Buisson still to come, I was happily keeping up a good pace (by my standards) in the heat. Then the sign I had been waiting for – Bientôt 15% and I knew the sting in the tail had started. Fortunately with the Ultegra triple giving me a 30x27 gear, it was no problem at all, neither was the following series of 7 (I think) hairpins at 10% - again to my surprise, many of the very 'professional' looking French riders were actually walking as I snaked my way up the narrow road.

This climb is used by all of the routes and the organisers had thoughtfully placed musicians at every hairpin, presumably to take everyone's mind off the task in hand. In a strange sort of way I actually enjoyed this climb – maybe the sun had got to me!

Passing the final feed station all that remained was a wonderful descent, on which I only took a couple of chances whilst following a crazy Italian, and a mile or so of gentle uphill on somewhat sticky tarmac before crossing the finish line.

Faced with a race village filled with thousands of people, I now needed to know what had happened to Sarah. The answer was soon apparent as I found her sitting in the shade having finished an hour or so earlier and been frantically looking for me – I had simply missed her going by, where I first stopped. Obviously this was a huge relief but I was kicking myself for not having had a plan in place should we get split up.



I was pleased to have finished on a bike on which I had only done about 50 miles in total before and with no physical discomfort whatsoever. Despite having a dismal official finishing time of 9 hours something because of all the waiting, my actual ride time was a around 6 hours which would have put me in contention for a silver award within my age group, so something good came from it!

Conclusions – well, I would have to give the organisation a 10/10 – everyone was very helpful and efficient. All the little things from roadside parking and a bicycle storage area to the meal arrangements and free gift handouts had all been extremely well planned.

The route was pretty much as I expected and very enjoyable, although next time I would hope to do at least the 170km version. As for my own performance, having no more than a total of 400 miles in my legs for the whole of this year and having not done any proper cols for several years, I was surprised by my own pace up the long hills, particularly in the heat.

Would I do it again? Most definitely, but I would have to be a bit more selfish and do the whole thing at my own pace and without stopping at any of the feed stations for more than a few minutes. In the mean time, having got the mountain bug again and with a possible move to France next year, I am looking into the Pyrenean Raid as well – anyone want to join me for one or both?



Statistics:

Date: Saturday 18th June 2005

Location: South East France

Route: 120km with 2122 metres of climbing up to 15% gradient.

Cols: 5 total – 2 x cat 4, 2 x cat 2, 1 x cat 1.

Weather: Hot (around 35 degrees) and sunny

Nutrition: SIS Go electrolyte 6% made up to a 12% PSP22 solution 2.5 litres
Water – 3 litres
Go gels – 2
Small amount of fresh and dried fruit

Cost: 48 Euro entry fee including a 10 Euro returnable deposit for the transponder.

Hope to see you all there next year.

<http://www.ardechoise.com/english2/index.php3>

Richard Wise.

What do the jerseys mean?



Yellow

The overall leader on general classification (GC). GC is the sum of each day's finish times, less any time bonuses the rider might earn for a stage win or place. The yellow jersey of race leader therefore goes to the rider with the lowest total time for the race.

Green

There are points allocated to the position in each day's finish and the rider with the largest number of these points wears the green jersey. This jersey therefore involves a contest between the sprinters - riders who can accelerate very quickly at the end of a stage to win the final dash across the line. There are also time bonuses on offer to all riders. In the first week of the Tour - well, before it hits any serious climbs - the time gaps between all riders are quite small, making the intermediate sprints and stage finishes hotly contested. On offer are time bonuses: 6sec - 1st, 4sec - 2nd, 2sec - 3rd for the intermediate sprints and a 20 second time bonus for the stage winner. Although they're called 'bonuses', the time is actually deducted from their overall time classification which is why the first week of the Tour can feature sprinters such as Stuart O'Grady and Mario Cipollini wear the maillot jaune.

Polka dot

The white jersey with red dots, or 'maillot pois' is awarded to the race's best climber, or to be precise to the winner of a points contest that's conducted at the top of each of the race's climbs. The higher the category of the climb, the more points for being the first across the line at the top.

White

Best young rider. 'Young' in the case of the a Grand Tour stage race means under 25, or, to be precise, born after January 1, 1979. In some sports 25-year-old athletes are making retirement plans, but in cycling, and especially in stage racing, riders don't develop the necessary stamina to succeed until their mid-to-late 20s. Of course there are exceptions. Eddy Merckx was 24 when he won his first Tour in 1969.

How do riders go to the toilet?

Generally, they pull over to the side of the road, stop, and shed liquid ballast in the usual way. Some time in the first couple of hours of the race, a senior rider (a team leader or team captain) will organise a comfort break and the whole peloton will slow down enough that riders can stop for a break and easily catch up afterwards.

The etiquette is that you don't attack while a large-scale comfort break is in progress, and you certainly don't attack the yellow jersey when he's taking a leak.

If a rider needs to go outside of an organised stop, that's another situation where team-work comes into play. Along with a couple of team-mates, the rider will drop back in the peloton, and move to the side of the road. While his team-mates push him along at the back of the bunch, he'll take a mobile comfort break. It's a skilled operation, and some riders just can't relax enough to, er, let it all hang out this way...

It's considered extremely bad form for photographers and TV to shoot this whole process which is why, as some readers have observed, you never see it on TV or in pictures.

What do the climb categories mean?

Climbs are graded according to their severity, from fourth to first category, plus the very hardest climbs which are considered 'hors categorie' or 'beyond category'. The gradings take into account the length and steepness of the climb and the position of the climb in the stage, with the quality of the road surface making up a final, less important factor.

How are the gradients calculated?

A grade of, say, ten percent, simply means that the road ascends ten metres for every 100m it travels horizontally. Climb grades are averages for the whole climb, so a straightforward-sounding six percent grade can hide some much steeper pitches that make it a monster.

Why does Lance ride a climbing bike with a downtube shifter on it?

Riders such as Lance Armstrong and Joseba Beloki choose a bike with a downtube shifter for two reasons. The first is to shave another 100 grams or so of weight in comparison to their STI or Ergo lever; the second reason is that during a mountain stage, the riders are constantly moving from the small to the large chainwheel and then back again, and sometimes the front derailleur, if not adjusted correctly, will rub against the chain - or in some instances, switching down to the small chainring will cause the chain to come off. The "manual" operation of the front derailleur allows for fine tune adjustment without the potential for these problems to arise.

How much money does the Tour winner get?

In 2002, the winner took home 335,390 Euro (out of a total prize pool of 1,854,035 Euro) or rather, he didn't. Because it's impossible to win the Tour de France without the assistance of a team, the winner traditionally divides his winnings among the team.





CLUB RUNS LIST May to August 2005

Meeting at Guild Hall in High Wycombe High Street at 9.00 leaving 9.10

	Date	Coffee stop	Leader
May			
Sunday	8 th	Benson Riverside Cafe	
Sunday	15 th	Winslow Jenny Wren Cafe	Jonathan Smith
Sunday	22 nd	Marsworth Blue Bell tea rooms	T.B.A.
Sunday	29 th	Saville Gardens Windsor	T.B.A.
June			
Sunday	5 th	Aldbury Tea Rooms	Tony Pennell
Sunday	12 th	Chipperfield Garden Centre	T.B.A.
Sunday	19 th	Dinton Pasture Tea Cosy Café	Barry Roubaix
Sunday	26 th	Waterperry Garden Centre	T.B.A.
July			
Sunday	3 rd	Dunstable Gliding Club	T.B.A.
Sunday	10 th	Benson Riverside Cafe	T.B.A.
Sunday	17 th	Dinton Pasture Tea Cosy Café	Barry Roubaix
Sunday	24 th	Winslow Jenny Wren Cafe	T.B.A.
Sunday	31 st	Tring Garden Centre	T.B.A.
August			
Sunday	7 th	Saville Gardens Windsor	T.B.A.
Sunday	14 th	Waddesdon Garden Centre	T.B.A.
Sunday	21 st	Waterperry Garden Centre	T.B.A.
Sunday	28 th	Aldbury Tea Rooms	T.B.A.

Club run speed is 15-17mph and we re-group at the top of hills, all other times we ride as a close group and consider all riders abilities.

Leaders: please have a backstop / sweeper rider.

Please note coffee stops destinations can change on the day due to weather conditions and the number of riders.

Please volunteer to lead a club run, even if you are unsure of a route there will always be someone on hand to help.

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I am always looking for new café stops, if you know of any please advise me.

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Cyclists Welcome!

As you are almost certainly aware, the Etape Du Tour is your chance to ride a stage of each year's Tour De France. It is a race but the challenge for most is to complete the stage within the deadlines laid down by Le Tour organisers, ASO. This year's Etape takes place in the Pyrenean Mountains and takes the racers up and over four mountain passes before finishing in Pau.

John Ibbotson from the coaching company **FIT-FOR** has ridden the route in order to give advice and help to those about to compete.

For more details of how **FIT-FOR** can help you - see <http://www.fit-for.com>.

After having just returned from riding bits of the route, I will give you my insight into the course as I saw it.

First 45km: I didn't ride these first few km, but looking at the profile and the roads that you are on, it should be part of the course where you can ride at a fair pace. I have heard talk of riders suggesting they should 'hammer' these early km's to a) establish a good position and b) make up some time before the climbs. Unless you are aiming for a place in the top 500, I would not recommend this option at all. With the tough climbs ahead you want to conserve your energy. You will be in fast moving pack from the off – sit in, draft as much as possible, stick on low gears and follow the general pace being set. There is plenty of time to ride hard later in the day...

Col d'Ichere: When you turn right off the big road you begin a drag uphill for a few km to the bottom of the Ichere. This incline is barely noticeable, but you may want to use this opportunity to get past the 16 stone Dutchman you have been happily drafting behind up till now. The Ichere is a fairly nice climb, only about 4km long and on a pretty good surface. This climb will not present too many problems with a max gradient of a little over 7%. The descent is steeper than the climb, narrow and a little twisty so take some care – the surface is good though.

Col de Marie-Blanche: After the descent of the Ichere it is onto a big road for a couple of km before turning right and starting the Marie-Blanche. The first few km are only about 2% and you begin to get confident. However, with 5km to go the climb steepens to about an 8% average and with 4km to go it rears up to an average of 12%. And it feels harder. There are no real hairpins and the road just goes up in front of you. This is the hardest section of the 2005 Etape – no false flats, no corners, just steep climbing. You will be needing a very low gear for this section – however good you are. The only advantage is that the climb is largely in the trees and in the shade. Once at the top there is a false flat for a few km before a safe descent (only 3 or 4 tight hairpins) towards Lauruns. This road into Lauruns is great – gently downhill all the way...

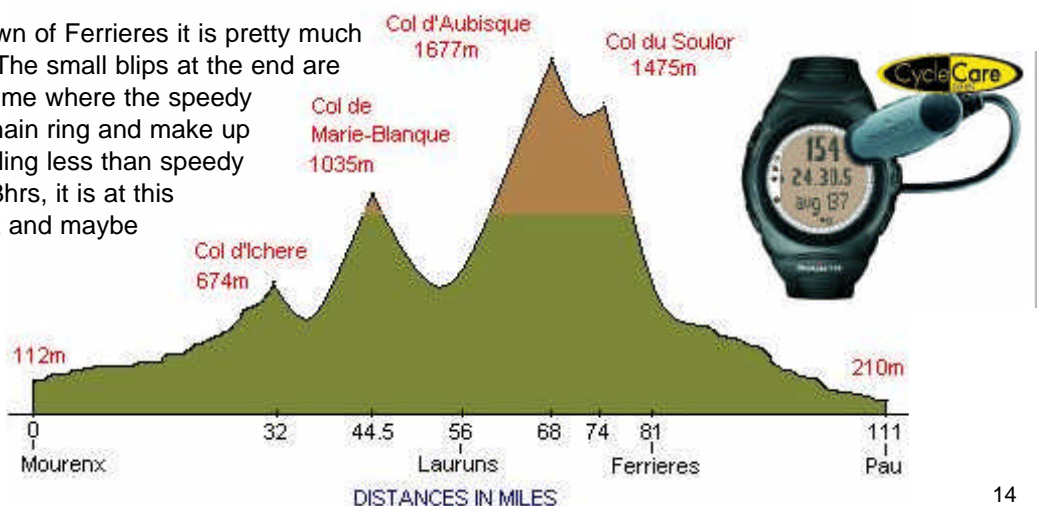
Col d'Aubisque: Downhill into the Aubisque that is. Now firstly yes, the Aubisque is a very long climb and yes, it will be hard after the Marie-Blanche. However, I like the Col d'Aubisque, let me explain why; The Marie-Blanche has 3km with gradients of over 10%. The Aubisque has a mere 200metres of 10% +, it is a hard climb due to unrelenting nature and the length (almost 17km). Now, if you have the correct mindset for the Aubisque and you are ready for the long haul, it should be a nice climb to do. Use your gears wisely, set off at a sensible pace and keep ticking over a nice tempo. Remember – it could take you the best part of 2hrs to climb. Be mentally prepared for it. The road between the top of the Aubisque and the

Col du Soulor has some great scenery and the climb up to the Soulor is pretty easy. The descent off the Aubisque is not so straight forward, it is tight, it is blind and in places it is very steep. Take your time, brake early and concentrate 100%. Remember your braking distances on the bike apply in the same way as they do in the car – if you are doing 75kph, it will take a long time to slow down... Be prepared.

The good news is that after the town of Ferrieres it is pretty much downhill into Pau – all 50km of it. The small blips at the end are nothing and in general this is the time where the speedy among you can get it on the big chain ring and make up some places. For those of you feeling less than speedy after climbing mountains for over 3hrs, it is at this point where you can begin to relax and maybe even enjoy the Etape du Tour!

Good luck.

John Ibbotson
fit-for.com



SCIENCE IN A SWEET SHOP

Last month we brought you the presentation on SIS (science in sport) on nutrition and the important and scientific side on sports nutrition , fueling etc etc , This month under the influence of Darth Vader we bring you Unscientific fueling advice and Tips :::



I sense a disturbance in the force

Say what you like , you cant beat a good sugar kick on a long ride and i recently completed a 100 mile ride fueling on these and power bars MAOAM Stripes are available in Apple, Raspberry, Cherry, Orange and Strawberry flavour. Minis are also available in sour apple, sour cherry and sour orange

flavour.All Stripes are produced without any artificial colours which is a pity and available for almost every outlet going , garages etc.

A bag of Moam contains 384 Calories 81.7% of which is Carbs plus the sugar boost , essential chomping on long rides , keep them stuffed up the leg of your shorts , nice and worm and melty

I'm humbled to be in the presence of such a legendary biscuit and essential riding food , made god like by the LEGEND himself Paul Mace (HWCC) .

I've often thought that this is as close to spaceman food as the biscuit world has ever got, because I'm sure you could live on these for months and that their high density and non-crumby nature would lend themselves to use in the space program. Now the fig roll I've shown here is a Jacob's fig roll which it self has undergone its share of changes over the years. They used to have ridges on the top (very cool and a kinda 70s footballer look) which was no good as it lowered the fig to crust ratio(a total sham) ,these have now been sensibly removed. Also, I assume due to their slight sexy curvature they have to be packaged in a plastic tray affair three to a section which I find annoying and fumbly on rides .The classic fig roll for me will always the type that came in a little cardboard box with top open and covered in cellophane revealing the fig rolls all end on in one long stack. The biscuits themselves appeared to be sliced from one huge fig rollThe Americans have something called a Fig Newton. These are knocked out by Nabisco, and have been tailored to American needs and tatses, by having the crust's structural integrity reduced to that of sponge cake so that they don't require chewing, and there by allowing the eater a high rate of ingestion which is kinda great for a ride but also not so good as they break up in the pocket or hand while riding .Eat more they make you go faster and ride longer .



Food of Legend

Next month ,a review of pastie shops in the local area , this will obviously be after my Etape ride so i will be eating all myself and comparing with similiar pasties from the home of the patstry Cornwall !!!

Made originally as a meal for the miners of Cornwall, England, Pasties date back about 800 years. Wives would bake meat and vegetables in a crust and wrap it in many layers of linens or newspapers for their husband's lunch. It provided a warm and filling meal in the cold, damp mines. Full review next month ---- YUM



Separated at Birth!



Hey, it's no coincidence that Paul Mace & Steve Golla are two of HWCC's most prolific road racers.

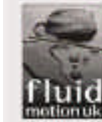
The reason is obvious, take a look at the pic & you'll see that a smooth airflow over the forehead is essential to get those road racing licence points!



Clean & Smoooth

ProLink... "keeps your drivetrain quiet & smooth (with no) black gunge. It's good stuff!

Neil Wragg -
The Sprocket,
Issue 5, Pg 13



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XC mountainbike racing in High Wycombe

Summit Racing - 2005 MTB XC Race Series

A series of summer evening races held in Deangarden Wood and based at the Wycombe Summit Ski Centre, Abbey Barn Lane, High Wycombe HP10 9QQ. Held on a 2½ mile (approximate length) course designed by Bren Divall, the fastest categories will race for 40 minutes plus one lap and the slower categories 25 mins. plus a lap. Entry costs £10 for adults, £5 for under-18's, & there are different categories catering for all ages & both sexes. A bell will ring with 1 lap to go, and the winner of each category is the first rider to cross the line 1 lap later. Racemate electronic timing will be used and results are expected to be available in the bar after the race. Spectators are welcome. Drinks & hot food are available in Wycombe Summit's bar.

Where Wycombe Summit Ski & Snowboarding Centre. HP10 9QQ

When June 30th*, July 14th & 28th * revised date!
Signing on from 18:30, 1st race starts at 19:30

Info Join this group for more details & to receive updates
<http://uk.groups.yahoo.com/group/SummitRacing/>

Contact Brendan Divall on 01494 450417 / 07981 527214 / bren.divall@ntlworld.com



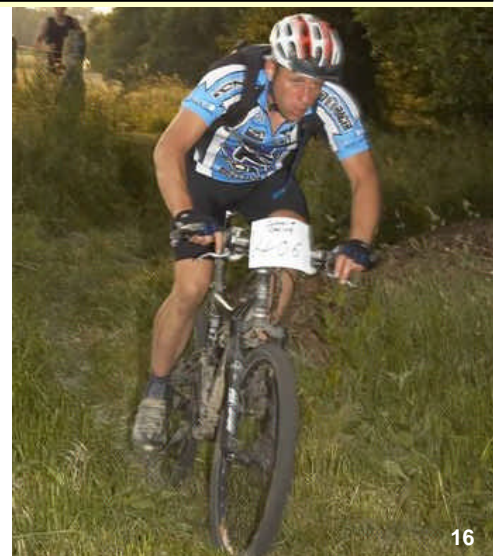
CycleCare

10% DISCOUNT TO MEMBERS !

Category	Description	Start Time	Entry Fee (Senior/-18)
Male Experts	Fast riders born before 1986	19:30	£10
Male Masters	Born between 1966-1975	19:31	£10
Male Sport	Born between 1976-1986	19:31	£10
Male Juniors	Born between 1987-1988	19:35	£5
Male Veterans	Born before 1965	19:35	£10
M/F Single-Speed	open to seniors and juniors only	19:35	£10/£5
Male Novices/Fun	First year racers born before 1986 and club riders of all ages	19:40	£10/£5
Female Racing	Regular racers of all ages	19:40	£10/£5
Female Club	Club riders of all ages	19:40	£10/£5



HWCC Riders Ian Welch (left) and Nick Calkin finding the event both tough but extremely enjoyable. "I thought I was on my last lap so went as fast as I could. I then realised I had one more lap but nothing left in my legs!", Nick Calkin on his logistical error in Round One!



CIRCUIT OF THE COTSWOLDS

A brand new event to the UK this year, the Circuit of the Cotswolds commemorates the life of David Ryan, who was killed while riding his bike in America a year ago. The ride is true to his memory and the cycling he enjoyed over the roads of the Cotswolds while a student at Oxford University – long, hard, hilly rides, the sort that you look back on afterwards and think “how did I do that?”

[For more info on dave see](#)

www.circuitofthecotswolds.org/dtryan.php



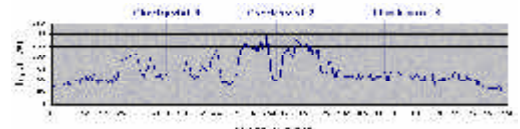
All profits generated by the ride went to Yorkshire Cancer Research, Britain's largest medical research charity.

Several High Wycombe riders rode the event, all I'm sure with a tale to tell. However the story you're going to get is mine and the group I rode with, namely Dave Roberts, Johnathon Smith and Dave Hawkins.

It was agreed before the ride that we would stay together for the duration, being in club colours we obviously looked good and wanted to maintain the image for the ladies throughout the ride, which of course we did all the way.

The ride is great Etape training and all I can say is that it's lumpy, very lumpy in fact Snowhill will stick in my mind for quite a while, a long 13% hill dragging on and on and on and then at the end out to yet another long drag so a 39-27 did the trick nicely. The weather was pretty fantastic a nice 22 degrees C and only a slight breeze to take away the heat.

Three control stops along the way with free water and food focused the mind and kept us all going breaking the ride up into chunks



With 2,200 metres of climbing I was going to find the ride tough, Dave and Johnathan being of a climbing build and myself being a “sprinter” on the flats meant a fair amount of waiting was required at the tops of climbs for a big lad like myself to catch up, mind you I made up for it on any flat sections.

The route takes in some beautiful scenery, man it's inspiring and awesome the views over the rolling countryside and the quite villages it makes you proud to be English, sniff. The whole ride is undulating and you don't have a lot of time to recover, the best bit and the fastest part of the ride is after the last checkpoint, I'm not sure if it's down to

being near the end and that extra motivation etc but we all just flew leading the groups on most occasions and pushing hard on the front, HWCC colours in full view etc.

It's not a race but the last 30 miles felt like it as we tried to get under 6 hours. Getting lost isn't that easy as the route is pretty well sign posted. In most cases you will be in a group of all kinds of abilities so this ride is for all levels of cyclist.

We completed in 6 hrs 30 and adding in stops for control stamps add on another 25 mins, an awesome day!

Next year a bigger HWCC group will tackle this ride and go for a 5 hrs 30 mins. Rock.

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Coffee Review

We have been asked "Why all the coffee articles in The Sprocket?". Well, it's cos we love it, live on it and, most importantly, feel the need to share our love with you. That's kinda the basis for all the articles you see in this most esteemed and popular mag.



this month's coffee reviews, it's a bit of a mixed bag this month.

Waitrose Columbian De-coffeeinated Medium Roast - medium strength

This was bought by mistake, I'm not a lover of decaff anything but, it's in the house so must be tried out.

Overall I was very surprised, the taste and body were fine and its strength was pretty good, when going cold it stinks a bit though also, I wasn't sure of the coffee origins, fair trade etc which I have to say bothers me quite a lot, especially as it's a pretty good selling point ??? Either way, and OK coffee nothing to get excited about in review terms though I wouldn't purchase again mainly as the origins are a bit grey and the coffee was kinda bland.

Starbucks Organic shade grown mexican - Mild

Down as being a crisp and refreshing brew I was curious to get the bag open and taste the bean. This coffee being grown on the high and fertile slopes of the Latin American country (Mexico) offered up a great brew and a superb taste, with its light and medium body and great depth of flavour it would make the ideal afternoon coffee to keep you going plus this is organically grown so no wastage etc, Nice.



The Pro's Boudoir

News and reviews from the Pro Cyclist's Boudoir to keep you healthy and riding...

You know that your magazine only brings you revolutionary news, we don't concern ourselves with the mundane as you know. Products that break the mould and actually do what it's supposed to do but better than any other product is what we like to see.

Here's a product that has stunned those who have tried it. It's a moisturiser cream called **Udderly Smooth** and it has been massively popular with professional yachtsmen as it prevents the hands from getting chapped from the ropes and the sea water but isn't greasy.

We ride and race hundreds of miles each week outdoors in the sun, rain, hail and wind all year round and suffer from everything from saddle soreness to sunburn.

Any time off the bike due to injury is frustrating and any discomfort whilst riding will slow you down but the Udderly Smooth moisturising cream has been invaluable for the last few months whilst training for the Etape Du Tour this year.

Riding for six hours at a time can be tough on your nether regions but this cream firstly acts as a great chamois cream, it also helps after the ride to keep any saddle sores at bay by your skin healthy. Secondly, after shaving the cream feels much less greasy than all the other normal moisturisers I've tried. You can slap this stuff on & you won't have your jeans or suit sticking to your legs and getting covered in grease.

Lastly, after six hours riding in the sun this works as the best after-sun cream I've tried.

As the cyclist's best friend since the padded shorts, this will be travelling to the Tour de France this year with me!



In addition to being the cyclist's best friend I gave a sample away to someone I know with severe psoriasis. She was prescribed steroids by her doctor as it was so bad but this didn't relieve the problem. However, after using just one small sachet it cleared up! Quite unbelievable but she has since gone to her local chemist to request they stock it for her.

For samples to try for yourself, get in touch with Andrew at <http://www.notjustforcows.co.uk> or call 07710 498 240.



NEIL WRAGG

sprocket@highwycombecc.org

92nd Tour de France from July 2nd to 24th 2005

1	Saturday, July 2	19 km	Fromentine > Noirmoutier-en-l'Île		
2	Sunday, July 3	181,5 km	Challans > Les Essarts		
3	Monday, July 4	212,5 km	La Châtaigneraie > Tours		
4	Tuesday, July 5	67,5 km	Tours > Blois		
5	Wednesday, July 6	183 km	Chambord > Montargis		
6	Thursday, July 7	199 km	Troyes > Nancy		
7	Friday, July 8	228,5 km	Lunéville > Karlsruhe		
8	Saturday, July 9	231,5 km	Pforzheim > Gérardmer		
9	Sunday, July 10	171 km	Gérardmer > Mulhouse		
R	Monday, July 11	Rest day	- Grenoble		
10	Tuesday, July 12	192,5 km	Grenoble > Courchevel *		
11	Wednesday, July 13	173 km	Courchevel > Briançon		
12	Thursday, July 14	187 km	Briançon > Digne-les-Bains		
13	Friday, July 15	173,5 km	Miramas > Montpellier		
14	Saturday, July 16	220,5 km	Agde > Ax-3 Domaines *		
15	Sunday, July 17	205,5 km	Lézat-sur-Lèze > Saint-Lary Soulan (Pla d'Adet) *		
R	Monday, July 18	Rest day	- Pau		
16	Tuesday, July 19	180,5 km	Mourenx > Pau		
17	Wednesday, July 20	239,5 km	Pau > Revel		
18	Thursday, July 21	189 km	Albi > Mende		
19	Friday, July 22	153,5 km	Issoire > Le Puy-en-Velay		
20	Saturday, July 23	55 km	Saint-Etienne > Saint-Etienne		
21	Sunday, July 24	144 km	Corbeil-Essonnes > Paris Champs-Élysées	TOTAL	3 607 km



The 92nd Tour De France consists of 21 stages consisting of 3584km.



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Sunday, July 10, is the first climbing stage of the Tour, Stage nine from Gerardmer to Mulhouse over 170km with six climbs in the Vosges, including Grand Ballon & Ballon d'Alsace. This final ascent, 55km from the finish was the first mountain ever climbed in the Tour 100 years ago.

Phase Two of the Tour kicks off with the first Alpine stage on Tuesday, July 12, as Stage 10 heads east from Grenoble to the chi-chi ski resort of Courchevel via the ascent of the Cornet de Roseland and a mountaintop finish at Courchevel 2000.

Another Alpine stage is on the menu for Wednesday, July 13, when Stage 11 heads downhill from Courchevel, then scales the Col de la Madelaine, then up the Galibier and plunges down to for the finish.

Thursday, July 14, France's national holiday, is the halfway point of Tour and Stage 12 heads due south from Briancon to Digne les Bains. No big climbs on this stage, just many tough little up and down ascents on what could be a day for surprises on the way to Provence.

After Friday's Stage 13 from Miramas to Montpellier in the Languedoc region, the only transition stage between Alps & Pyrenees over 162km.

Phase Three commences with a hard stage on Saturday, July 16, from Agde to Ax-3 Domaines via the Port de Pailheres and finishes atop the Plateau de Bonascre, where Colombia Felix Cardenas won in 2001.

Stage 15 from Lezat-sur-Leze to Saint Lary Soulan (Pla d'Adet) is the queen stage of the 2005 Tour, a classic Pyrenean challenge for the Tour peloton. The second half of the 205km stage ascends five classified climbs before the final assault of Pla d'Adet, including Col du Portet d'Aspet, Mente, Portillion, Peyresourde and the steep Val Louron-Azet before the final mountaintop finish.

Monday, July 18, is a rest day in Pau, where the Tour peloton will stay for three nights. On Tuesday, July 19, the Tour is back at it again on Stage 16 from Mournex to Pau, over the Col de la Marie Blanc and Aubisque before looping back to Pau.

Stage 20 is the second ITT of the Tour over 55km north of St. Etienne which will pay homage to fallen rider Kivilev.

The Tour de France's final day begins with a morning transfer via TGV to Corbeil-Essonnes south of Paris, then cruises into Paris for the traditional criterium on the Champs-Elysees.

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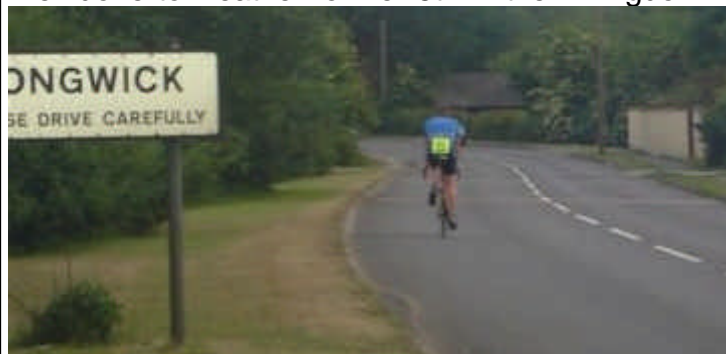
STOP PRESS

Well done to James Norris for winning the Longmarkers Cup

Well done to John Day for taking the Handicap Cup - the Bionic man is flying!

Well done to Nick Caulkin for leading the Fat Tyre MTB Navigational Series

Well done to Heather for her 5th in the Hillingdon Triathlon



SPROCKET'S JULY PIN-UP

TRISH COS SHE ACTUALLY HAS NEAT BAR TAPE IN THIS ONE! AND GOOD LUCK AS THE ONLY HWCC GIRLIE IN THE ETAPE!



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