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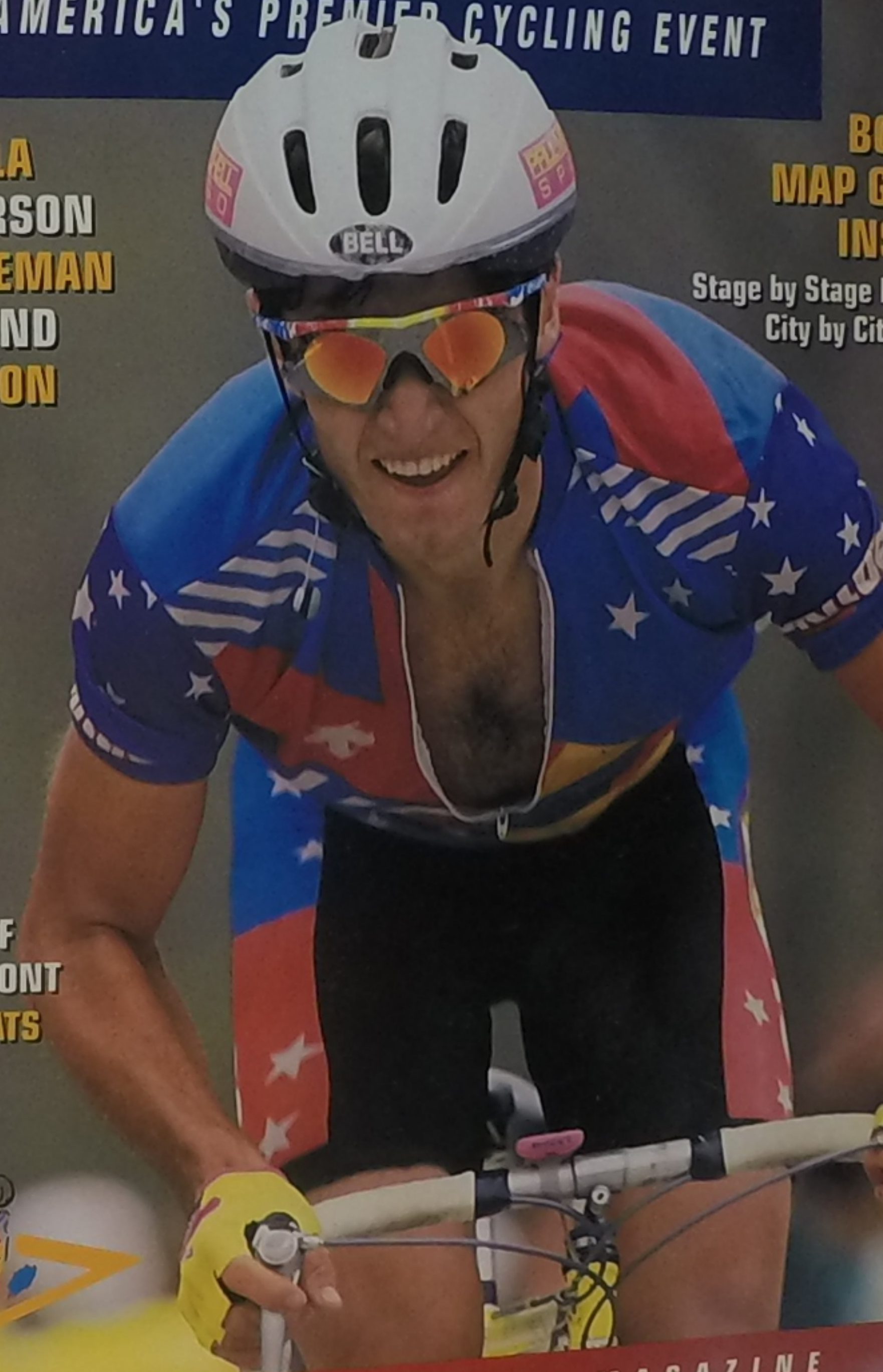
TOUR DUPONT

AMERICA'S PREMIER CYCLING EVENT

PROFILES:

RAUL ALCALA
PHIL ANDERSON
MIKE ENGLEMAN
GREG LEMOND
MARC & YVON
MADIOT

BO
MAP G
IN
Stage by Stage
City by City

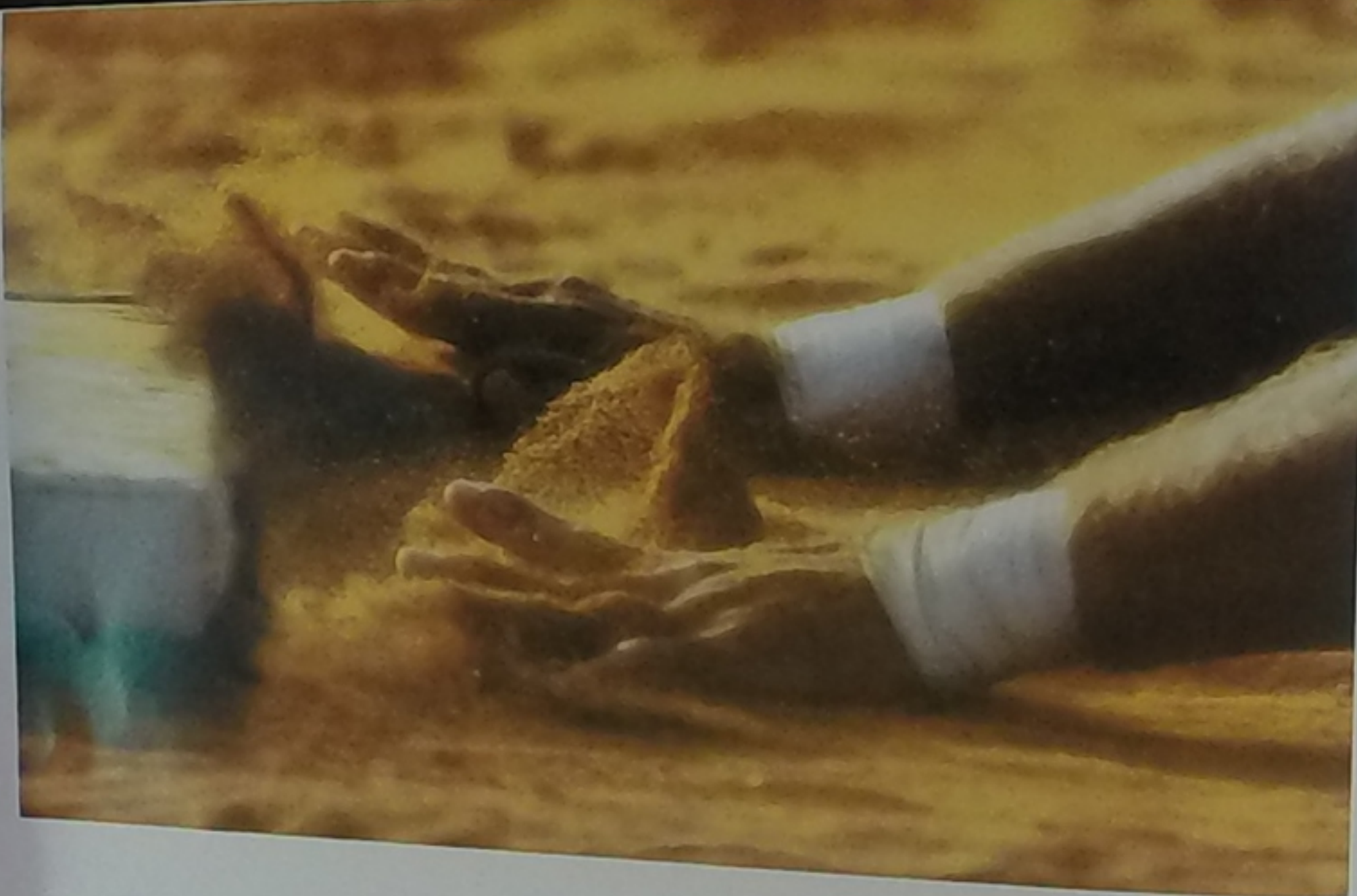


**BACKROADS OF
THE TOUR DUPONT**
RESULTS & STATS
**TRAINING &
NUTRITION**



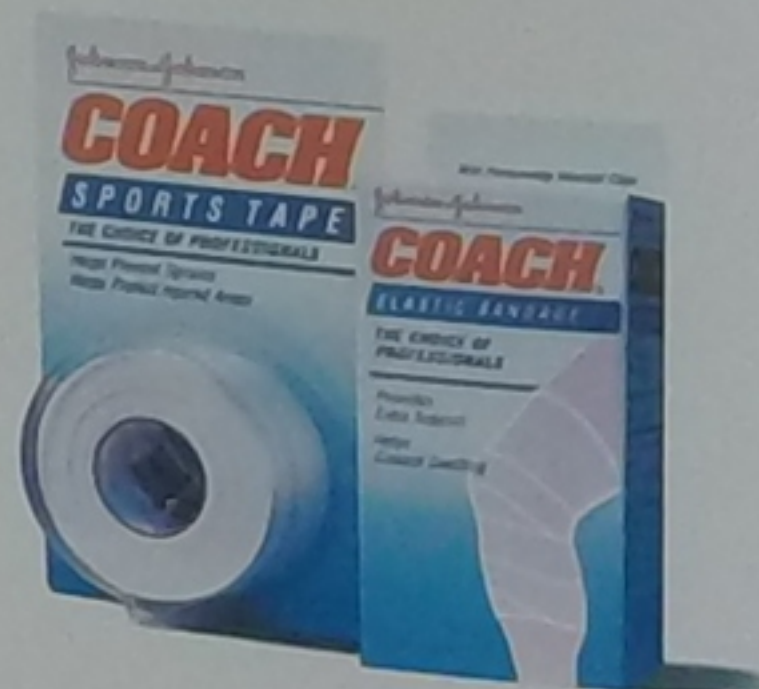
THE OFFICIAL 1993 RACE MAGAZINE

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Welcome!

TO THE 1993 TOUR DUPONT



DUPONT IS EXCITED TO ONCE AGAIN SPONSOR this international cycling event. The Tour DuPont not only brings together an elite field of cycling professionals, but it also brings a premier cycling event to thousands of cycling enthusiasts and fans alike!

Professional cyclists have undergone intensive preparation and have travelled from countries around the world to participate in this year's Tour DuPont.

In support of these athletes, DuPont products are featured in more than 40 applications for the sport of cycling. From helmets to shoes, clothing to bicycle wheels and frames, DuPont helps make the sport lighter, faster and stronger.

Millions of television viewers and spectators witnessed a climactic final stage in Washington, D.C., and we expect the 1993 finish in my home state of North Carolina to be even more exciting.

I extend my best wishes for success to each of the cyclists in the days ahead. We are proud to be associated with athletes of such high caliber, the professional organizing group of Medalist Sports, Inc., and the many cities, counties, and states along the race course.

Sincerely,

E.S. WOOLARD, JR.
Chairman, DuPont.



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Welcome

FROM ROCOCO INTERNATIONAL
PUBLISHER OF THE TOUR DUPONT RACE MAGAZINE

INTERNATIONALLY, THE SPORT OF CYCLING

is a major spectacle that draws millions of spectators and participants, as well as commanding multi-media attention. Known for its colorful image and high drama, cycling demands from its athletes nothing less than the epitome of fitness and perseverance, coupled with the gift of being able to defy the concept of pain and exhaustion as most of us know it.

We were delighted when approached by the organizers of the Tour DuPont Race to produce this publication, which we are calling the "1993 Tour DuPont Official Race Magazine." We are proud to be official publishers to many sporting organizations in the United States, including the U.S. Olympic Committee, the Association of Tennis Professionals, and the Association of Surfing Professionals. The Tour DuPont is a very welcome addition.

It is fitting, I feel, to offer special thanks to those corporations who have supported the sport of cycling as represented in this publication, in this, the first year of being produced by Rococo International, Inc.

In conclusion, we would also like to extend our congratulations to Medal Sports for putting together what I consider to be the premier cycling event in North America. Moreover, it is an event that stands shoulder to shoulder with any other cycling event worldwide.

To all assembled — racers, sponsors, spectators, suppliers and media — we wish you the best of sporting enjoyment. Let the race begin!

TERRY L. KEAR
President/CEO
Rococo International, Inc.

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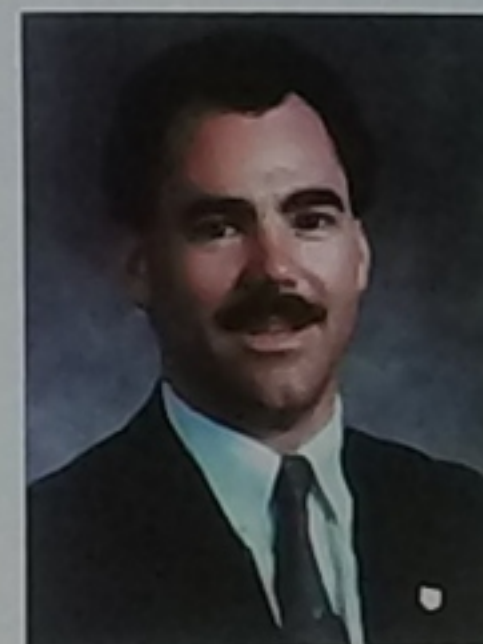
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Welcome

FROM MEDALIST SPORTS

EVENT ORGANIZERS



WELCOME TO THE TOUR DUPONT

With an elite field of the finest professional cyclists including past Tour de France champions, world champions, Olympic medalists and amateur national teams, and a new, dynamic course, this year's Tour promises to be the most and most exciting to date.

With athletes from more than 15 countries, and daily telecasts international to more than 90 countries, the Tour DuPont has grown into one of the largest annual international sporting events in America.

What makes this event unique, however, is the estimated two million spectators who will line the 1,085-mile course.

In addition, without the support of host cities and the resorts of Wilmington, Del., Dover, Del., Port Deposit, Md., Hagerstown, Md., Washington County, Md., Massanutten Resort, Va., The Homestead, Va., Blacksburg, Va., Lynchburg, Va., Richmond, Va., Beech Mountain, N.C., Banner Elk, N.C. and the Piedmont Triad area (an 11 county area including Winston-Salem, High Point, Kernersville, Greensboro as host venues this year) as well as the pass through towns, counties and state jurisdictions, the event would never be possible.

And, of course, many, many thanks to DuPont and its employees. Combined with other associate sponsors, it has allowed the Tour to flourish. This year will see some dynamic new things. With a new five-year contract with DuPont, the Tour is guaranteed a long future. With a permanent place on the international calendar, the race is now a fixture on the international circuit. With more than 14 hours of national TV, the tour has indeed grown. Enjoy!

Sincerely,
MICHAEL PLANT
Tour DuPont Executive Director, and
Medalist Sports, Inc. President

We support some of the most sophisticated hardware in the world.

The WordPerfect Cycling Team.



Altoport/G. Newkirk

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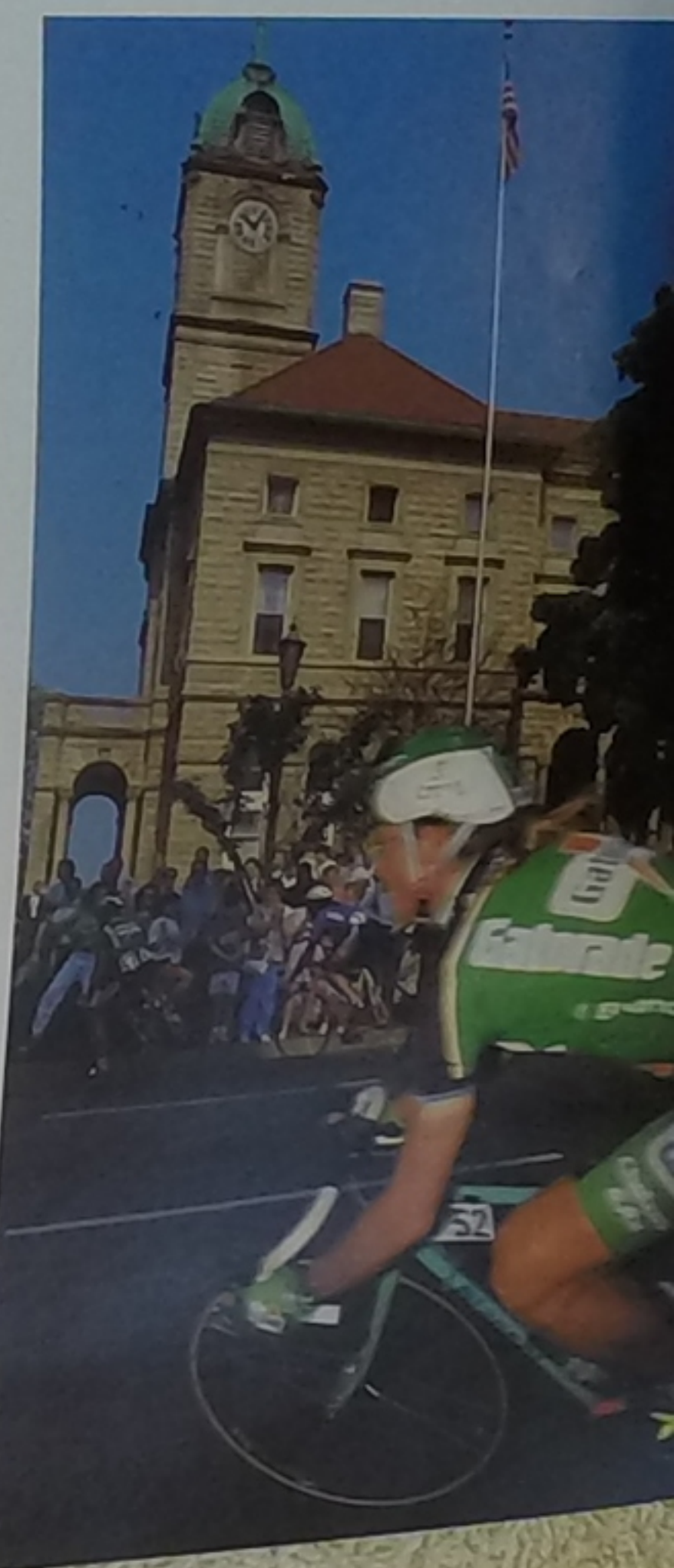


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TOUR DuPONT

AMERICA'S PREMIER CYCLING EVENT

FEATURES

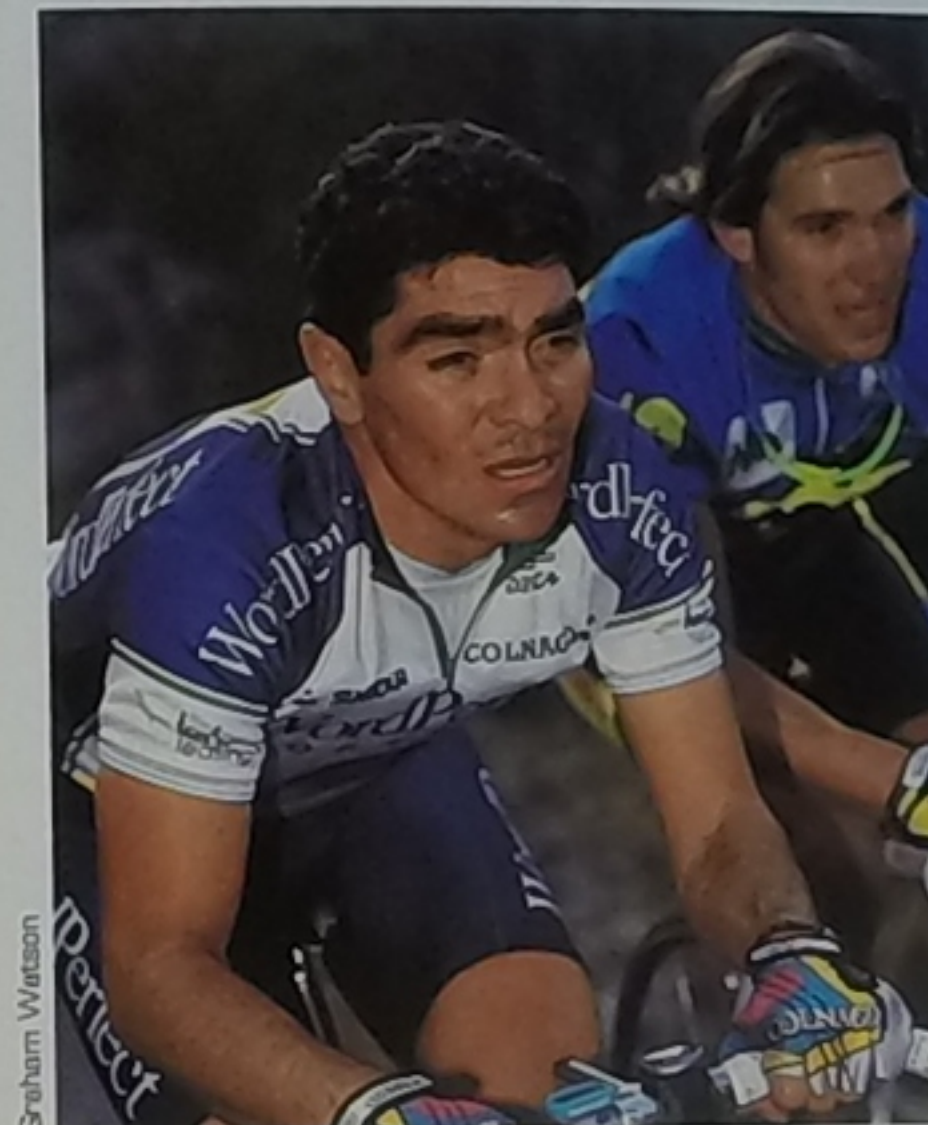
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Graham Watson

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Michael Plant - President, Medalist Sports

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TOUR DUPONT QUICK FACTS



QUICK FACTS 1993

Dates: May 6-16, 1993

Location: Eastern U.S.A. (Delaware, Maryland, Pennsylvania, Virginia, North Carolina)

Start and Finish Cities: Wilmington, Del.; Dover, Del.; Port Deposit, Md.; Pen Mar, Md.; Hagerstown, Md.; Hershey, Pa.; Massanutten Resort, Va.; Front Royal, Va.; Lynchburg, Va.; The Homestead, Va.; Richmond, Va.; Blacksburg, Va.; Beech Mountain, N.C.; Banner Elk, N.C.; Piedmont Triad, N.C.; High Point, N.C.; Winston-Salem, N.C.; Greensboro, N.C.; Kernersville, N.C.)

Miles: Estimated 1,085 miles (1,760 kilometers)

Race Breakdown: 11 stages: 8 Road Races, 2 Time Trials, 1 Team Time Trial

Geographical Highlights:

Allegheny and Blue Ridge Mountains, Shenandoah National and Catoctin Mountain Parks, Chesapeake and Delaware Bays, Appalachian Mountains

Format: International-Open

Cyclists: 7 cyclists per team

Number of Teams: 18 teams

Past Tour Winners

1992: Greg LeMond, team "Z", USA

1991: Eric Breukink, team PDM, The Netherlands

1990: Raul Alcala, team PDM, Mexico

1989: Dag-Otto Lauritzen, team 7-Eleven, Norway

Television

National: ESPN daily (May 6-16); CBS (May 23), 2:30-3:30 P.M. ET

International: 93 countries (all of North and South America, 80 percent of Europe, most of Asia, Africa, Oceania)

Sanction: UCI (International Union of Professional Cyclists) and USPRO

Prize List

Offered Cash: \$200,000 (plus merchandise)

Overall Winner: \$40,000 and SATURN automobile

Team Champion: \$10,000

Mountain Jersey: \$5,000

Sprint Jersey: \$5,000

Stage Win: \$1,500

Organizers

Title Sponsor: DuPont

Event Organizers: Medalist Sports, Inc.

1993 Race Route:

Prologue: Wilmington, Del.

Thursday, May 6

5 p.m. - 7:30 p.m.

Time Trial, 4.7km (2.9 mi)

Stage 1: Dover, Del.-Wilmington, Del.

Friday, May 7

10 a.m. - 12:30 p.m.

Road Race, 88.5km (55 mi)

Stage 2: Wilmington, Del.

Friday, May 7

6 p.m. - 7:30 p.m.

Team Time Trial, 22km (13.5 mi)

Stage 3: Port Deposit, Md.-

Hagerstown, Md.

Saturday, May 8

10 a.m. - 3:30 p.m.

Road Race, 186km (115 mi)

Stage 4: Pen Mar, Md.-Hershey, Pa.

Sunday, May 9

10 a.m. - 4:00 p.m.

Road Race, 178km (110 mi)

Stage 5: Front Royal, Va.-

Massanutten Resort, Va.

Monday, May 10

12 p.m. - 4:00 p.m.

Road Race, 162km (100 mi)

Stage 6: Massanutten Resort, Va.-

Richmond, Va.

Tuesday, May 11

8:30 a.m. - 2:30 p.m.

Road Race, 194km (120 mi)

Stage 7: Richmond, Va.-Lynchburg, Va.

Wednesday, May 12

10 a.m. - 3:30 p.m.

Road Race, 206km (127 mi)

Stage 8: Lynchburg, Va.-

The Homestead, Va.

Thursday, May 13

10 a.m. - 3:30 p.m.

Road Race, 183km (113 mi)

Stage 9: Blacksburg, Va.-

Beech Mountain, N.C.

Friday, May 14

11:30 a.m. - 6:00 p.m.

Road Race, 243km (150 mi)

Stage 10: Banner Elk, N.C.-

Winston-Salem, N.C.

Saturday, May 15

Road Race, 220km (140 mi)

10 a.m.

Stage 11: High Point-Kernersville-

Greensboro, N.C.

Sunday, May 16, 1 p.m.

Individual Time Trial, 59km

(36.5 mi)

Teams (as of March 5):

Amaya (Spain)

*Australian National team

Chevrolet / L.A. Sheriffs (USA)

Clas (Spain)

Collstrop (Belgium)

Coors Light (USA)

EDS U.S. Cycling team

Festina (Andorra)

*German National team

IME (USA)

Kelme (Spain-Colombia)

Motorola (USA)

*Russian National team

Saturn (USA)

Subaru-Montgomery (USA)

WordPerfect (The Netherlands)

* amateur team

DuPont Quick Facts

Founded: 1802

Corporate Headquarters:

Wilmington, Del.

DuPont is a pioneer in cycling

technology: Bicycle manufacturers

utilize more than 40 products from

DuPont's extensive listing.

DuPont products in cycling wear:

"Lycra," "Supplex," "CoolMax" and

"Microfine." These products help to

provide the ultimate in comfort for every

cyclist.

DuPont also manufactures: Composite

materials and engineers plastics that

allow today's bicycles to be faster,

sleeker, lightweight and more

comfortable.

Chairman: E.S. Woolard, Jr.

Tour DuPont Project Leader:

Jerry Summers

Tour DuPont Coordinator:

Nicole Williams

Tour DuPont Coordinator: Pat Lynam

Like Putting a Man on the Moon

CLOSED CIRCUIT TV

BRINGS NEW PERSPECTIVE

FOR TOUR SPECTATORS

MORE THAN TWO MILLION PEOPLE will line the race route of this year's Tour DuPont.

Coverage of an event with a mobile format like the Tour DuPont presents unique problems not prevalent in stationary sporting events.

When Neil Armstrong placed his first steps on the moon, people viewed the event on their televisions. One of the men who helped create the microwave technology that allowed the world to see that event live was Everett Shilts. Shilts is also the man who is responsible for getting the clearest pictures possible to television viewers of this year's Tour DuPont.

"An event like the Tour DuPont takes a tremendous amount of interaction from persons who are all experts in prospective fields," Shilts said. "We bring together a cross-sections of people from all over the world who are capable of dealing with this type of technology and who are also able to react quickly to the obstacles which might arise, without having to look to others for guidance."

There are several links in the \$2 million chain which help to create the unprecedented coverage of the Tour DuPont. The first link is the three camera-bikes which are used to get the close-up shots of the cyclists. These motorcycles transmit live images of the cyclists to helicopters hovering overhead. "If the helicopter is not directly overhead of the motorcycle which is transmitting the image, then the picture will not be

clear," Shilts said.

Helicopter pilots have braved many dangers through the Tour DuPont, most notably a thunderstorm during the waning moments of the critical stage to Wintergreen Resort in 1991. Shilts said the helicopter pilots that day were half crazy, but showed their extreme talent and dedication in making sure pictures were sent to the finish.

To cut down on the chances for three helicopters are used, one of which is a camera-equipped jet helicopter. jet helicopter is used for recording transmitting overview images of cyclists. In addition to these live images three of the camera bikes record images of the cyclists on tape. D points are designated throughout course where the tape is picked up

A sweet, suite deal!



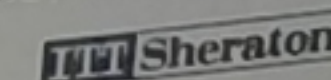
Whether it's a weekend getaway for just the two of you, or guests coming to town for business or pleasure, be sure to make reservations at the Sheraton Suites hotel.

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Me and My RC!



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rushed to the production truck for a final edit for same day national and international telecasts.

When these three methods are integrated, the result is complete coverage of the race. But, before any of this comes to fruition, careful planning and coordination must be done in advance.

"We have to plot out locations for refueling our air force and also get clearance from the FAA," Shilts said. "During the race we have to have a person directing communications between the personnel on the ground and in the air. There must be absolutely adequate communications between everyone."

The Tour DuPont is televised to more than 90 countries. With the best cyclists in the world competing, only the best technical staff will do. "Many of these technicians are geniuses, without a doubt," Shilts said.

TELEVISION COVERAGE

ESPN
THE ESPRESSO NETWORK

May 6, Thursday	6:00-7:00 p.m. EST, repeat 3:00 a.m. May 7
May 7, Friday	6:30-7:00 p.m. EST, repeat 3:30 a.m. May 8
May 8, Saturday	6:30-7:00 p.m. EST, repeat 12:00 a.m. May 9
May 9, Sunday	6:30-7:00 p.m. EST, repeat 12:30 a.m. May 10
May 10, Monday	6:30-7:00 p.m. EST, repeat 3:00 a.m. May 11
May 11, Tuesday	6:30-7:00 p.m. EST, repeat 3:00 a.m. May 12
May 12, Wednesday	6:30-7:00 p.m. EST, repeat 3:00 a.m. May 13
May 13, Thursday	6:30-7:00 p.m. EST, repeat 3:00 a.m. May 14
May 14, Friday	6:30-7:00 p.m. EST, repeat 3:30 a.m. May 15
May 15, Saturday	6:30-7:00 p.m. EST, repeat 12:30 a.m. May 16
May 16, Sunday	12:00-1:00 a.m. EST, repeat 6:00 a.m. May 17

CBSSPORTS

May 23, Sunday 2:00-3:00 p.m. EST

Times subject to change. Please check listings.

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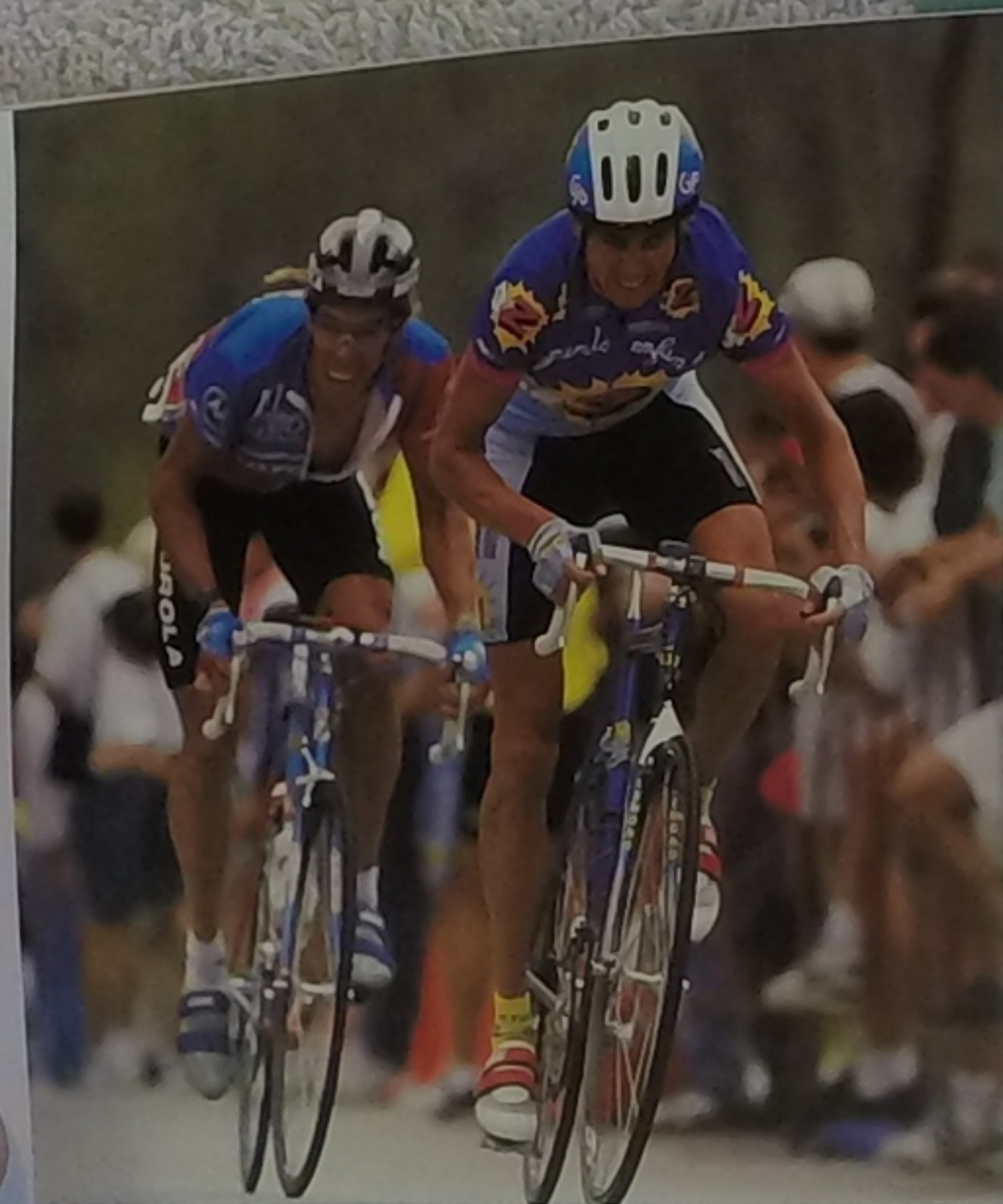
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RACE STRATEGY

A Myriad of Objectives

BY LESLEE S. SCHENK

Cycling is a thinking team's sport (not just a thinking man's sport). Frequently in this sport, the winner and his team are not always the strongest or the fastest, but the most savvy.

Cycling is also the quintessential team sport, whereby individual riders work together for a common goal. So the agenda for cycling teams is to implement well-planned strategies and tactics to maximize their strengths and exploit the weaknesses of the competition in order to win.

A multi-stage race like the Tour DuPont has more than just one "prize" that can be won during its 11 days of competition. The Tour DuPont—which fields 18 teams, each with seven of the world's top individual cyclists—has the potential for a multitude of outcomes. Also, teams come to race with a variety of objectives, and winning the overall title may not be the only one.

The most coveted Tour prize for a team is to have one of its riders standing on the top of the podium as the overall race champion on May 16,

ATLE KVALSVOLL is a master of strategy in the Tour DuPont, as his three runner-up finishes indicate. (Allsport/Mike Powell).

after the 11 days of racing. But there is more at stake than just the individual title. There are the daily stage wins of each individual race. There are the specialty jerseys (see story on page 23).

All of the teams want to win something, but there are only a certain number of riders who actually have a chance of winning the individual overall title. So, teams assess what they can realistically win, and plan strategy to obtain that goal.

Success in the Tour is measured differently by teams, and sponsors may have priorities that motivate a team to ride the race in a particular way. Is a team looking at the Tour on a day-to-day basis, or for the overall win? Can they get a rider in the yellow jersey, even for a few days? How can they get exposure for their sponsor? Teams daily determine how to use their strengths and downplay their weaknesses to get the most exposure possible through their results.

A sponsor may be more interested in tremendous daily exposure through race wins and frequent podium appearances than the overall title of the race and even develop bonus pools to give incentive to meet those objectives.

Teams may not even come to the race with a candidate to win the overall, but with strong specialists who will win the individual stages and contest the specialty jerseys. Also, a team may sacrifice other objectives to get a rider in the yellow race leader's jersey, another move that would pay off generously in exposure.

The first few days of the 11-day Tour is indicative of who is going for what in the race. Riders who win the first few stages generally will be lower down on the general classification later in the race. These early stages tend to be flat or rolling terrain, favoring sprinters whose teams will work hard to set them up for the stage win. Also, riders start piling up points in the sprint and

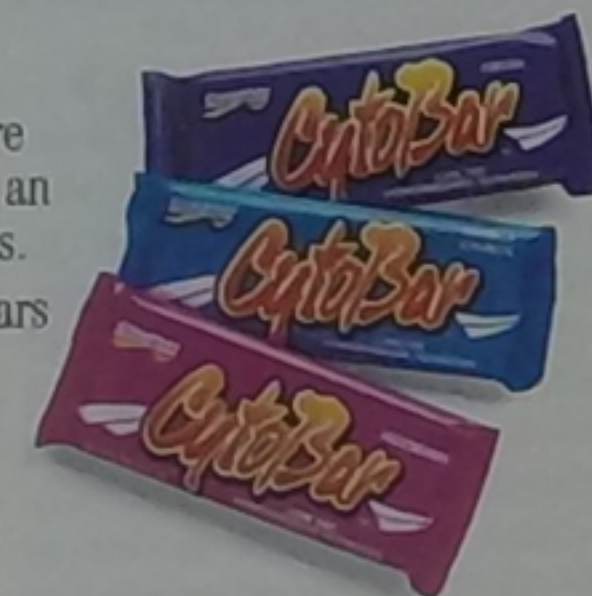


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Ugly, isn't it. Sure it is. We did it to drive home one important difference between Cytobars and many other leading energy bars. Now don't get us wrong. Cytobars are still sweet and tasty, but they are made in an innovative way without using sugar syrups.

The fact is, many of the common energy bars use simple sugar syrups as their first or second ingredient. In many cases, close to 50% of their bar is syrup! Read their label. If you're like most of us you'll be surprised that they would do this to an exercise bar. And whether they glamorize it by calling it fruit syrup or high fructose syrup (typical high fructose corn syrup is over half dextrose!) we still wouldn't want to pay a buck-and-a-half for it, or eat it when we need stable energy for training or events.

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* Energy blend cannot become Bodyfat

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RACE STRATEGY

mountain leader competitions as soon as these designated sprint lines appear along the course.

A team's strategy begins when the director picks which riders will compete in the Tour. Team directors will select their team according to the event and what they think they can win.

A well-rounded team has defined positions for its riders during a stage race. There is one or possibly two pre-designated team leaders, and the rest of the squad is a mix of sprinting specialists, climbing specialists and all-around riders used as workers, or "domestiques."

The team leaders are riders with the best potential and fitness to master the terrain and the



PHIL ANDERSON'S strategy for his three stage wins in 1992: Power, finesse, technology and a little luck. Anderson, winning Stage 5. Opposite: Duelling it out in the rain. (Allsport/Mike Powell)

competition. The Tour champion must ride consistently every day for 11 days, be a good climber and a strong time trialist. He may not, however, win any of the individual stages, but still win overall.

Teams with all-around, strong riders who are not stars or contenders may go for an overall team title. It requires consistent riding, and fairly high placing, from five of the seven team members each day. Young riders, particularly those 19 and under, are riding for experience, and will try to win the Best Young Rider award which could gain them notoriety and interest from media as well as the other riders.

The terrain becomes increasingly

more challenging during the second half of the Tour, with mountain top finishes near the end, and an individual time trial as the very last stage. A sprint specialist, a poor climber, or a young rider may try to form breakaways in the early stages to try to gain time that will be lost later in the mountains.

Because some of the races will take in excess of five or six hours to complete, there often is a lull in the pace at the beginning of a stage. The pack rides relaxed, enjoying a joke or a snack. For the first hour, they may average 20 m.p.h. or less as they pedal comfortably in anticipation of the task ahead — grueling hours of trying to execute their team's tactics. Riders are aware of the upcoming attacks and chases that can result in long sustained efforts averaging 30 to 35 miles per hour.

As the race takes shape, a team director can reassess what is happening and re-evaluate what his team realistically can do to win.

Team vehicles are connected to the Tour Radio channel of the officials so team directors are aware of the action even when they cannot see it. Directors are traveling in team cars or vans in a caravan directly behind the pack to talk to the riders as well as assist them with mechanical problems during the stage.

Midrace discussions do occur between directors and riders who are following in caravan vehicles, but are not always timed to counteract faulty strategy or ill-fated tactics. The Motorola-sponsored team has a distinct advantage in this area, as the riders can utilize Motorola two-way radio headsets. This affords them constant communication with their director during the entire race.

Team directors must constantly be thinking of how the race is playing out and assess each situation carefully. Particularly when breakaways occur, a director earns his pay. Each break is scrutinized. Is our team represented? Do we need to be represented? Is the break likely to stay away and win? Can my rider in the break beat the others?

Many times, the composition of a break will determine its fate and if strong teams are not represented, or if there is something major to be won or lost (like the overall lead) as the chase from the field begins. Team directors and riders assess if they should immediately organize to start chasing a threatening breakaway, or can they rely on other teams to help? What other teams have something to lose also? A very crucial time for a rider is just when a breakaway starts to form. The least bit of hesitation could cost a team inclusion in that break, and once a strong, well-represented break is gone, there may not be the willing horsepower in the field to chase it down.

In a breakaway, bitter rivals may form temporary alliances to meet their own agendas. Usually, while riders in the break work methodically in a paceline to get to the finish line intact, their teammates in the pack are blocking to thwart any chase attempts by the field.

A team that has been sluggish and worry-free while the break was away, may decide to chase if they see the opportunity for a stage win, if the gap is not too big. Then an entire team will go to the front of the field and ride all-out to bring the break back to the field. All this time, the team's sprinter is poised at the front, but protected in the draft, jockeying for position to take the ensuing field sprint.

American teams vying for American exposure may open a door for a European team to roll one of its riders into the leader's jersey. A savvy director will have his team sit back and be conservative and watchful of how the race is unfolding, allowing the American teams to "work each other over." The European teams just have to stay within striking distance, and then try to take the race away in the last few days.

In these 11 grueling days, it will take the right combination of individual strength, strategic savvy, and team support to win the individual victory and the other contests in the Tour DuPont.

The Language of Cycling

Attack: When a rider attempts to pick up the pace of the field by sprinting from the front. If an attack is successful, it can lead to a breakaway and possibly a victory.

Blocking: When a team of riders spearhead the peloton and attempt to slow the pace of the pack while one or more of their team mates is out in a breakaway.

Breakaway: A rider or group breaks away from the main pack of cyclists.

"Bridging the Gap": When a rider or group of riders is able to come up from the main field of riders to catch a breakaway.

Chase Group: A group of riders ahead of the main field of cyclists (peloton) trying to catch a breakaway. If a chase group is to be successful, all of the riders in the group need to be willing

to work together, taking turns "pulling" each other along, using less energy. If a rider in the chase group refuses to pull, he will affect the efficiency of the whole group. Often, if a teammate of a breakaway rider is in a chase group, he will work against the group by not pulling and "dragging" on the wheel of opponents, thus helping his team mate to retain his lead.

Directeur Sportif: Coach, or director of team.

Domestique: A French term used to describe the "work horses" of a team. These riders sacrifice personal performance to help a designated team mate(s). These team mates are usually the team leaders and most likely are the strongest riders overall on the team and have the best chance winning a long race like the Tour DuPont. An example of a team leader is Greg LeMond, who has proven himself time and time again to be one of the top competitors in the sport.

Note: If that team leader has any type of crash or mechanical failure it is the domestique's job to help the team leader catch up to the main field of riders. This is to make sure that the team leader is not forced to waste unnecessary energy.

This becomes more and more crucial as stage race like the Tour DuPont wears on because fatigue begins to factor in after the day-to-day rigors of competition. The team leader also cannot afford to lose too much on a breakaway. It is important for domestiques to help in chase groups to allow the team leader to "bridge the gap" to a breakaway. The domestique also helps in team strategies, like blocking, if the team leader is involved in a breakaway. Why sacrifice? More money for the winner means more for the team, and not all riders have the ability to win the race.

Drafting: When one cyclist allows another cyclist to set the pace and rides within six inches of the lead rider's rear wheel to cut down wind resistance (up to 30%). It is easier to maintain speed when riding within the slipstream of moving air created by the rider in front. It is also important that the lead rider "holds his line" (maintains a straight path) for effective drafting and safety at high speeds.

Echelon: A staggered line of riders, each downwind of the rider immediately ahead, for more effective drafting. In an echelon, cyclists build up greater speeds



THE LANGUAGE OF CYCLING

because of aerodynamics.

Feed Zone: In long road races it is important for cyclists to maintain a constant intake of food (they burn 10,000 calories a day in a race like the Tour DuPont) and water to keep their bodies performing at maximum capacity. At feed zones, cyclists pick up necessary food and drink from their team support crews. Feedings usually come in a bag that can be slung over one shoulder so the food can be easily consumed while riding.

Field Sprint: A sprint to the finish among the main group of riders or peloton.

Flyer: A surprise attack, usually done solo at the end of a race.

General Classification: Overall race standing. Abbreviated, gen. class or G.C. Describes all races combined in a stage event, like the Tour DuPont. The winner of this stage event is the rider who has the lowest accumulated time for all the stages of the race.

Hitting the Wall (or "bonking"): When an athlete's muscles quit due to lack of oxygen to the muscles and also from working too hard in a race without maintaining a proper intake of food and drink.

Lead-Out: When one rider helps a team mate get in a better position for a sprint, usually attacking in the final kilometers of a race with the team mate drafting on his wheel. Stronger sprinters pick up speed faster through drafting and are propelled through the slipstream as they dash for the line. A lead-out often surprises other riders in the pack, allowing the sprinter to sneak around the outside of the pack and be in a better position for the final sprint. Other top sprinters are often forced to react to this kind of surprise attack on their own, without the help or sling-shot effect from a lead out by a teammate.

Pace Line: A string of riders who alternately ride at the front and sit in for effective drafting in groups. This is used throughout the team time trial (Stage 2 in 1993).

Peloton: The main field of cyclists. At times in a race, there may be three to four groups of riders. The largest is considered the peloton.

Prime: A sprint within a race for points or cash prizes, usually given in a criterium

or circuit race. (Pronounced preem.)

EXPLAINING THE FORMAT OF RACES

Stage race: Classified as the overall race. Each "stage" is one race. The Tour DuPont has 11 stages and a prologue. There is usually one stage on each day. In the Tour DuPont, however, there is one day with two stages (May 7 in Wilmington). Within the parameters of a stage race there are different types of races which are described below.

Who wins? The cyclist with the lowest accumulated time throughout all stages.

Prologue: The first competition of a stage race. Not considered as a day of racing under sanctioning rules, but figured into the overall accumulation of a racer's time. A very short time trial (usually less than five kilometers or 3.1 miles) which determines which rider will wear the Leader's Jersey. This race is a "wake up call" and notifies the rest of the peloton who is in the best shape for the race.

Who wins the prologue? On difficult courses like Wilmington's, usually the strongest overall riders.

Road Race: A race on a road from point A to point B. In the Tour DuPont, there are eight road races. An example of a road race would be Dover, Del., (point A) to Wilmington, Del. (point B).

Who wins road races? It depends on the terrain. Good hill climbers usually win mountain stages, while sprinters will win flat stages.

Individual Time Trial: A racer is timed on a designated course. Known as "the race of truth" because cyclists have no competitors to draft behind. Time can easily be lost or gained on a competitor because team tactics are no longer a factor. The individual time trialist races solo against the clock for the fastest time. The final stage of the Tour DuPont will be a 59km (36.5 miles) individual time trial in the Piedmont Triad. Riders start one minute apart with the top 10 cyclists starting two minutes apart.

Who wins time trials? Cyclists with a blend of speed and endurance and a high anaerobic capacity. Psychologically strong riders.

Team Time Trial: Similar to an individual time trial, except a team races

against the clock. The team cycles in single file, working as one. The front rider will peel off after a certain distance (usually after 100 meters) and drop back to the end of the line. Since it is much more difficult to be at the front of the line than to be in the line drafting, the riders try to keep their "lead pulls" short to maintain a fast pace. The process of lead changes repeats throughout the race. By taking turns at the front, the team maintains a "fresh" lead rider to set the pace while the others draft behind. The only team time trial scheduled for this year is May 7, through the city of Wilmington, Del. Teams start two minutes apart.

Who wins team time trials? Teams with depth and discipline. Depth is needed because one rider can slow down the rest. The adage "you're only as good as your weak link" holds true in this race. Discipline, both mental and physical, is important to maintain precise lead changes with a minimum of wasted energy.

Criterium: A fast-pace race, rarely more than 50 miles, on a flat, tightly cornered and less than two miles long. Cyclists gain speed up to 30 to 35 m.p.h. in criteriums, which makes it both dangerous and exciting. There are no criteriums in the 1993 Tour DuPont.

Who wins criteriums? Because riders usually remain in a pack jousting for position until the final 200 meters, sprinters usually win. Sometimes a strong road racer can break away from the field a few laps before the finish and win.

Circuit Race: An extended version of a criterium that takes place on a longer loop course, usually including hills. Circuit races predominantly range between 50-100 miles. Because spectators view riders continuously, American crowds enjoy this race also. Though there are no circuit races in the 1993 Tour DuPont, there will be circuit finishes in Hershey, Pa., Hagerstown, Md., Richmond, Va., Lynchburg, Va., and Winston-Salem, N.C.

Who wins circuit races? Anybody's game depending on the terrain. Because of the longer loops on a less confined course, good road racers fare better, especially if a course contains hills. Hills provide better opportunities to break away before the final sprint.



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Drivetrain: Shimano Ultegra w/ STI shift levers

Hubs: Shimano Ultegra

Rims: Matrix Sonic, 12 hole

Tires: Trek hi Tech 5 Lite, 700 x 25c, folding

Brakes: Shimano Ultegra Super SLR

Color: Black w/ White details

Weight: 19.1 lbs, 8.1 kg



To see it all, see your Trek dealer, or write us and we'll rush you our new catalog absolutely free. It's 80 pages about what makes Trek's bicycles and accessories the best in the world. Full of feature stories and interviews, it includes complete specs for all '93 models and our full line of accessories. Trek Bicycles and accessories engineered to explore the broadest expanse of human potential. Trek Bicycle Corporation, P.O. Box 18374, Waterloo, Wisconsin 53594.

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The Award Jerseys

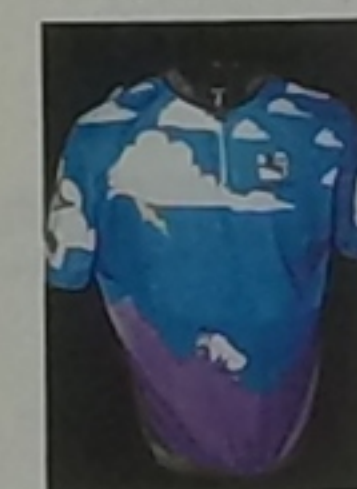


DUPONT Race Leader: The most prestigious jersey, sponsored by the DuPont Company, is worn by the overall Race Leader. This cyclist has the lowest accumulated time throughout the race. Awarded after the Prologue, the cyclist who wears this yellow jersey becomes a marked man. It takes great fortitude to retain this coveted jersey each day. Journalists have long written that to remain in the yellow jersey, it takes the heart of a lion. For this reason, the symbol of a lion will appear on the yellow leader's jersey.



LYCRA® spandex Sprint Leader: Some cyclists' skills are better suited to powerful sprinting in the flats. The Sprint Leader category sponsored by LYCRA® spandex is a hotly contested "race within a race". At pre-selected points (including the finish line) on the route of road races, riders sprint for points which are awarded to the top six finishers at the designated 24 sprint lines.

Sprint lines are the hunting ground for cyclists with the raw power and speed to chase down the sprint jersey. Symbolic of nature's fastest animal, the cheetah-embazoned sprint jersey is a fine trophy for those eager to display their speed.



SUPPLEX® nylon King of the Mountains: Along the tour's course, there are selected mountain climb lines. Points are awarded to the first six racers who reach these mountain-top locations. The prized Mountain Leader's jersey, sponsored by SUPPLEX® nylon, belongs to the hill climber with the highest point total during the 12 designated climbs this year. The climbs are categorized from 1 to 4 by difficulty (1 is most difficult).

For decades, cyclists have cherished the King of the Mountain title. Like the mountain goat displayed on the jersey, the Mountain Leader is inspired to scale peaks and passes thousands of feet high.



POWERBAR Most Aggressive Racer: The Most Aggressive Racer jersey, sponsored by PowerBar, is awarded by the media to the athlete who most animates each stage race. A racer who recovers from a severe crash and still finishes; a rider who gives a superb team effort; or a valiant solo breakaway that just misses the mark at the finish line can earn a racer the PowerBar Most Aggressive Racer jersey.

Symbolic of the shark that appears on the breast of this jersey, the stage's most aggressive rider is usually hungry for action. Cyclists who endure pain and display desire "lay it on the line" in hopes of donning the shark-embazoned jersey by day's end.

SATURN Best Young Racer: The Best Young Racer jersey, sponsored by Saturn, is provided daily to the highest placing rider 23 years or younger.



A WINNER'S SPRAY: Greg LeMond sprays the crowd with the champion's champagne in 1992. (Allsport/G. Newkirk)

PAST WINNERS

TOUR WINNERS

- 1992 Greg LeMond, USA, team Z
- 1991 Erik Breukink, the Netherlands, PDM
- 1990 Paul Alcala, Mexico, PDM
- 1989 Dag Otto Lauritzen, Norway, 7-Eleven

SPRINT JERSEY WINNERS

- 1992 Thorsten Wilmann, Germany, German National
- 1991 Davis Phinney, USA, Cofis Light
- 1990 Olaf Ludwig, Germany, Panasonic
- 1989 Eric Vanderaerden, Belgium, Panasonic

MOUNTAIN JERSEY WINNERS

- 1992 Thierry Clavieyrol, France, team Z
- 1991 Fabian Jeker, Switzerland, Helvetia
- 1990 Asle Kvaloy, Norway, team Z
- 1989 Gert-Jan Theunisse, the Netherlands, PDM

MOST AGGRESSIVE JERSEY WINNERS

- 1992 Phil Anderson, Australia, Motorola
- 1991 Greg LeMond, USA, team Z
- 1990 Andy Bishop, USA, Motorola
- 1989 Scott Goggin, Canada, Team Canada

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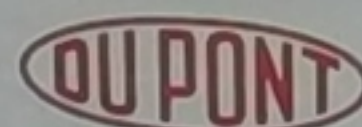
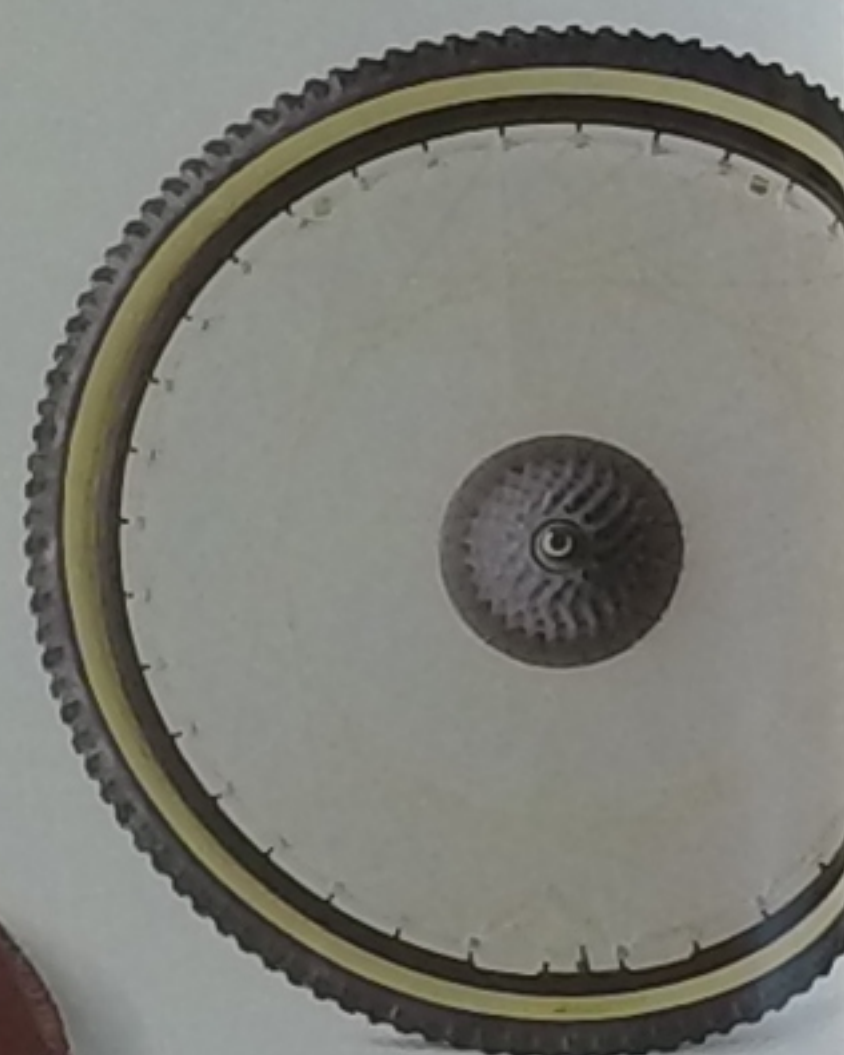
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Medalist Sports, Inc.

THE EVENT ORGANIZERS

Medalist Sports, Inc. of Richmond, Va., enters its fifth year as organizers of America's Premier Cycling Event. Founded by Michael Plant in 1988, the company has quickly built a reputation as an up-and-coming full-service marketing and event management company.

Medalist Sports is a full-service company. They market, organize, promote, and publicize the Tour in conjunction with the DuPont company. The DuPont and Medalist Sports, Inc. relationship has been extremely prosperous.

"The DuPont Company is distinctly pleased to have its name associated with this international competition," said Jerry Summer, DuPont's project leader for the Tour DuPont. "Medalist Sports, Inc. has shown us it deserves a mark of A++ for organization, safety, professionalism, and hard work."

Plant began Medalist Sports in September 1988 as an offshoot to his organization of the initial Tour de Trump, the predecessor of the Tour DuPont. A former associate director of U.S. Cycling, Plant, along with entrepreneur and noted college basketball announcer Billy Packer, conceptualized the event.

"Certainly, we have had our share of hurdles shot in our way during the first four years of business, but we have become a stronger, better company because of it all", Plant said. "I don't think there are too many things that would surprise us now."

Though Medalist Sports has built its successful reputation through the

staging of America's top cycling race, it is involved in other sports. In November of 1992, Medalist Sports was named the marketing and public/media relations agency for the United States International Speedskating Association.

Among other events, Medalist Sports has marketed or helped stage the 1992 U.S. Cross Country Championships in Kenosha, Wis., and the U.S. Cycling Olympic Trials and Nationals for road racing in Altoona, Pa.

The Tour DuPont, however, remains the cornerstone of Medalist Sports. Over the past four years, Medalist Sports has successfully signed an impressive list of associate sponsors for the Tour, including such sports giants as Gatorade®, Nike and Coors Light, maintaining ties with strong companies like Motorola, BMW, Merck, State of Virginia Tourism and PowerBar, and welcoming newcomers USAir, Saturn, SUPPLEX®, LYCRA®, and Lanier. The most supportive cycling sponsors over the years have been Mavic and Yakima.

Medalist Sports customizes all of its sponsor packages, which is conducive to various levels of participation on the national and local level. In each of the Tour's start or finish cities, local organizing committees are formed to function as the local organizers and conduits for the event. "This formula," said Plant, "makes it possible to stage an event like the Tour DuPont, which is a logistical behemoth. Ancillary events also are created in conjunction with the Tour which make it a festival atmosphere."

Among Medalist Sports successes

EVENT ORGANIZER

has been the first U.S. cycling event to bring the on-road action back to the finish line via closed circuit television. As cyclists are racing toward a city, the on-road action is shown at the finish. Medalist Sports also is the first staged event to be telecast nationally on every day of the event. In addition, Plant has successfully negotiated rights to telecast the event to more than 50 countries the past three years, making the Tour DuPont one of the highest viewed American sporting events globally each year.

Above all, Plant said: "Our goal is simple. We are committed to do whatever it takes to put together world-class sporting events like the Tour DuPont."

QUICK FACTS

Founded: 1988
Events: 1989 and 1990 Tours de Trump (Northeast U.S.), 1991, 1992 & 1993 Tours DuPont (Middle Atlantic U.S.), 1992 Olympic Cycling Trials (Altoona, Pa.)
Marketing Agency: 1992-1994 U.S. International Speedskating Association, 1992 TAC Cross Country Trials (Kenosha, Wisc.)
Media Services: 1993-94 U.S. International Speedskating Association
President: Michael Plant
VP Business/Operations: Kristine Golashesky
VP Development/Communications: Steve Brunner
Assistant Media and Public Relations Director: Leslie Schenk
Corporate Participation Director: Bob Sicard
Event Services Dir: Aaron Mannari
Operations Director: Barbara Shively
Venue Coordinator: Tracey Reed
Technical/Television Production Director: Jim Birrell

Tour DuPont

Turns the Corner

JUST FIVE YEARS AFTER BEING CONCEPTUALIZED ON
A NAPKIN, AMERICA'S PREMIER CYCLING EVENT IS
ONE OF THE FASTEST GROWING INTERNATIONAL
SPORTING ATTRACTIONS HELD IN THE UNITED STATES

It started on a napkin in an Indianapolis pancake house, so the story goes. The initiative was to create a Tour de France-like event in the United States. At the time, Tour inventors Mike Plant, Mike Burg, and Billy Packer never envisioned the tremendous growth that their brainchild was about to experience.

The Tour has grown each year, and has changed hands from one sponsor (Donald Trump and his Trump Plaza Hotel & Casino) to a very large global company — DuPont.

In 1993, the Tour DuPont will roll along with more hours on national and international television than in any previous year. There will be 13.5 hours on ESPN and a one-hour CBS Sports Special; in addition, an estimated 100 million viewers in 93 countries will tune in to the event daily. People from Melbourne to Malaysia, Bogota and Brussels will view the race.

The Tour DuPont has become a rite of spring, and a multi-day festival. It will pass through East Coast communities as small as Port Deposit, Md. (population: 685), and as large as the Richmond metropolitan area (population: 750,000). It is one of the few international events that goes to the people.

There is plenty of rock-and-roll packed into the staging of America's top cycling race. There will be 360 people hired to work the 11-day, 1,085-mile race. A total of 126 cyclists from more than 15 countries will grind it out over

the terrain of five states. The difficult course is sure to weed out the pretenders from those who will battle for the leader's coveted yellow jersey and the more than \$200,000 in cash and prizes waiting at the finish.

COURSE PREVIEW:

(Consult "The Race" section for detailed maps of each stage.)

Prologue: The winner of the past three Prologue time trials (all held in Wilmington) has gone on to win the overall title. Among the world's top circuits, the course consists of a short, tough climb over the cobblestones of Monkey Hill. Raul Alcalá is back after winning the 1990 race. The past two champions, Eric Breukink and Greg LeMond, have decided to stay in Europe.

Stage 1: A completely flat stage through the beautiful Delaware Bay area should produce a pack sprint finish in Wilmington. Expect the top sprinters to prevail.

Stage 2: A very popular event in Europe, the team time trial returns to the Tour after a two-year absence. Teams will race at high speeds against the clock. The \$6,000 "funny" bikes, with their aerodynamic designs, make this stage a 21st Century display of technology. It is a great stage to spectate. Look for top performances from European powerhouses such as Festina and WordPerfect.

Stage 3: This stage of scenic horse country and rolling hills may present the first breakaway of the Tour. The circuits in Hagerstown are not kind, as

Spain's Eladio Ambite of Amaya learned in 1992. Look for a pack sprint to the finish, and a possible surprise winner.

Stage 4: Riders will traverse central Pennsylvania's farm country on this stage of light rolling hills, which is flatter than Stage 3. The cyclists will loop up to Hershey. The famed Chocolate town may see a repeat of last year's pack finish, or perhaps a smaller group of breakaway riders punching the clock on the final two circuits.

Stage 5: After a morning auto transfer, cyclists will face the first serious challenge of the Tour: a 100-mile mountain stage through Virginia's Blue Ridge and Massanutten ranges. With three testing climbs, the stronger climbers will likely prevail, perhaps in a large breakaway group of 30-40. This group may shatter apart on the deceptively moderate final climb, which rolls into the finish at Massanutten Resort.

Stage 6: Cyclists will head into Virginia's capital city, Richmond, after contesting one of the flattest and fastest stages of the '93 Tour. Look for another classic finish in front of large crowds. Motorola's Phil Anderson has won the stage to Richmond the past two years, but he'll be facing the best group of sprinters in Tour history. He will be tested in an expected pack finish.

Stage 7: This stage begins on flats, and ends hilly through the streets of Lynchburg, Va. In an attempt to shake things up in the Tour's last predominantly flat stage, expect a small



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FOR THE FEW WHO KNOW THE DIFFERENCE.

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TOUR PREVIEW

breakaway group, or a solo break from a lesser known rider attempting to "steal a stage." With five steep hills on one final circuit before the finish, a breakaway rider will be tested. He may be reabsorbed and overpowered en route to the finish by a top European or American strength rider.

Stage 8: Back to the mountains: the first major climb of the Tour is unveiled less than 30 miles into this 113-mile race to The Homestead. The 12-mile ascent, during which riders will climb from 700 feet to 4,200 feet in elevation, will be the longest in Tour history. The peloton is expected to shake away quite a few sprinters on the climb, leaving the climbers for a race to Warm Springs Mountain and the downhill finish to The Homestead. Unlike the past two years, a big pack sprint at 50 m.p.h. is doubtful.

Stage 9: Cyclists have already nicknamed this stage "The Death March." The longest and most grueling stage of the Tour, all pretenders hovering near the overall lead are expected to take a seat in loser's lounge. The race's pure climbers will receive a final opportunity to make up time, thanks to nasty climbs of 7.8 and 3.7 miles in the final 20 miles of this marathon, 150-mile stage to Beech Mountain. Many riders are expected to drop out or miss the time cut — a rarity in the Tour DuPont.

Stage 10: A mostly downhill race from the North Carolina mountains, this stage may be lethargic for the first 60 miles as riders work lactic acid out of their aching legs from Stage 9. Time bonuses and big crowds are expected to heat things up, as cyclists see their first big city since Lynchburg. Expect Winston-Salem native Thomas Craven of Chevrolet/L.A. Sheriffs to attack sometime in the race and attempt to win in front of his home crowd.

Stage 11: At 36.5 miles, the final time trial is of Ruthian proportions, and the longest in Tour history. Pure time trialists will display their talent as never before on the wide, flat roads. Expect the top 10 standings to be jumbled. Those who climbed well, especially in Stage 9, will look for enough gas to hold on. This final challenge will surely summon up the best rider of the field.

WHO WILL WIN?

Who will be the stars of the 1993 Tour DuPont? The editors of America's top three cycling publications, *Winning*, *VeloNews* and *Bicycling*, offer their opinions:

RICH CARLSON

editor, *Winning International*
DUPONT Race Champion: Atle Kvalsvoll, Subaru-Montgomery. "Four is a charm. He's been runner-up three years in a row without being his team's leader, a role he will have with Subaru-Montgomery. Subaru is anxious to win America's top race and they finally have the talent to elevate Atle to the top of the podium."

LYCRA Sprint Winner: Uwe Preissler, team Germany. "The speed of the German team was the biggest surprise of last year's race. He's young, I'm sure Preissler hasn't gotten any slower."

SUPPLEX Mountain Champion: Scott Moninger, Coors Light. "Moninger is a climbing kind of guy who came into his own last season. He'll be motivated."

Biggest Surprise of the Race: "Lance Armstrong may win it all. He's highly motivated and so is his team. Motorola has won stages but never has come close to the overall title. Lance is young (21), but man, does he have talent. Watch out if he peaks at the right time."

JOHN WILCOCKSON

editor, *VeloNews*
DUPONT Race Champion: Raul Alcalá, WordPerfect. "Because the two key stages appear to be Stage 9 and the final time trial, he will win. He's one of the best climbers in the world, and the best time trialist in the race. Because he's won the event before, he has a flavor for the event. He's always done well in American events. He likes it here."

LYCRA Sprint Winner: Phil Anderson. "If Motorola does not have a contender for race champion, I expect Phil to win a couple of stages again. He's got a good knowledge of the event and is good on circuit finishes (quite a few again)."

SUPPLEX Mountain Champion: Scott Moninger, Coors Light. "Moninger, or someone like that. The real top climbers, Alcalá, Kvalsvoll, (Stephen) Rooks and (Mike) Engleman, will be contesting for the

overall and may not go all-out for the mountain jersey.

Biggest Surprise of the Race: "A lot of solo attacks that will be caught, with the exception of one that may get away — possibly a U.S. amateur. I also see the weather at Beech Mountain possibly playing a factor. There could be a lot of people out or not making the time limit on that stage."

TIM BLUMENTHAL

racing editor, *Bicycling*
DUPONT Race Champion: Raul Alcalá, WordPerfect. "Historically, Alcalá has raced well in the U.S. He is one of the best in a closing time trial of 36 miles. If it were a 16-miler like the past two years, I might say Atle (Kvalsvoll) or Phil (Anderson) or maybe even (Stephen) Rooks."

LYCRA Sprint Winner: Too close to call. "There are no killer sprinters, but perhaps the best overall pack of sprinters assembled for the Tour DuPont. You've got Malcolm Elliott (Chevrolet/L.A. Sheriffs), Davis Phinney (Coors Light), Eric Vanderaerden (WordPerfect), Uwe Preissler (Germany), and Rajmund Lehnert (Subaru-Montgomery). However, if Chippolini (of Italy's team MG) comes, well, all bets are off. He's a killer sprinter."

SUPPLEX Mountain Champion: Mike Engleman, Coors Light. "There's no doubt he'll be in great form for the race. He's a great climber who can climb with the world's best when in form. Because he may lose the overall, he'll be in position for the mountain jersey."

Biggest Surprise Of The Race: "A combination of severe weather (rain or heat) and the Beech Mountain stage will produce monumental splits in the field. Wintergreen used to take out two or three minutes. That's not enough anymore in this race. A small group will be out four to six minutes on a very good second group. Beech Mountain may be the new, mystique stage the Tour will need to incorporate in years to come."

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AFTER A SUCCESSFUL WIN AT THE 1992 TOUR DU PONT, GREG LEMOND, THE DEFENDING CHAMPION, HAS OPTED TO BYPASS HIS DEFENSE AND STAY IN EUROPE TO PREPARE FOR THE TOUR DE FRANCE. BY STEVEN G. BRUNNER.

Greg LeMond:

SEARCHING FOR ANSWERS



MAGNUM CUM LAUDE: LeMond took home the highest honors as the first American winner of the United States' top race. (Allsport/Mike Powell)

May 17, 1992, 12:51 p.m.—Greg LeMond steps onto the stage of the Tour DuPont's final time trial in Washington D.C., just outside RFK Stadium. He pushes his bike toward the start ramp, then takes a few seconds to fiddle with his shoes, cutting away a one-inch section of strap. A massive crowd, maybe 10 deep along the fences, presses forward to catch a glimpse.

LeMond is wearing the race leader's yellow jersey with just this 14-mile time trial remaining. But his advantage is only 0.13 seconds ahead of teammate Atle Kvalsvoll, 10 seconds on Motorola's Phil Anderson, and 14 seconds on Stephen Swart of Coors Light. All three have started (LeMond is the last one).

This is the type of situation in which LeMond—at least in France—thrives. But now he appears terribly nervous. And as photographers choke

the opening stretch of road, I wonder if he'll be able to even get on the course without hitting one.

—From Tim Blumenthal's article "Under Pressure," *Bicycling*, July 1992

LeMond left the ramp (without clipping any of the mass of photographers) into the menacing streets of Washington, D.C., where a minefield of potholes and subsequent blow of a tire could cost him the \$50,000 winner's paycheck. He streamlined his way through the venerable eastside and onto Independence Avenue. In this solo proclamation of this man versus time versus competition event, he churned past the U.S. Capitol Building onto the wide straits of one of Washington's most popular streets.

Two hours earlier, when the first of the remaining 99 cyclists of the 1992 Tour DuPont departed from the time trial ramp in the shadows of RFK Stadium, the streets were rustling with only parcels of cycling fanatics destined to catch every ounce of energy being displayed by the world-class riders. Ninety-eight



cyclists later, people were packing the route as if an inaugural parade were being staged, most wanting to see a European sports legend—but somewhat of an American mystery—display his art in a city known for its masterpieces.

LeMond pedaled past parts of the Smithsonian, the Washington Monument and the Reflecting Pool, paralleling the Potomac River. He ventured eventually into Rock Creek Park and the turnaround point on the out-and-back course.

It was evident, as LeMond pushed a large gear, that he was possessed with the raw drive that had won him three Tours de France. His face, as well as his aerodynamic position, told the story. Though at times he labored, he never wavered.

Fans, later estimated by police at 80,000, packed the final miles, pushing onto the streets, tempering a narrow gait. LeMond entered the final turn, swaying wide then back into the tunnel of believers near the finish line. The clock and the frenzy of the throng

were the barometers. LeMond finished in the din, and had placed 20 seconds on teammate Atle Kvalsvoll of Norway and 28 seconds on his next closest competitor, Coors Light's Stephen Swart of New Zealand.

After the race, he conceded, "I was so nervous. More nervous, for sure, than before the final time trial in the '89 Tour (de France, in which he came back from 50 seconds down on the final day to beat Laurent Fignon). Then I was second. Here I was leading, and I kept thinking about all the things that could go wrong (punctured tire or fatigue).

"Once I got out on the road, I felt good, but not great. Sometimes you feel like you're floating on your bike. That's how I felt in the last time trial

You appreciate America much more when you're away like we've been. We like the American culture

of the '89 Tour. But today wasn't one of them."

It was LeMond's first major win on American soil since he won the 1985 Coors Classic. Daunted by his own self-doubt throughout the 1992 Tour DuPont, even heading into the final day's time trial, his specialty, LeMond seemed cautious about becoming the first American to win America's Premier Cycling Event. He said: "I've always been one to question how good I am. I've always worried before races. But I guess I perform best under tremendous pressure."

The pressure will be off for LeMond to defend his title in '93: He is not racing in this year's Tour DuPont.

As early as October, 1992, after the announcement of his team's new sponsor in Paris, LeMond knew his agenda for 1993 would have to change. He will not ride any domestic

GREG LEMOND

(U.S.) races in 1993 for various reasons, mainly to remain focused on the Tour de France and eliminate all travel back west—and the rigors of long, international flights.

His new employer, team GAN, a French insurance giant, has no interest in marketing the team outside Europe. In addition, his coach, Roger Legeay, has strongly suggested the

know if this schedule works by the end of the Tour."

For LeMond, that means the perfect schedule. Many cycling experts have surmised that he peaked too early last year, leaving him flat and tired going into the Tour de France.

In 1989 and '90, when he won the Tour de France, he finished 27th and 78th, respectively, in the Tour de

day included three hors (or "above category") climbs, the most difficult rating for a mountain climb. It was evident, at Col du Galibier, a punishing 14-mile climb in the French Alps, that LeMond would be forced to abandon. Legions of people flocked to the mountain to see their heroes. After the main pack arrived, and then the second, and third, fans wondered aloud, "Où est LeMond?"

After most spectators had begun to descend the bare mountain side, roars came from down the twisted road. Among the 20 or so media cars chugging up Galibier was LeMond and fellow Tour domestique, Gilbert Duclos-Lasalle. While LeMond labored, Duclos-Lasalle played the perfect team role, helping him up the climb. It was a payback for the early season work LeMond had given Duclos-Lasalle during the Paris to Roubaix race, which Duclos-Lasalle won. On the backside of the mountain, past a feed zone, LeMond retired from the race. He hopped into the car of Otto Jacome, his

long-time *soigneur*, and headed for the team's hotel at the top of Alpe d'Huez.

While LeMond showered and prepared to face the barrage of media members, fellow American Andy Hampsten of team Motorola, was pulling away from Tour leaders Miguel Indurain and Claudio Chiapucci through the estimated crowd of 500,000 lining the 10-mile uphill stretch of the mountainside.

Two Americans had stolen sports' headlines around the world that evening and into Saturday morning. Hampsten's golden day became LeMond's black Friday. LeMond's search commenced thereafter and most likely will continue until the ghost of Tour past is exorcised this July.

"It is time to look for answers and change my preparation for the Tour," said LeMond. "That means no Tour



INTERNATIONAL RELATIONS: The most recognized of American cyclists, LeMond's autograph is one of the most coveted prizes of avid Tour fans. His three Tour de France victories have helped bring cycling into the big leagues of American sports, providing up and coming stars a chance to emulate him. (Allsport/Mike Powell)

best preparation for LeMond's bid for a fourth Tour de France win is deeply hampered by fatigue from too much travel and endorsement and not enough training prior to cycling's "Super Bowl."

"The DuPont Tour really is one of my favorite races," LeMond said. "It meant a lot to me to win, especially as the first American. But I can't disguise the fact that the Tour de France has always been my race. I've made my career by winning it. I realistically think I have, for sure, one more shot (this year), and possibly two, at winning the Tour again. And, I have to do everything perfect in order to win. That means less travel and no major commitments (i.e. endorsements) outside training. So, for the first time in my career, I will not return to the United States during the season. My entire focus is on July. I will only

Trump. The past two years, he has finished 12th and first in the Tour DuPont, while finishing 7th in 1991 and abandoning last year in the Tour de France.

"It is not a good sign when Greg is in good form in May," said Tim Blumenthal, racing editor for *Bicycling*.

LeMond is the first to acknowledge that. However, he is pragmatic enough to know the chemistry of the human body takes wild twists during the course of an eight-month cycling season of travel and day-to-day tearing down of muscle, ligament, and tendon fiber. "I really don't know why I felt so terrible at last year's Tour de France," said LeMond.

On that fated day en route to Alpe d'Huez in last year's Tour de France, LeMond dropped out of the marathon race for the first time. The

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RAUL ALCALA

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Return of the MexiKing!

BY RUPPERT GUINNESS

Raul Alcala, one of the most gifted climbers and time trialists in cycling, returns to the Tour DuPont after a two-year absence. When the native of Monterrey, Mexico lines up with his team mates of the new Dutch WordPerfect team, his winning ambition will be ticking like the engine of a Formula 1 race car.

Alcala, 29, one of the world's top-ranked riders, knows that recent seasons have seen him fail to match the winning potential he showed Americans when he won the 1990 Tour de Trump (predecessor to the Tour DuPont). When he wheeled into Boston on the final day, Alcala became an American hero before a national television audience, and was featured on the front pages of *USA Today*, the *New York Times*, and other prominent publications. He also was

featured in *Sports Illustrated*.

After being a marked man most of the 1990 Tour, it was Alcala who broke away with a select group of top riders on the famed Devil's Kitchen in the Catskill Mountains of New York. Alcala and others put more than 30 minutes on the field, which included Vladislav Bobrik, the valiant Russian amateur who had staved off the likes of Alcala and other pros most of the race. It was after that gruelling stage to Albany, N.Y., that Alcala coined one of the Tour's most memorable quotes, when he said of Bobrik, "I cooked him in the Kitchen."

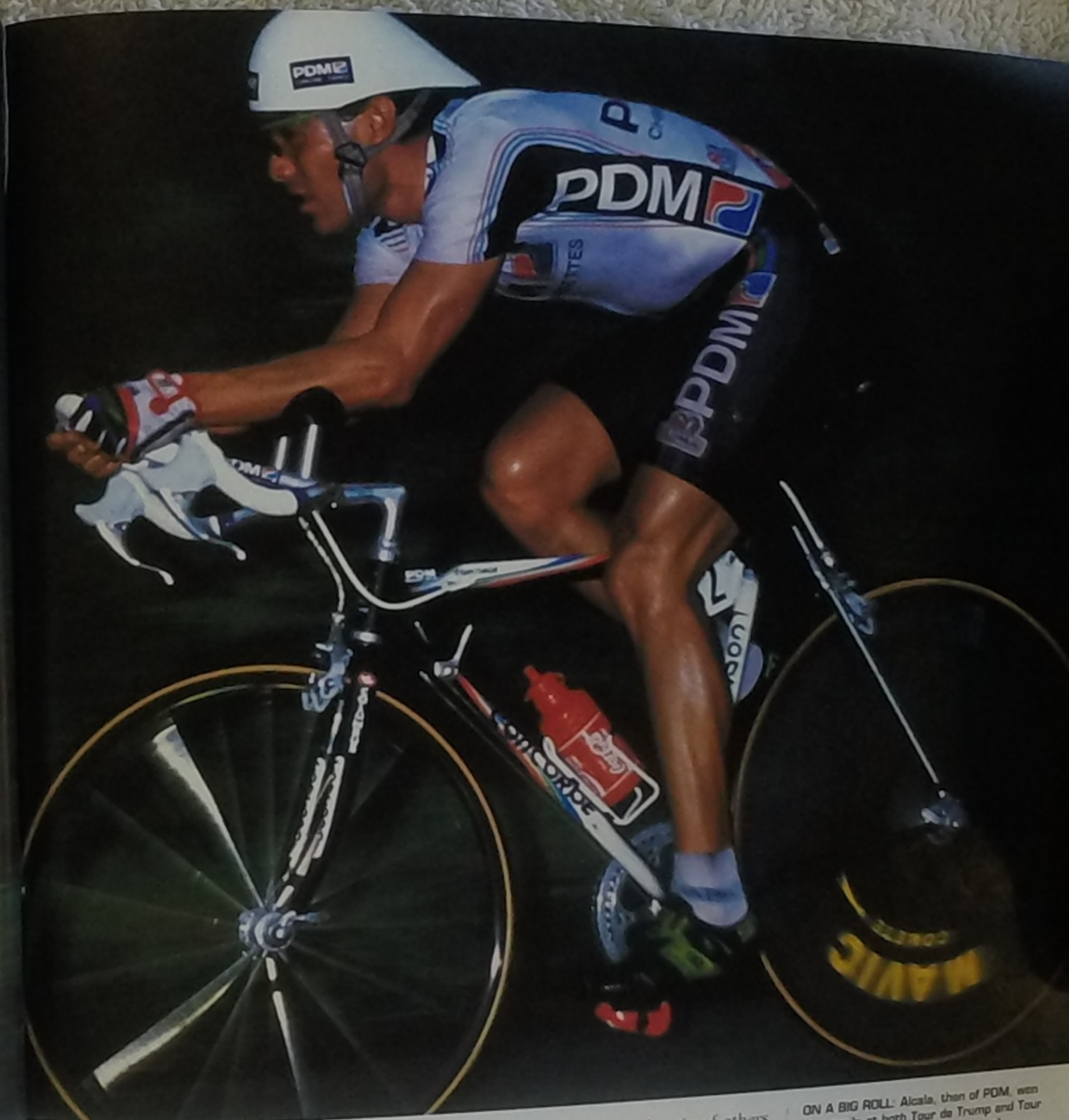
For the personable Mexican, it was the breakthrough and major win he had promised his former employer, team PDM. And though he finished a very impressive fourth in the 1992 World Cup standings, he realizes 1993 must be his year for the record books.

Alcala knows that if he doesn't make the breakthrough as one of the

pre-eminent stage racers, he may not get another chance. Alcala, therefore, is facing one of the most crucial seasons in his professional career.

"This is one of the most important years for me," Alcala said. "I need to do something big this year, and I know and hear other people saying it too. I also have to do well to receive a good contract for the next two years."

Confidence is riding strong in the WordPerfect camp for Alcala. When choosing a team in the off season, Alcala was leaning toward the powerful pro squad Festina of Andorra but was persuaded by



WordPerfect team director Jan Raas to join his team to become its leader (not a given on Festina which includes Pascal Lino, Steven Rooks and Sean Kelly, among others).

After joining WordPerfect following the disbanding of PDM this past fall, Raas declared Alcala the undisputed leader for the year's major stage races. On top of the agenda after March's Paris-Nice in France, is the Tour DuPont, the Tour of Switzerland and the Tour de France.

However, winning this year's Tour DuPont was clearly on his mind when he first saw the grueling 11-stage

route. Much to the chagrin of others, the menu of climbs and the closing time trial made Alcala's eyes light up.

Even though several stages are filled with small hills, there are two legs of the 1993 Tour DuPont which stand as diving boards for an anticipated Alcala victory. The first is the 243km (150 mile) stage 9 from Blacksburg, Va. to Beech Mountain, N.C., which includes three climbs and a finish at the 5,100-foot (1,650 meter) summit — the highest point in Tour history. Then there is the 59 km (36.5 mile) individual time trial which could see an in-form Alcala

ON A BIG ROLL: Alcala, then of PDM, won time trials at both Tour de Trump and Tour de France. (Vandystadt/Guichou)

wrap-up the overall victory. "The most decisive stage will be the 243km stage to Beech Mountain. It is a stage like the Tour de France. Going up and down all the time and then finishing at the top...it appears to be a very, very hard stage," Alcala said. "But some of the earlier ones will be hard, too, like stages five and eight. Also, the time trial looks challenging."

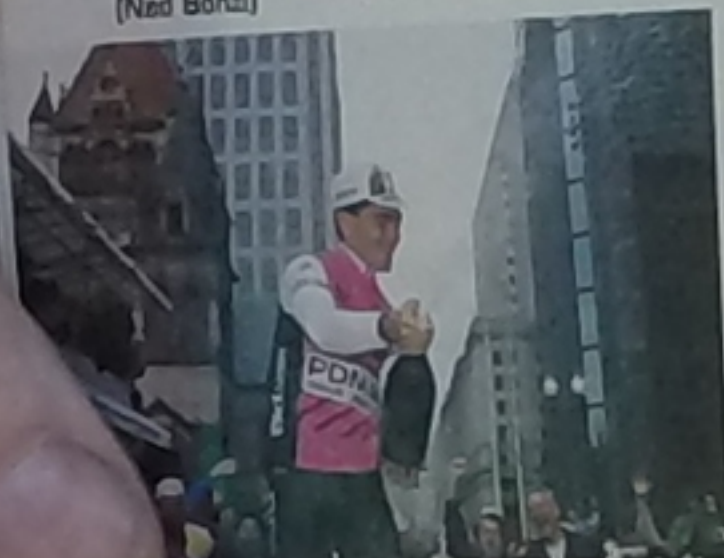
Alcala has fond memories of racing in America. Though by no means does he remember his 1990

RAUL ALCALA

visit as a holiday. He said the American race is a welcomed change from the European circuit. However, he concedes the racing will still be a challenge and knows the competition has improved since his win.

"It's still very new for us (European professional team) to race in the U.S. because we only come over once a year," he said. "But the people are great, and there are so many spectators at the event, which

UNCORKING SUCCESS: Alcala found a sparkling victory after the finish at Boston. (Ned Bonzi)



Much to the chagrin of others, the menu of climbs and the closing time trial made Alcala's eyes light up

gives you a lot of motivation."

What has been the cause of Alcala's two year 'sabbatical' from the Tour DuPont? Primarily, the stumbling block has been his old PDM team's decision to make him race the concurrent three week Tour of Spain.

It seems beyond coincidence that the year he won America's Race in 1990, he also went on to finish eighth overall in the Tour de France. In the 1990 Tour de France, he also won the stage 7 time trial from Vittel to Epinal and was second in the stage 20 "race of truth" won by Dutchman Eric Breukink, who finished third in the Tour de Trump and went on to win the 1991 Tour DuPont. Did the American race help prime him? Alcala feels it wasn't coincidental, and comparative results in the past two years, when he missed the American race, give clout to his belief.

In 1991, when he finished seventh in the Tour of Spain, he and his PDM

team mates abandoned the Tour de France because of illness. And last year, after taking eighth in the Tour of Spain, he finished a personally disappointing 21st overall in France.

Raas has told Alcala that he is looking for a winning performance in the Tour DuPont. The fact that WordPerfect will be fielding virtually their full-strength Tour de France line-up is proof of his conviction. Alcala will be backed by top WordPerfect riders Jelle Nijdam, Edwig Van Hooydonck and Eric Vanderaerden at the Tour DuPont this year.

"The last two years I have ridden both the Tours of Spain and France. But after the Tour of Spain I was always fatigued. When I came to the Tour de France my ambition was down and psychologically I was already drained," he added. "I remember the year before I first did the Tour of Spain, I was really focused for the Tour de France. After

racing in America, I went into the Tour de France really geared up for the Tour, so I will be again this year, as also will be the team.

"We have a lot of good riders for the Classics who will also be good for the Tour de France where they will be going for stage wins—riders like Nijdam, Vanderaerden and Frans Maassen. And they should be coming to America with me," he added.

The support of those riders will play a vital role in getting a star like Alcala to the finish line first.

A lot has changed in Alcala's life since the day he packed his bags in Monterrey, Mexico and ventured to Europe in 1986 as an unknown with the American 7-Eleven team.

He became the first-ever Mexican to finish the Tour de France that year in 114th place. But his ninth place in 1987 drew worldwide attention, especially the way he gracefully danced up the mountains with

apparently playful ease. People still say he seemed to be smiling as those around him sweated and fought their way to the top.

It was in 1989 that Alcala next amended the history books. He became the first Mexican stage winner in the Tour de France with his win from Luxembourg to Francorchamps in Belgium. And then in the 1990 Tour came his tremendous time trial victory at Epinal. Both years saw him finish eighth overall. He became a national sports hero in Mexico.

Alcala's greatest vice has been, as he admits, "focusing" consistently on the winning objective. That's not surprising considering the dramatic changes that have gone on in his life.

But the Alcala who is now into his eighth year as a professional is different to that of 1986 or even 1992. Basically, he feels more settled into professional cycling life.

His contract with WordPerfect is for one year with an option for a second. And he says he is earning "about the same" as he did at PDM. He also has a lucrative bonus scheme if he finishes in the top three places in the Tour de France, any of the Classics, or World Championships. But he knows the news reverts back to him to deliver.

Meanwhile, Alcala's family is better-settled in San Sebastian, Spain, where he moved from Switzerland last year. "It's much better living in San Sebastian," he said. "The people are so friendly there, and for my wife, it's much better because they speak Spanish.

"I am a much more mature person now, too. I know I must start winning big races, I have the program that suits me. I like the team, the set-up, and feel it will be a great year for all of us," he added.

That is not good news for Alcala's rivals, but it is for spectators who will get to see one of cycling's biggest stars again. If everything goes according to his WordPerfect team's plans, Alcala may again be on the winner's podium at the finish of America's premier race.

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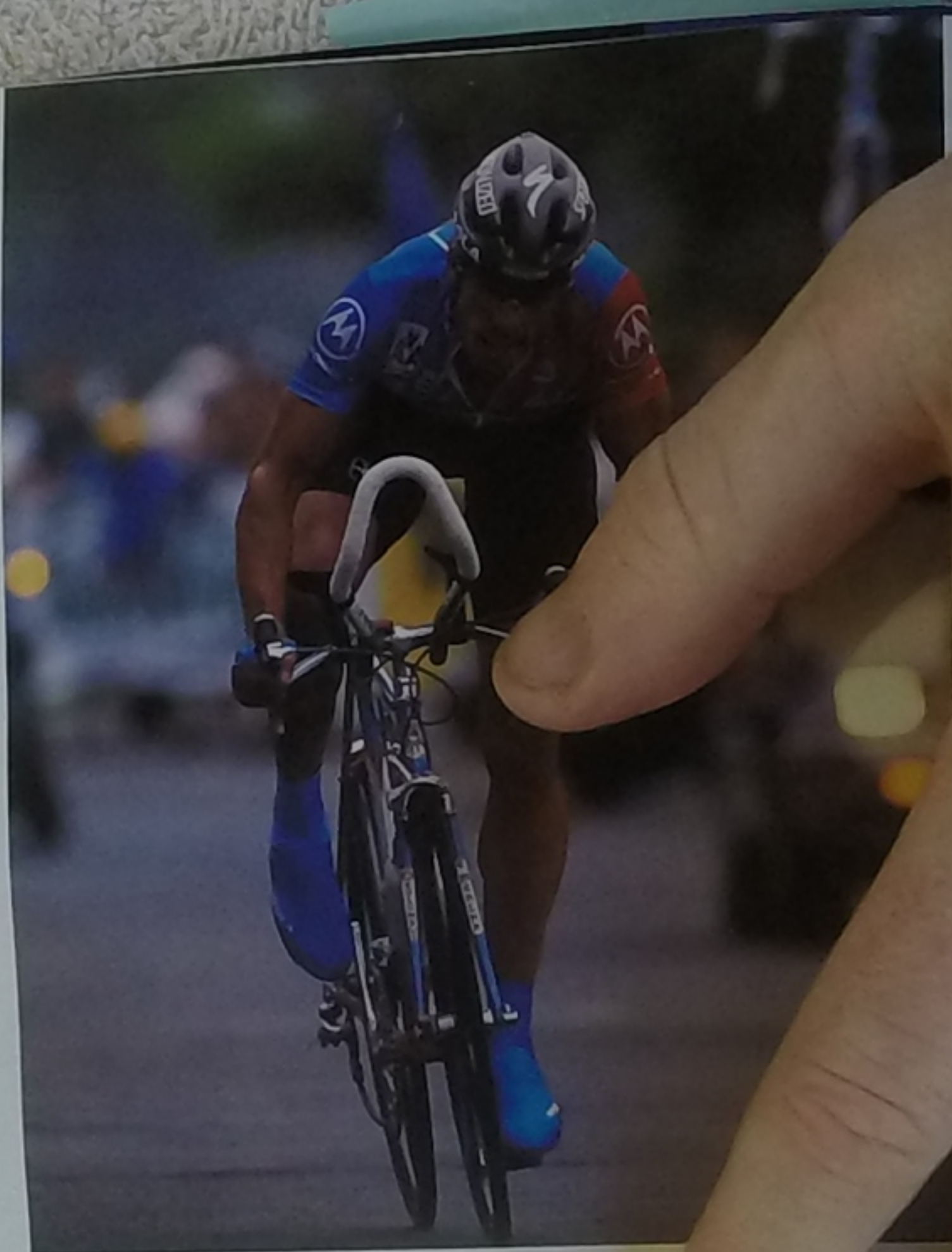
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PHIL ANDERSON

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WINNER IN LAST
YEAR'S TOUR DuPONT,
AUSTRALIAN PHIL
ANDERSON OF TEAM
MOTOROLA CONTINUES
TO FIGHT IT OUT DAY
BY DAY.



Wired for Speed

BY JAMES RAIA

It had showered throughout the muggy Virginia spring day, and everyone knew what could happen. With a sharp corner to negotiate just before the tight final sprint, the potential for disaster was great. Phil Anderson, Greg LeMond and Bobby Julich knew it. The rest of the peloton knew it, too.

It was raining hard at the summit of Warm Springs Mountain, less than 15 kilometers to the finish at Hot Springs, Va. The pavement descending down the 3,000-foot mountain made for slippery and dangerous roads.

Anderson and his team mates knew something no one else knew during the seventh stage of last year's Tour DuPont. Using the ingenuity of a two-way radio provided by team sponsor Motorola, Anderson had been told by his team's public and media relations director Paul Sherwen, who was at the finish, that the road on Main Street, just around the corner from the historic Homestead Resort, was dry, safe and fast.

"I wasn't going to have to stop going around the corner," recalled

COMEBACK: After puncturing a tire in the prologue, Anderson vaulted from 96th to 6th place by Washington. (Allsport/Mike Powell)

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PHIL ANDERSON

Anderson. "I knew the road was going to be dry and I wasn't going to have to hesitate. All I had to worry about was getting into good position." Which he did.

With the knowledge of the road's condition, and a slightly bigger chain ring, providing greater potential for a higher speed than his two sprinting counterparts, Anderson catapulted to the finish for the win. It was the

LeMond, the race's overall leader.

Although Anderson faltered in the final time trial through the streets of Washington and fell to a sixth place finish overall in America's race, his performance was one fans' cherished. Domestic and international media members easily elected him the race's Most Aggressive Racer with 33 votes to second-place American Roy Knickman's 14. There was no



THE TRIFECTA: Anderson made the most of time bonuses in his comeback and found successful victory at Hagerstown, Md., The Homestead Resort, and Richmond, Va. (Allsport/G. Newkirk).

second of his three stage wins during the Tour, and the culmination of a pre-stage strategy based on teammate Steve Bauer's winning success in the same stage in 1991.

While it was LeMond who received the glory and accolades of claiming his first domestic stage-race title since the 1985 Coors Classic, it was Philip Grant Anderson, the affable Australian veteran with the big smile and the ponytail, who fashioned the peloton's most impressive performance: Three stage victories and five podium (Top 3) appearances.

A puncture and its accompanying lost time had deposited Anderson into 96th position after the first day's Prologue. But by the race's final day in Washington, Motorola's senior rider had worked his way into third place overall, only 14 seconds behind

contesting Anderson's drive throughout the race on the flats and mountains, and the awarding of the prestigious jersey seemed just reward.

Even for those well versed with Anderson's trials and tribulations during more than a decade-long career of great highs and debilitating lows, the comeback was impressive. LeMond reaped the headlines and the benefits but Anderson logged one more highlight (with technical advancement in his favor) into his legendary career portfolio.

"The radios are great; I think you're going to start seeing them more," said Anderson. "But it's a selfish thing, too. We've got the advantage right now, so making the decision to sell them to everyone else is a tough decision. But I think you'll see it soon."

"The only thing about the radio is that it can be a bit of a problem," added Anderson, who often became the experimental carrier of the radio device because of his high position throughout the race. "Sometimes, you get guys asking me to ask for certain things (from the team support vehicles on the other line). You get to feeling a bit like a waiter taking orders for cheeseburgers and fries."

Such joking remarks should come as little surprise, considering the source. With such diverse interests as astronomy, motocross and flying, the 35-year-old Anderson has forged a niche as one of the most personable, if not extroverted, riders on the pro circuit.

Quick with a smile and a joke, Anderson has even had an Australian brewery write a song about him. Because of his long-time success of more than a decade and frank amicability, he has become a sports celebrity on three continents (Australia, North America, and Europe). He is a man of many dimensions.

He was the featured model in a Shimano advertisement last year that showed him shaving his legs in the bathroom of his Santa Barbara, Ca., home.

He has been known to drive a convertible Corvette at break-neck speeds around Europe, but also treasures the solitude of his 100-acre farm in Australia.

His slicked-back ponytail look has been a trademark for years, but he recently chopped it off while traveling through New York City. Just something different, he surmised.

Anderson was looking for something different when he first discovered cycling. Raised in rural Jamieson, Australia, Anderson enjoyed endurance sports, particularly swimming and running, during his childhood. He witnessed his first bicycle race, a criterium, at age 14, and was captivated by the sport's intricacies, most notably its speed.

But unlike the meteoric athletic rise of many of his contemporaries, Anderson's ascension was slow and



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highlighted only by back-of-the-pack frustrations.

"I remember when I saw my first race, I was immediately stimulated," he recalled. "I said, 'I want to do that.' But it wasn't that easy. You read about a guy like LeMond, who got on a bike one day and the next day he was winning a club race, then a state championship and the next thing he's winning races in Europe. I was out there getting my butt kicked week after week. I was the laughing stock of my club. I wasn't a pretty sight on a bike."

Anderson was also geographically challenged. Cycling is not Australia's most popular sport, he says, so he searched the country to find races. He made new cycling friends, which included now-retired pro Alan Peiper. He and Peiper went on to professional careers.

Competing for the Hawthorn Cycling Club in Melbourne, Anderson also remembers spending a lot of his early cycling years just trying to find out about his new life's quest. "I looked for cycling books to read," he said. "I wanted to know more about the sport. How were you supposed to be positioned on your bike? And who was this Eddy Merckx guy, anyway?"

Eight years after his cycling indoctrination, Anderson turned professional for the Peugeot team in France. Anderson's sprinting abilities and his intelligence while riding in the peloton soon blossomed.

Midway through his second pro season in 1981, he became the first Australian to wear the yellow leader's jersey in the Tour de France. He eventually finished 10th overall. A year later, at age 24, he claimed his first Tour de France stage win and finished fifth overall. He also was awarded the Tour's white jersey as the race's best young rider.

Much has happened since. Anderson has been the trailblazer for other Aussies to break into the professional ranks. He is Australia's version of Greg LeMond; a pioneer for other domestic cyclists to emulate. More than a half dozen Australians now race on the

Quick with a smile and a joke, Anderson has even had an Australian brewery write a song about him

international professional circuit, including the Tour de France.

Anderson's resume includes a vast array of prestigious one-day victories dating to the 1983 Amstel Gold Race, one of Europe's storied Classic races. His collection of stage race titles include the Tour of Denmark in 1988, the Tour of Romandie in 1989, 1991 Tour of Britain, and 1992 Tour of Ireland. Because of his success in various countries, Anderson has become known as one of the most recognized figures in professional cycling.

"I truly love the sport and everything about it," he said. "When you start winning, you like the fame and the money, and there's a tendency to get greedy. But I'm not racing for those reasons anymore. Now it just seems that the longer I'm in the sport, the more I like it for the sport itself. I like the lifestyle and everything about it."

Two of Anderson's most impressive campaigns have occurred during his tenure with Motorola. He joined America's only team representation in the Tour de France for the 1991 season at age 32 and has quickly revitalized a career some thought was slipping.

Anderson began the 1991 season with two European stage race titles, claimed his second Tour de France stage win, and eventually accumulated 12 victories during the season.

Last year's outburst at the Tour DuPont highlighted the early season. But that progressed with seven victories, 11 top-three finishes and culminated with his Tour of Ireland title, giving him a top 20 world ranking (out of more than 1,000 professionals).

Now, Anderson says there is no foreseeable end on the horizon.

"You adjust to your career," Anderson said. "You learn to prolong it. Sure, everyone dreams of winning the Tour de France. I still have the fight in me; that's why I'm out there. I'm still going to go for the stage wins, but I don't think a Tour de France title is in Phil Anderson's cards anymore. I'm more there to help (American) Andy Hampsten."

Anderson's injuries have been staggering. He suffered a cracked sternum during a horrific spill in the 1984 Tour de France, but rode for several days before the injury was discovered. A year later, he suffered from a rare arthritic back problem diagnosed as sacroilitis. It nearly ended his career.

While mountain biking during the off-season in 1988, he dislocated his left shoulder. Pins were placed in his shoulder, but they only caused more difficulty. The problem eventually appeared resolved until he learned during the 1989 season that he had spent the entire year riding with a broken bone near his shoulder joint.

"I remember that when I would win a race, I had to be careful not to raise my arm too fast," Anderson recalled. "I could have dislocated my shoulder again."

The rigors of professional cycling have also proven difficult for Anderson's personal relationships. His marriage, which produced two sons, dissolved in 1987. As a result of his hectic travel schedule and the wounds of the broken marriage, Anderson rarely sees his sons, who live in Seattle.

But while his cycling goals have changed over the years, retirement has not yet become a frequent topic of conversation.

"I think if your going around saying, 'yeah, this is going to be my last year,' you ride like it," said Anderson. "You ride like you've given up. I've seen guys do it. I know the time will come for me, but not now; not yet. Look at (Irishman) Sean Kelly (age 38). I still have the fight in me to win races."

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MARC & YVON MADIOT

For years, Marc and Yvon Madiot have been synonymous with cycling in France. They have won many of the biggest French races, including one professional road title each. They have always ridden on the same teams. They have always been outspoken in their support of anything French, especially in the realm of cycling protocol.

It is often Marc Madiot who is the first in the European peloton to stand up against unfair or unsafe rulings by race organizers and cycling officials. Take away the violence and corruption and you have cycling's answer to Jimmy Hoffa.

Proud and closely knit would be an understated description of "les frères Madiot."

However, unlike many Bretons from the town of Renazé in Brittany, they are not unbending types. For recent years have seen them undergo an interesting cultural conversion.

They created a stir when they joined the exodus of French riders to foreign teams by leaving the now disbanded French RMO team at the end of 1991 and signing up for the German Telekom team in 1992. More recently, they joined the American Subaru-Montgomery team which will be one of 18 teams in this year's Tour



MARC & YVON MADIOT

GRITTY DUO: Marc and Yvon bring their rugged style of racing to display on the relatively serene roads of America. (Vandystadt/Guichoua)

are anything to go by, such "experience" should leave Subaru-Montgomery directeur-sportif, Eddy Borysewicz (known as Eddy B) and his sponsors celebrating sometime this year. It was, after all, Madiot—a two-time (1985 and 1991) Paris-Roubaix winner—who said after his second victory: "I owe this victory to experience. I reckon it was 80 percent responsible for this win."

Paris Roubaix is considered the race every cyclist wants to win after the Tour de France and world championships. Considered the toughest one-day event on the eight-month professional calendar, it's a grueling 170-mile race over dirt, cobblestones, and the most pitted roads east of New York City.

Both Madiots are also strong, hard men brought up with strict tradi-

The Madiots never look for shades of gray between black and white

tional values. This will help the Polish-bred Borysewicz enforce a sense of discipline in the team. Such men leave little room for excuses, Borysewicz might say. The Madiots never look for shades of gray between black and white. Hence, the Madiots don't hide from the fact that they are on the American team because it qualified for the World Cup. "If the team hadn't qualified for the World Cup we wouldn't have signed," said Marc Madiot.

Yet on top of the World Cup, it is hoped that the Madiots' influence in French cycling circles—together with an envisaged bevy of strong results—will get the American team into this year's Tour de France.

D... Marc, 33, and Yvon, 30, put pen to paper for their one-year contracts last October in Paris at the presentation of this year's Tour de France route.

Their choice of Subaru-Montgomery initially bewildered the French press, which was drawing up headlines for expected announcements that they would ride for either Lotto in Belgium or Mercatone Uno in Italy.

The Madiots are valued members of the American team which has embarked on an all-out campaign this year, centered on the Tour DuPont, the Classics, and possible first-time acceptance into the Tour de France. The Madiots have already

helped to elevate Subaru-Montgomery. Their collective tally of world ranking points helped Subaru-Montgomery qualify for the World Cup series. Marc Madiot began the 1993 season ranked 60th with 364 points, while Yvon brought another 103 points with his 230th ranking.

Those might not be rankings which would secure berths in the world's top teams, but they certainly help tip the balance of World Cup qualification in Subaru-Montgomery's favor.

Equally as important is that the Madiots bring a depth of European experience into the Subaru-Montgomery team for the challenges that await. If Marc Madiot's words

BY RUPPERT GUINNESS

Deuxes Wild

VETERAN EUROPEAN PROS MARC AND YVON MADIOT BRING A TWO-OF-A-KIND APPROACH AND SKILLFUL RACING TO THE U.S. BASED SUBARU-MONTGOMERY TEAM.



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Since 1982, a Tour has not started without one of the Madiots in the race. But then they are aware that their reputations alone will not get them into "Le grande Tour." Beginning the year ranked 21st in the world, Subaru-Montgomery would have to get into the top 16 to be sure of a berth. Their best odds are as a wild-card, the additional six picks done by jury, but even that requires a lengthy spell on the victory trail.

"Yes...getting into the Tour is a goal. But to get there we have to have the results. We have to win races; to do well in events like Paris-Nice, the Classics and lead-up Tours like the Dauphine Libere," said Yvon.

However, the Madiots also understand the importance the Tour DuPont holds for Subaru-Montgomery, even though they have been used to a European racing program. It will not be the first time they have raced in the U.S. Yvon Madiot contested the 1986 world titles in Colorado Springs, Colo., and Marc once raced the Coors Classic. "We must do well in the Tour DuPont. For our sponsors; for the team it's important. I am looking forward to the experience, too," said Marc. "I've heard wonderful things from the riders who have chosen to race there."

Marc and Yvon Madiot are unlikely to be Subaru-Montgomery's main cards at the Tour DuPont. The "ace" up Subaru-Montgomery's sleeve is almost certain to be former Z member, Norwegian Atle Kvalsvoll, who was second to Z's Greg LeMond last year, and second to Erik Breukink (1991) and Raul Alcala (1990). Borysewicz, however, said he prepared for both Madiots to play instrumental roles in Subaru-Montgomery's battle plan.

Both are true professionals who know too well the value of a team victory on a home sponsor's territory. But equally, they know the "mediatique" worth back home in France of a stage win or two in the American race, since the event is telecast throughout Europe.

Thanks to the increased inter-

national presence on the Subaru-Montgomery team, there have not been many other great changes for the Madiots apart from the American label.

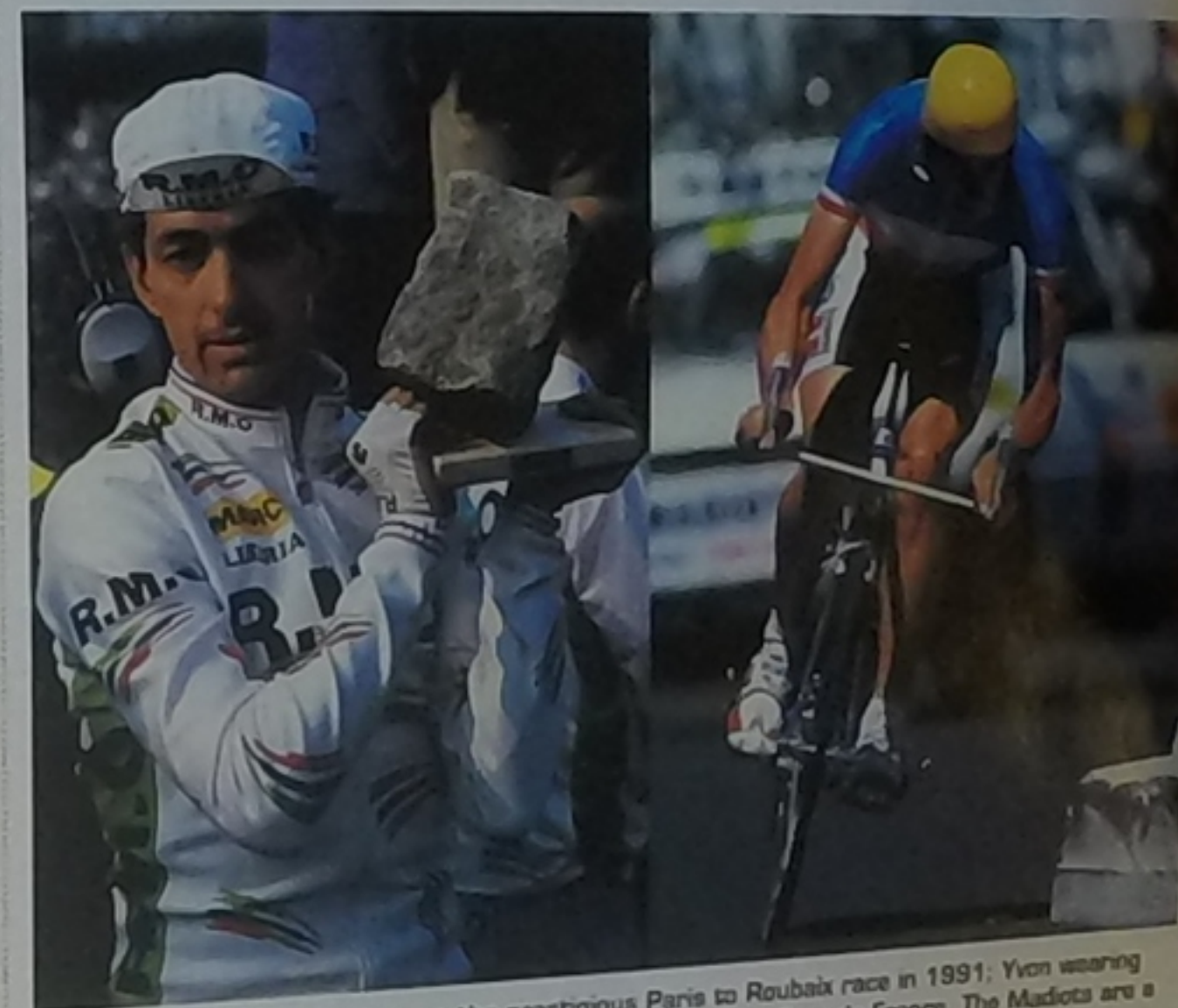
"It is an American team, but there are people from several countries," said Marc.

Yvon added: "There is Weibren Veenstra, a Dutchman; Kvalsvoll, who is Norwegian; us who are French; and the Americans. There is a bit of mixture really, and now with the team racing in Europe a lot, you

MARC & YVON MADIOT

terrain by Subaru-Montgomery teammates and officials, the Madiots were encouraged to join the team's camp in Southern California in January. So they did. In an ironic twist, it rained continuously throughout their stay.

But after the first race in the south of France in February, Marc said: "It (the team) goes well. We might not be the biggest team, or might not have the budget the others have, but we are allowed to take a lot of initiative. There are also riders on this team



ROCK 'N' ROLL: Marc, left, won the prestigious Paris to Roubaix race in 1991; Yvon wearing the French National Championship jersey while riding in the Tour de France. The Madiots are a dynamic French duo, and will infuse the Tour DuPont with a contagious level of determination, enthusiasm and desire to win for the Subaru-Montgomery Team. (Vandystadt/Barey/Deketelaere)

are racing against, and with, the same faces. The only real difference besides the language barrier is the team atmosphere. It is a bit more relaxed. That seems to be an American trait."

What was a Frenchman's first impression of the American team's competitive and tactical muscle? After Subaru-Montgomery's season debut at the French Tour de Mediterranean in February, Marc gave the thumbs up. He hesitated after his experience at the Subaru training camp in January. Promised warm, sunny weather and testing

who will go well. There is still a lot for them to learn, but they should get better now that they are racing in the big European races, instead of only the smaller ones they did last year.

"There is Mike Carter and even Bart Bowen who will be worth watching for. Then Veenstra has proven he can sprint well, too, and of course there's Kvalsvoll, who for the first time will not have to race for another leader."

And "of course," the Madiots would recommend keeping an eye out for "les frères Madiot" as well. They are the wild cards in Eddy B's deck.

MICHAEL ENGLEMAN

Climbing To the Top

BY JAMES RAIA

Michael Engleman hasn't experienced Greg LeMond's triumphs or tribulations. He doesn't have Davis Phinney's powerful sprinting prowess or his 300-plus career victories. He doesn't possess Alexi Grewal's unharnessed natural talent, his maverick nature or his Olympic gold medal.

But with little won't for the dramatic and less desire for fanfare, Engleman has fashioned his own niche. He is American cycling's homesoil champion.

A former long-distance runner, Engleman began pedalling nine years ago as an afterthought and has since become one of the world's most successful professionals. Of course, that might not be known in many households. This year's Tour DuPont could change that.

Although he has claimed some international races, the former marathoner has gained more than 30 victories in the past two seasons while maintaining a primarily domestic racing schedule.

As the oldest member of the Coors Light Cycling Team, the 34-year-old Engleman has a lofty goal this season. He wants to win the Tour DuPont. "It's our Tour de France," said Engleman. "We take it as our biggest race of the year. With its climbing and time trials this year, it's my kind of race. I think I can win it."

While riding to protect teammate David Mann's race leadership, Engleman placed ninth in last year's race, 2:13 behind winner LeMond. He also competed throughout the Tour with a mysterious ailment. Undiagnosed for six weeks, Engleman

finally was given antibiotics for a lung infection. He visited an herbologist near his home in Boulder, Co., and recuperated.

Despite his virus and a collarbone fracture sustained during his last race of the 1991 season, Engleman recovered and compiled 10 victories in 1992. He also established a climber's rarity, setting records on two continents. In Switzerland, he broke Tony Rominger's mark of climbing the Chur Aroza, and on his home turf he broke Grewal's mark while ascending the famed Mt. Evans Hill Climb, which takes racers to an elevation of more than 14,000 feet in the Colorado Rockies.

"I don't really know what it is about climbing or why I do well as a climber," Engleman said. "There is some weight to the power ratio efficiency, but there are 'spinners' who do well and riders who push big gears do well, also. I like to push a big gear. Once I get into a momentum, I can hold it. But it's mental, too. Cycling is very mental. If you look forward to the climbs and are confident you can climb, you usually do well."

Engleman's rise to his current position is surprising as he was raised on a cattle ranch in Texas, and didn't know about cycling during his youth. While many of his teammates and competitors progressed through junior and Olympic development programs, Engleman started cycling at age 26. With little experimentation or experience, he began racing a year later and succeeded simply on his aerobic base from years of long-distance running.

"Michael's performance is usually steady throughout a season," said Coors Light team director Len Pettyjohn, who signed Engleman in



MICHAEL ENGLEMAN

1991. "Once he is in shape, he can maintain it and provide good results every week."

As a marathon runner, Engleman's dream was to qualify for the 1984 Olympic Trials. He garnered his share of running accomplishments, but he could not improve his personal marathon record of 2 hours and 20 minutes — the slowest qualifying standard. Frustrated, Engleman

"I'm a guy who thinks to himself, 'prove it.'"

abruptly gave his overused and oft-injured knees a reprieve from the pounding of asphalt. He retired.

Following a year's sabbatical from sports, Engleman still longed for endurance fitness, but for a sport less stressful on his weary joints. He bought a bicycle, joined a recreational cycling club in Los Gatos, Ca., and received his Category IV license from the U.S. Cycling Federation in 1985.

With years of cardiovascular training and healthier knees, Engleman rapidly advanced. He rode past unsuspecting and more advanced category riders with ease. In one of his earliest races, he broke Greg LeMond's course record in the Mt. Tamalpais Hill Climb in Northern California by 45 seconds. "The one thing I don't miss about running is the pounding on my knees," said Engleman. "I was always injured or in pain. In training, I always knew that Tuesdays and Thursdays were going to be hell on the track. You'd red-line train all the time and beat yourself down. I train hard as a cyclist, too. But mostly what you do is just go out and ride."

As a result of his quick ascension in his new sport, Engleman turned professional in less than the time that it takes many fledgling cyclists to determine proper gear ratios and peloton procedures.

ELEVATING TO NEW HEIGHTS: Engleman says he can climb with the best and must to win this year's Tour. (Allsport/Mike Powell)

Tour DuPont 1993 51

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MICHAEL ENGLEMAN

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"Michael's one of only six or seven American riders to compete in all four years of the Tour DuPont (and Tour de Trump)," said Pettyjohn. "That says something alone. But, he has finished in the top 20 three of the past four years and in the top 10 two times. He hasn't finished in the top five yet as some people have predicted. He's been sick the past two years, but I think also he wants to do so well in the race, he puts too much pressure on himself."

Engleman's finest season occurred in 1991. While racing a primarily domestic schedule, he tallied 21 victories, the most of any professional in the world.

"I think I'm one of the best climbers around; I can at least hang with any climber," Engleman said. "I would like to think that if you put us all together, I could win most of the climbs. But I probably downplay myself too much. I'd rather show myself what I can do than say what I can do. I'm a guy who thinks to himself, 'prove it.' I am a confident person, but I don't like showing my ego."

Although Engleman's season usually has only a few foreign events sprinkled into a nine-month schedule, one consistent yearly overseas appearance has been at the World Cycling Championships, the sport's second-most prestigious event after the Tour de France.

Last season, his sixth straight year in the world professional road race, he sought a top 10 finish. But the spectacle, during which most trade team riders represent their countries for the only time each season, often is a loosely organized gathering for U.S. cyclists.

For the past several years, the team has been chosen around the desires of Greg LeMond and the various schedules of others who simply wish to attend, sometimes on a whim. But an injured LeMond didn't compete last year, while Engleman arrived in Spain the day before the race.

"I've always gone to the World Championships still trying to earn respect," said Engleman, who finished 20th as the highest American

MICHAEL ENGLEMAN

last year. "I'd like to go again this year, but I won't fly over there (Norway) unless there's a couple of weeks of racing. You go to the Worlds as an American and race against guys who have been training in Europe the whole season."

The previous year, with high hopes for LeMond and Andy Hampsten, Engleman was cast as the "super domestique," and his role was classically performed. Following LeMond's crash on the 12th of 16 laps around downtown Stuttgart, Germany, Engleman dropped back to tow the three-time Tour de France champion back to the field.

LeMond was fatigued. With Engleman's encouragement, the two-time world road race title holder tried again, but faltered. Engleman persisted, valiantly trying to persuade LeMond. Within a short span, however, LeMond told Engleman to forge ahead. LeMond withdrew at the end of the lap, while Engleman finished 41st.

Now it's time to exorcise LeMond's ghost with a Tour DuPont win.

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TOUR DUPONT Newsmakers

By STEVEN G. BRUNNER

The Hard Luck Viking!

NORWAY'S ATLE KVALSVOLL HAS BECOME A FIXTURE AS RUNNER-UP IN THE TOUR DUPONT. HE PLANS TO CHANGE THAT IN 1993.

In an act of the truest form of irony, Norway's Atle Kvalsvoll has finished second a remarkable three consecutive times in America's Premier Cycling Race in the 1990 Tour de Trump, Mexico's Raul Alcalá of team PDM defeated Kvalsvoll by 43 seconds after 1,150 miles of racing. In the 1991 Tour DuPont, Holland's Erik Breukink of team PDM came from 50 seconds down on the final day's time trial to nip Kvalsvoll by a mere 12 seconds.

That segued to last year's loss to LeMond, whom he trailed by a scant 013 seconds the final three days of the race, only to lose 20 additional seconds on the final day's time trial. Thrice-crowned?

But all that happiness also wrought a dose of frustration for the man one American journalist dubbed "The Hard Luck Viking."

For the 1993 season, Kvalsvoll has left LeMond's side as chief lieutenant to seek broader boundaries as team leader in major stage races with the American-based Subaru-Montgomery team. While LeMond has elected not to participate in

this year's Tour DuPont, Kvalsvoll is preparing for his fourth run at the winner's podium.

"The DuPont Tour is on my list of races to try and win this year," Kvalsvoll said. "It is a very important race for me. I

have always had good success. The hills in the eastern United States are much like Norway. Because my sponsor is American, and the fans have been very enthusiastic for me, it (this year) will make it extra special, and I will make an extra effort."

Kvalsvoll has become a popular cycling figure in the United States. He said, in many ways, he is recognized in the United States more than in France or Italy. "In Norway, they telecast only three cycling races, the Tour de France, World Championships and the Tour DuPont," Kvalsvoll said. "I have become popular all over Norway because of my success in the States. In the Tour de France or Tour of Italy, I have not been team leader because of my support of Greg."

Kvalsvoll should again be in the spotlight this year, especially with a major climb up Beech Mountain, N.C. on the third to last stage. With climbers like Alcalá, Mike Engleman or Alexi Grewal of Coors Light, Steven Rocks of Festina, and Motorola's Lance Armstrong, Kvalsvoll may see hard luck again.

STRONG AND ARMED

THOUGH ONLY 21, MOTOROLA'S LANCE ARMSTRONG IS FIT TO BECOME AMERICA'S NEWEST STAR (BEHIND YOU KNOW WHO).

Don't ask team Motorola's Lance Armstrong if he's the next Greg LeMond. Don't even suggest it. After

all, you don't ask Shaquille O'Neal if he's the next Wilt Chamberlain.

"I am not the next Greg LeMond," the 21-year-old from Austin, Texas has said. "I am the first Lance Armstrong."

Lance Armstrong is one of a kind. He has taken his Texas bravado and killer instinct to Europe to show there is life in American cycling after LeMond.

Following a self-proclaimed disap-

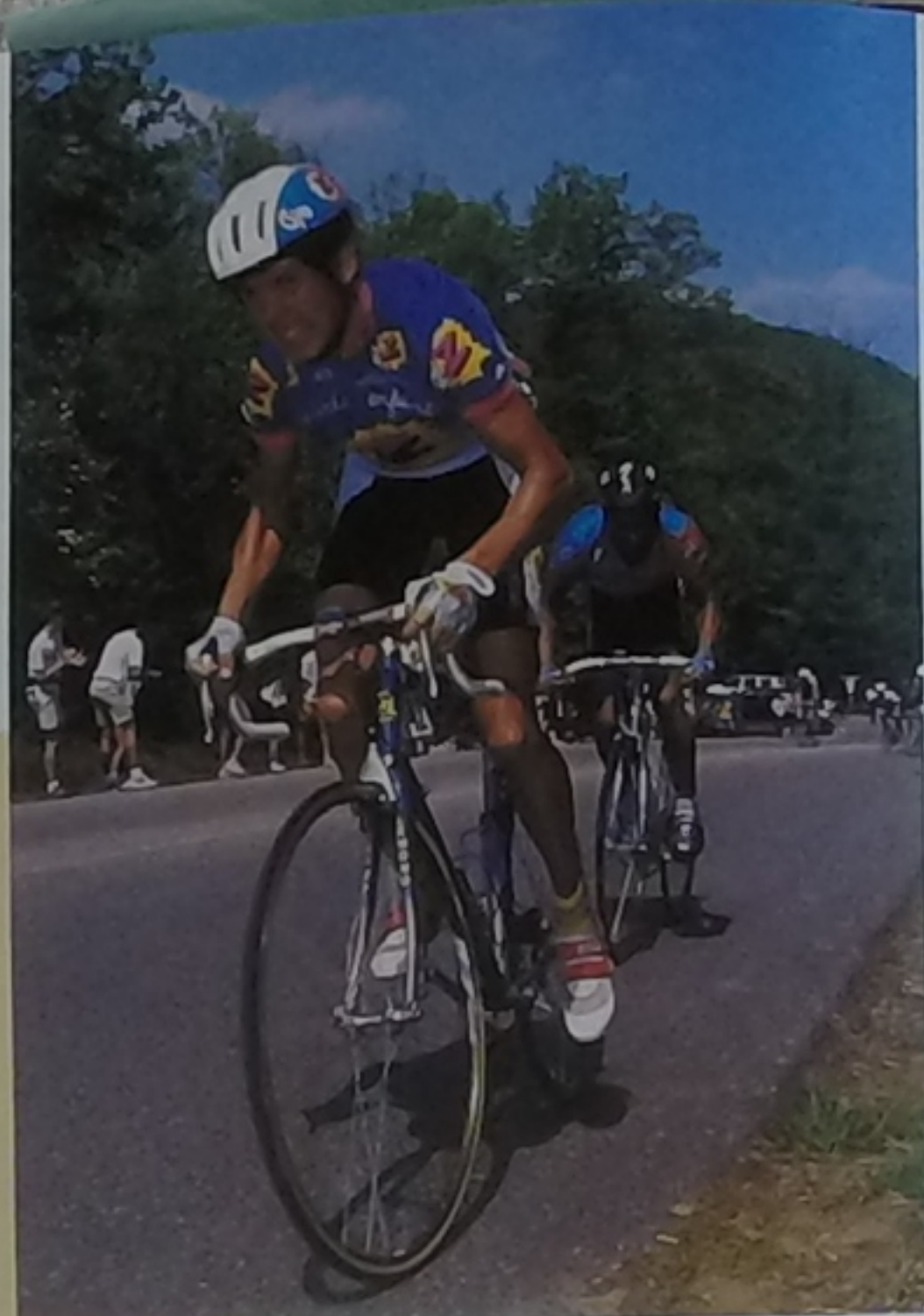
TRUE GRIT: Kvalsvoll plans to attack the top again. (Allsport/Mike Powell)

pointing 14th place in the Olympics, after being highly-touted as medal contender, Armstrong has won more than five professional races (through March 1993) on the tough and gritty European circuit, an impressive amount of victories for any neo-professional, let alone an American.

While Europeans continue to gloat about the vast pools of talent boiling over in traditional places like Spain, France, Holland, Belgium and Italy, the new wave of top cyclists emerging on the international circuit appear to be coming from unusual places like Germany, Russia, Norway, Switzerland, and even America. Armstrong is leading the American contingent.

"Lance has that killer instinct, and is piercingly focused when he sets out to win a race," said Tom Shuler, the former assistant general manager of team Motorola. "For 21, Lance is extremely advanced mentally and has a good athletic arsenal to back it up."

Armstrong's panache has not gone unnoticed by team directors and teammates. When Armstrong was selling his talents to the pro ranks last spring, Motorola team director Jim Ochowicz made sure one of America's future stars stayed home. Ochowicz signed Armstrong as the team's only amateur, knowing he would be joining the team



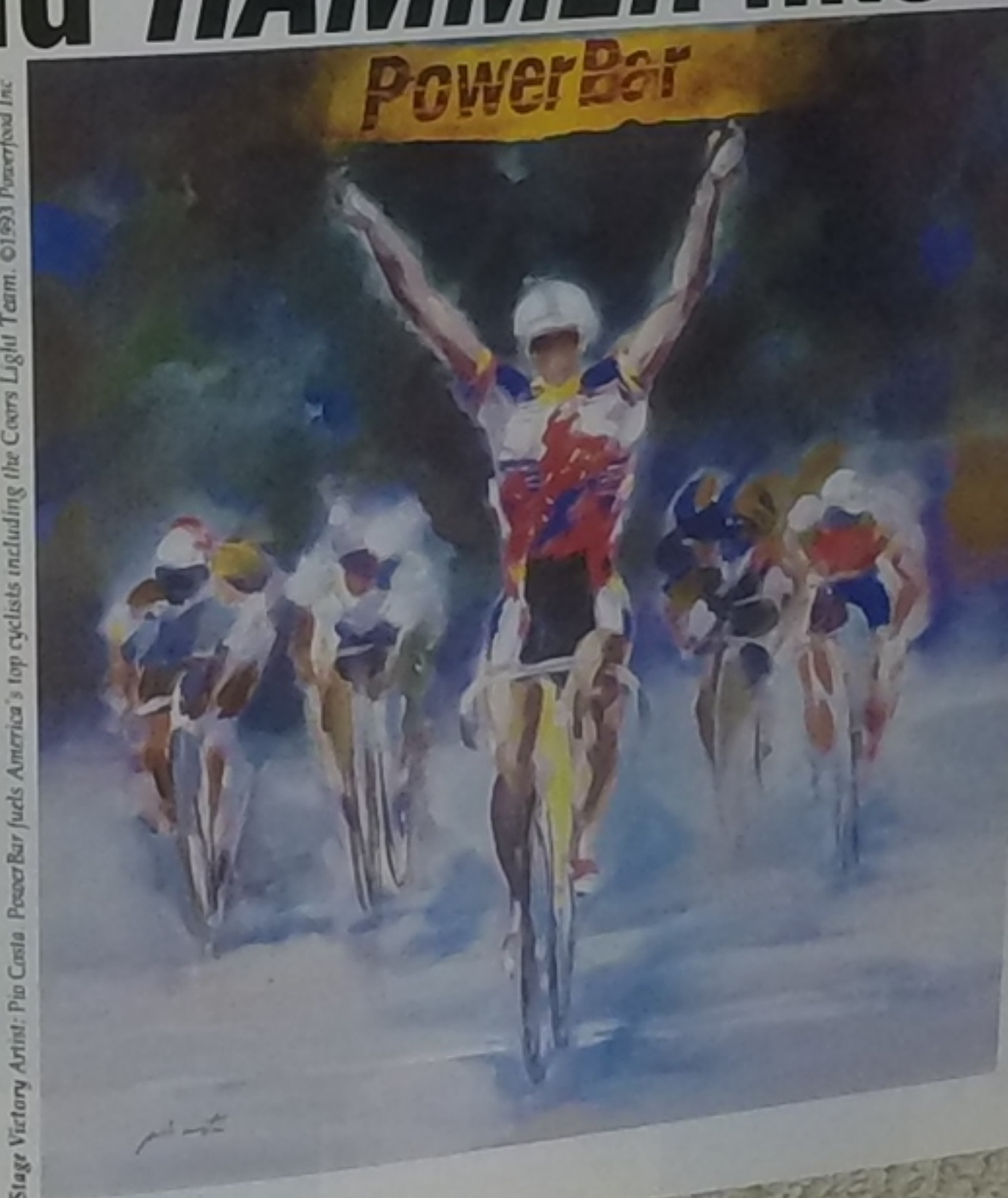
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NEWSMAKERS

immediately after the Olympics. Within two weeks after the Olympics, Armstrong won two professional races. Later, he finished second in the Championships of Zurich, a prestigious World Cup race. Though only riding one-fourth of the professional season, he finished 20th in final World Cup standings.

Teammate Phil Anderson, a long-time successful veteran and by many estimates one of the most aggressive riders on the international circuit, has taken Armstrong under his wing. "I guess you could say he is a bit of a racer like me," Anderson said. "He is bigger on the bike. Rides aggressively. And, I believe, is a little bit possessed."

Armstrong finished 13th in the 1992 Tour DuPont. He has yet to crack the top 10. He will be tested at this year's Tour DuPont on two critical stages: the steep climb to

Beech Mountain and the lengthy 36-mile time trial. Being a former triathlete sprint champion, however, Armstrong is a strong climber because of his anaerobic capacity as a runner and swimmer. He's also a strong time trialist. Can he win?

He has aspirations of removing you know who's name from the list of American winners of America's Premier Cycling Event. "It's true, during our pre-season training camp, I wrote down winning the Tour DuPont as my number one goal," said Armstrong. "I'm prepared to go after it."

"The thing about Lance, he's got that same 'no-fear attitude' that LeMond had when he was that young," said Shuler, who raced for more than a decade, including substantial time on the international circuit. "He's not in awe of anyone. Respect is one thing. Fear, no way."

BATTLE ROYALE II?

IT'S BEEN FOUR YEARS SINCE TOP SPRINTERS ERIC VANDERAERDEN AND DAVIS PHINNEY BATTLED FOR STAGE WIN AFTER STAGE WIN.

FOR THE FIRST TIME SINCE 1989, VANDERAERDEN RETURNS TO FACE PHINNEY ON AMERICAN SOIL.

It was 1989. Davis Phinney leaned over a mike at the post-race press conference after the Arlington, Va. circuit race, sighed relief and said: "Today, I finally ended my Belgium nightmare."

It remains one of the most memorable quotes in the four-year history of the race.

When Phinney, then competing on



THE SHOWDOWN: Eric Vanderaerden (in front) hopes to hold off Davis Phinney like he did in the 1989 Tour de Trump. (D. Conarroe)

the 7-Eleven team, outsprinted Greg LeMond, Michel Zanoli and Eric Vanderaerden, it was the latter he was most elated to defeat. Vanderaerden, a Belgian riding for the Panasonic team, had outsprinted Phinney in four previous stages. Though only two of the four were direct *mano a mano* sprints, Phinney felt Vanderaerden's presence the entire Tour.

By the Arlington Circuit, there were only two road stages and one time trial remaining. Phinney, considered the best American performer on home soil, felt pressure to end the United States drought for wins. He not only won the Arlington Circuit, but returned the next day to edge Vanderaerden in a photo finish in the downtown Baltimore criterium.

Though Phinney's 7-Eleven teammate Dag-Otto Lauritzen of Norway went on to win the overall race title, it was Phinney and Vanderaerden who made the first Tour memorable.

Vanderaerden's four stage wins in a single year remain a Tour record. He and Phil Anderson are tied for most Tour stage wins overall (four). Will he notch more?

"Eric is looking forward to the Tour DuPont very much," said Harrie Jansen, public relations director for

WordPerfect, Vanderaerden's new team. "He remembers the crowds, and the good success he had in America. On the flat stages, he will go for stage wins."

Vanderaerden has not had a chance to renew his battle with Phinney, because the Belgian has not returned to race in America until this year.

This year, Phinney and Vanderaerden will be awakened by new young sprinters trying to nudge in on a classic battle started four years ago.

"This year it will be good to roll back into the hunt. The sprints have always been good at the DuPont race. With Eric, Phil (Anderson), some of the young Americans, and the Germans like Torsten (Wilhelm), there should be some fantastic finishes. There's been some legendary ones in the past. It's not going to be the good old boys club again, guaranteed."

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TEAM ROSTERS

TOUR DU PONT

AMERICA'S PREMIER CYCLING EVENT

TEAMS

(As of March 11, 1993)

SUBARU-MONTGOMERY TEAM

Sponsor's business: Subaru, Cherry Hill, N.J.
Sponsor's headquarters: San Francisco, Ca.
Team's headquarters: San Francisco, Ca. and Dortmund, Germany
Team's UCI Ranking: 20th
Team's top sprinters: Wiebren Veenstra, Raymond Lehnert

Team's top all-around: Atle Kvistvoll, Marc Mediot
Team's top climbers: Kvistvoll, Miguel Arroyo and Mike Carter

ENTIRE 1993 TEAM ROSTER:

Team Manager	Country
Borysiewicz, Eddie	Escondido, California
Cycling Team	
Arroyo, Miguel	Huamantla Tlaxcala, Mexico
Baker, Damien	Chambersburg, Pa.
Bosen, Ben	Ruidoso, New Mexico
Carpenter, Ken	La Jolla, California
Carter, Michael	Boulder, Colorado
Fleischer, Thomas	Dortmund, Germany
Gomez, Conrad	Wiesbaden, N.J.
Gorel, Dennis	Elizabeth, N.J.
Klaus, Andreas	Berlin, Germany
Kvistvoll, Atle	Grimstad, Norway
Lehnert, Raymond	Dortmund, Germany
Mediot, Marc	Renze, France
Mediot, Yvon	Renze, France
Mathis, Robert	Wheaton, Illinois
McCarthy, Mike	New York, N.Y.
Namsvold, Bo-Andre	Bergen, Norway
Reiss, Nate	Boulder, Colorado
Veenstra, Wiebren	Zundert, Holland
Veggerby, Jens	Sludsborg, Denmark
Willerton, Paul	Santa Cruz, California
Zamane, Cezary	Warsaw, Poland

CHEVROLET/L.A. SHERIFFS CYCLING TEAM

Sponsor's business: Automobile manufacturer
Sponsor's headquarters: Detroit, Mi.
Team headquarters: Chino, Ca.
Team's UCI Ranking: 31st
Team's top sprinters: Malcolm Elliott, Thomas Craven
Team's top all-around rider: S. Hegg, A. Mierzejewski
Team's top climber: Andres Barnes

ENTIRE 1993 TEAM ROSTER:

Team Manager	Country
Brenes, Andres	Costa Rica
Craven, Thomas	Winston-Salem, N.C.
Copeland, Jim	Winston-Salem, N.C.
Elliott, Malcolm	Great Britain
Hegg, Steve	Santa Barbara, Ca.
Lechner, Dave	Chino, Ca.
Mierzejewski, Andrew	Chino, Ca.
Paolozzi, Jarne	Santa Barbara, Ca.
Pierce, Jeff	Tucson, Az.

CLAS-CAJASTOR CYCLING TEAM

Sponsor's business: Agrarian society, pasteurizes milk
Sponsor's headquarters: Siero-Asturias, Spain
Team's headquarters: Oviedo-Asturias, Spain
Team's UCI Ranking: 10th as of 1-1-93
Team's top sprinter: None listed
Team's top all-around riders: Toni Rominger, Jorg Mueller

Team's top climbers: Echave, Gaston and Muller

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Rosa Rodriguez		Spain
Cycling Team		
Coello, Julio		Spain
Echave, Federico	July 20, 1960	Spain
Escartin, F.	Jan. 24, 1968	Spain
Espinosa, F.	May 7, 1962	Spain
Fernandez, Manuel		Spain
Gaston, Inaki	May 25, 1963	Spain
Gonzalez, Arsenio	March 9, 1960	Spain
Mauleon, Javier	Sept. 16, 1965	Spain
Muller, Jorg		Switzerland
Oliano, Abraham		Spain
Rodriguez, Fabio	Sept. 21, 1966	Colombia
Rominger, Toni	March 27, 1962	Switzerland
Serra, Roberto	March 21, 1967	Spain
Uria, Jose Manuel	Dec. 1, 1969	Spain
Unzuaga, Jon	Aug. 20, 1962	Spain
Xebier, Usabisco		Spain
Villanueva, J. Luis	April 28, 1965	Spain

COLLSTROP TEAM

Sponsor's business: Garden fence manufacturer
Team's UCI ranking: 23rd as of 1-1-93
Team's top sprinter: Jean-Pierre Heyndericks
Team's top all-around rider: Hendrik Redant
Team's top climber: Patrick Evenepoel

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Willy Terlinck		Belgium
Assistant Team Manager		
Lecluyt, Luc		Belgium
Cycling Team		
Convers, Frank	Nov. 12, 1969	Belgium
Evenepoel, P.	Aug. 20, 1968	Belgium
Heyndericks, J.P.	May 5, 1965	Belgium
Peers, Chris	March 3, 1970	Belgium
Redant, Hendrik		
Strouken, Patrick	March 6, 1970	Netherlands
Thijs, Erwin		Belgium
Van Isterbeek, B.	Oct. 21, 1967	Belgium

WORDPERFECT TEAM

Sponsor's business: WordPerfect markets software

programs that are fully designed and manufactured in-house.

Sponsor's headquarters: Orem, Utah
Team's Headquarters: 4803 ES Bresda, The Netherlands

Team's UCI Ranking: 2nd
Team's top sprinters: Moncassin and Vanderaerden
Team's top all-around riders: Nijdam, Van Hooydonck, Alcalá

Team's top climber: Alcalá (ranked 12th in World)

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Raas Jan	Nov. 8, 1952	Netherlands
Assistant Managers		
Van Der Schuren, H.		

Jan. 22, 1948 Belgium
 Dec. 3, 1946 France

Cycling Team

Alcalá, Raul	March 3, 1964	Mexico
Daelman, Danny	Oct. 23, 1969	Belgium
Dekker, Erik	Aug. 21, 1970	Netherlands
Kokkelen, M.	April 14, 1969	Netherlands
Koning, Louis De	Oct. 19, 1967	Netherlands
Ledanois, Yvon	July 5, 1969	France
Maassen, Frans	Jan. 27, 1965	Netherlands
Moncassin, F.	Sept. 26, 1968	France
Moreels, Sammie	Nov. 27, 1965	Belgium
Mulders, Rob	April 7, 1967	Netherlands
Nijdam, Jelle	Aug. 16, 1963	Netherlands
Runkel, Dieter	Dec. 21, 1966	Switzerland
Segers, Noel	Dec. 21, 1959	Belgium
Vanderaerden, E.	Feb. 11, 1962	Belgium
Van Hooydonck	Aug. 4, 1968	Belgium
Zuijderwijk, Wilco	Oct. 2, 1969	Netherlands

TEAM SATURN

Sponsor's business: Automobile manufacturer
Sponsor's headquarters: Troy, Mi.
Team's headquarters: Los Gatos, Ca.
Team's UCI Ranking: (1st year pro team)
Team's top sprinters: Bob Mionske, Dave McCook, Tom Matwush
Team's top all-around riders: Scott Fortner, Clark Sheehan

Team's top climber: Brian Walton

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Warren Gibson		Los Gatos, Ca.
Cycling Team		
Fortner, Scott	May 22, 1966	Irvine, Ca.
Livingston, Kevin	May 24, 1973	St. Louis, Mo.
Loehner, John	July 21, 1968	Richmond Hill
Matwush, Tommy	April 10, 1969	Madison, WI.
McCook, Dave	Dec. 24, 1969	Fairfield, Ca.
Mercier, Scott	Jan. 24, 1968	Telluride, Co.
Muller, Andrew	Mar. 24, 1968	Tucson, Az.

Mionske, Bob April 26, 1962 Madison, WI.
 Sheehan, Clark Feb. 28, 1969 Santa Cruz, Ca.
 Strock, Greg May 30, 1972 Anderson, Il.
 Stubenrauch, P. Oct. 26, 1969 Boulder, Co.
 Walton, Brian Dec. 18, 1965 Canada

TEAM AMAYA

Sponsor's business: Insurance Company
Team's UCI Ranking: 17th
Team's top sprinter: Per Pederson
Team's top all-around rider: T. Cordes, A. Sanchez
Team's top climbers: Jesus Montoya, Melchor Mauri

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Javier Minguez		
Assistant Manager		
Jose-Luis Lopez-Cerron		
Cycling Team		
Ambite, Eladio	June 2, 1970	Spain
Antequera, F.	Mar. 9, 1964	Spain
Aparricio, Vicente	Sept. 14, 1968	Spain
Cordes, Tom	May 30, 1966	Netherlands
Crespo, Santiago	Aug. 22, 1970	Spain
Cubino, Laudelino	May 31, 1963	Spain
Garcia, J.-Carlos	June 27, 1968	Spain
Martin, Antonio	May 24, 1970	Spain
Mauri, Melchor	Apr. 8, 1966	Spain
Montoya, Jesus	Dec. 4, 1963	Spain
Murguialday, J.	Feb. 4, 1972	Spain
Navarro, Arsenio	Sept. 27, 1970	Spain
Pedersen, Per	Apr. 5, 1964	Denmark
Quevedo, F.	Dec. 17, 1964	Spain
Rincon, Oliveira	Apr. 24, 1967	Colombia
Sanchez, Antonio	Oct. 1, 1970	Spain
Zarrabeita, Mikel	May 14, 1970	Spain

TEAM MOTOROLA

Sponsor's business: Multinational electronics manufacturer
Sponsor's headquarters: Schaumburg, Il.
Team's headquarters: Waukegan, WI.
Team's UCI Ranking: 7th
Team's top sprinters: Phil Anderson, Frankie Andreu
Team's top all-around riders: Lance Armstrong, Phil Anderson

Team's top climbers: Lance Armstrong, Andy Hampsten

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Jim Ochowicz		
Cycling Team		
Alvis, Norman	July 12, 1963	Sacramento, Ca.
Anderson, Phil	Mar. 12, 1958	Australia
Andreu, Frankie	Sept. 26, 1966	Dearborn, Mi.
Armstrong, Lance	Sept. 18, 1971	Dallas, Tx.
Bay, Thomas		Denmark
Bishop, Andy	May 26, 1965	Tucson, Az.
Dermies, Michel	Jan. 6, 1961	Belgium
Hampsten, Andy	April 7, 1962	Great Plains, N.D.
Hundertmarck, K.	April 25, 1969	Germany
Larsen, Steve	Mar. 13, 1970	Mt. View, Ca.
Mann, C.	July 12, 1966	St. Marcellin
Moens, Greg	Feb. 1, 1966	Netherlands
Schur, Jan	Nov. 27, 1962	Germany
Sciandri, Max	Feb. 15, 1967	England
Stenerson, Bjorn	Feb. 9, 1970	Netherlands
Yates, Sean	May 18, 1960	Great Britain

TEAM FESTINA

Sponsor's business: Watch Manufacturer
Sponsor's headquarters: Andorra
Team's headquarters: Andorra
Team's UCI Ranking: 4th
Team's top sprinters: Eric Van Laucke, Jean Van Poppel
Team's top all-around riders: Steven Rooks, Pascal Lino, Sean Kelly
Team's top climbers: Steven Rooks, Pascal Lino

ENTIRE 1993 TEAM ROSTER

Team Director	Birth Date	Country
Jan Gisbers		
Asst. Managers		
Miguel Moreno		
Bruno Roussel		
Cycling Team		
Boden, Falk	Jan. 20, 1960	Germany
Dojwa, J.-Philippe	Aug. 7, 1967	France
Early, Martin	June 15, 1962	Ireland
Emonds, Nico	April 4, 1961	Netherlands
Ganetdinov, R.	May 6, 1967	Russia
Gianetti, Mauro	March 16, 1964	Switzerland
Gonzalez, Armeta	May 12, 1967	Spain
Jakobs, Gert	April 29, 1964	Netherlands
Kelly, Sean	May 21, 1956	Ireland
Koerts, Jans	Aug. 24, 1969	Netherlands
Lino, Pascal	Aug. 13, 1966	France
Maier, Harald	Nov. 17, 1960	Austria
Manouylov, Yuri	June 10, 1964	Russia
Marie, Thierry	June 25, 1963	France
Martinez, Manuel	June 16, 1967	Spain
Perez, Luis	July 27, 1966	Spain
Pinerio, Fernando	Feb. 22, 1967	Spain
Rooks, Steven	Aug. 7, 1960	Netherlands
Teyssier, Francisque		France
Torres, Roberto	Aug. 29, 1964	Spain
Valbuena, Juan	June 26, 1965	Spain
Van Aert, Jos	Aug. 26, 1962	Netherlands
Van Lancker, E.	April 30, 1961	Belgium
Van Poppel, J.P.	Sept. 30, 1962	Netherlands
Vermote, Michel	March 31, 1963	Belgium
Virenque, Richard	Nov. 19, 1969	France
Wegmuller, T.	Sept. 28, 1960	Switzerland

UNITED STATES CYCLING TEAM (Sponsored by EDS)

Sponsor's business: Strategic Business Consultants
Sponsor's headquarters: Dallas, Tx.
Team's headquarters: Colorado Springs, Co.
Team's UCI Ranking: NA
Team's top sprinter: John McKinley
Team's top all-around riders: Fred Rodriguez, George Hincapie, Marty Jemison, Jeff Evanshine

Team's top climber: Kevin Livingston

1993 Roster

Team Manager	Country
Annandale, N.J.	
San Diego, Ca.	
Placencia, Ca.	
Farmington, N.Y.	
Salt Lake City, Ut.	
Brier, Wa.	
Glencoe, Mo.	
Carmichael, Ca.	
Piano, Tx.	
Seattle, Wa.	
Sumner, Or.	

TEAM ROSTERS

Pollock, Jim St. Louis, Mo.
 Rodriguez, Fred Whittier, Ca.
 Sheafor, Nathan Topeka, Ks.

TEAM KELME

Sponsor's business: Shoe manufacturer
Team's UCI Ranking: 24th
Team's top sprinter: Asiat Seito
Team's top all-around riders: Julio-Cesar Cadena, Nestor Mora

Team's top climber: Several

ENTIRE 1993 TEAM ROSTER:

Team Manager	Birth Date	Country
Alvaro Pino		
Assistant Manager		
Juan Suroi		

Cycling Team

Arenas, Juan	Oct. 26, 1967	Spain
Bentley, Francisco		
Buenahora, H.	May 18, 1957	Colombia
Cabello, F.	May 20, 1969	Spain
Cadena, J.C.	Aug. 29, 1963	Colombia
Camargo, Angel	May 22, 1967	Colombia
Comacho, Ignacio		Colombia
Diaz, Antonio	Aug. 24, 1968	Spain
Edo, Angel		Spain
Ferlan, J.M.	Aug. 2, 1965	Colombia
Fuente, Anselmo	Jan. 27, 1962	Spain
Garcia, Ignacio	Aug. 4, 1968	Spain
Gilarte, Segundo	Sept. 29, 1969	Spain
Gonzalez, B.	Sept. 7, 1969	Spain
Martinez, Jurado	Nov. 22, 1966	Spain
Mora, Nestor	Sept. 20, 1963	Colombia
Moreno, L.	Feb. 12, 1966	Colombia
Prego, Genaro		Spain
Rosado, Jesus	Sept. 12, 1967	Spain
Rota, Ramon	Aug. 20, 1967	Spain
Saitov, Asiat	Jan. 1, 1965	Russia
Serrano, Marcos		Spain
Vidal, Jose Angel		Spain

TEAM COORS LIGHT

Sponsor's business: Brewery
Sponsor's headquarters: Golden, Co.
Team's headquarters: Denver, Co.
Team's UCI Ranking: 21st
Team's top sprinters: Davis Phinney, Scott McKinley
Team's top all-around riders: Mike Engleman, Alex Grewal

Team's top climber: Scott Moninger, Mike Engleman, Alex Grewal

ENTIRE 1993 TEAM ROSTER

Team Manager	Birth Date	Country
Len Pettyjohn		Denver, Co.
Cycling Team		
Engleman, Mike	May 20, 1958	Boulder, Co.
Gaggioli, Roberto	Sept. 10, 1962	Italy
Grewal, Alex	Sept. 8, 1960	Ward, Co.
Huber, Chris	Sept. 2, 1961	San Jose, Ca.
Kiefer, Ron	April 11, 1960	Boulder, Co.
Knickman, Ray	June 23, 1965	Boulder, Co.
Liesars, John	Aug. 18, 1969	Gainesville, Fl.
Mann, Dave	Aug. 15, 1963	Great Britain
McKinley, Scott	Oct. 15, 1968	Sacramento, Ca.
Moninger, Scott	Oct. 20, 1968	Wichita, Ks.
Phinney, Davis	July 10, 1969	Boulder, Co.
Swart, Stephen	Jan. 5, 1965	New Zealand



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TEAM SATURN



Saturn Rises

ON STRENGTH OF ADVERSITY

BY CHRIS CAMPAGNA

When the Saturn cycling team dropped its amateur status and joined the ranks of the professionals in 1993, team members knew the obstacles to victory would be great. Competing against the world's elite meant each race would be a stiff challenge. Overcoming adversity has become the norm for the members of team Saturn.

Team captain Bob Mionske, 30, a two-time Olympian, said he considered retiring from competitive

cycling after a case of food poisoning led to a disappointing 75th place finish in the 1992 Barcelona Olympics. Scott Fortner, 25, was ready to quit racing forever after he was hit by a car and seriously injured while training in February 1991. Gregory Strock, 20, won the national junior time trial championships in 1988, but his career came to a sudden halt when he was stricken by a rare long-term virus in early 1991. Amidst an up and down career, 24-year-old Tommy Matush decided to ride with a small local team in Madison, Wis. last year and worked a regular job away from cycling.

These riders rehabilitated themselves, rededicated themselves to cycling and are now part of the newest pro cycling team in the United States. "It would be hard to walk away from this program in midstream," said Mionske. "I'd kick

INDIVIDUAL ADVERSITY has worked to give the Saturn members a strong team cohesiveness. (Marianne McCoy)

TEAM SATURN

myself if I didn't race at least one more year...there's a lot of talented guys on the team. I know some of them will be the stars of tomorrow."

For Fortner, Strock and Matush, success has become a reality. In 1992, Fortner finished second in the U.S. Olympic Trials in the team time trial event, earning a spot as alternate to the Olympic team. Strock won the Central Tennessee Stage Race. Matush placed first overall in the Milwaukee Riverside Classic.

But Fortner, Strock and Matush were not the only members of Saturn to register impressive results in 1992. As amateurs, John Loehner, 25, won the Long Island Classic, David McCook, 22, was victorious in the U.S. National Criterium Championships and 19-year-old Kevin Livingston (who will remain an amateur) won the Tour of Gila.

Saturn's first race against international competition will come at the prestigious Tour DuPont. The other teams will present Saturn with its toughest challenge yet. But no matter how the team performs, Saturn's appearance in the Tour DuPont is most amazing when one considers the tribulations its riders have surmounted.

"After my injury, I felt lost," said Fortner. "I was ready to move on with my life and stop racing but Saturn gave me a new life. The camaraderie on the team is incredible. Everyone on this team has had to pay his dues, so none of us take anything for granted."

Perhaps no cyclist in the world has had to pay more dues than Clark Sheehan. Sheehan, who finished 7th in the Tour de Trump in 1990, was troubled by sickness during a sub-par 1991 season while riding for Coors Light. When he finally regained his health in 1992, he hit a cattle trough while training in a windstorm and was relegated to domestic status.

Sheehan's career finally seemed to be on the upswing in 1993. Slated



TENACIOUS RIDING typifies Team Saturn, as shown by the pressure being put on Bobby Julich (left). (Marianne McCoy)

help but have respect for them," said Stubenrauch. "We all relate with one another and are great friends; there is just a family atmosphere here."

The family atmosphere extends to the corporate level. Saturn's corporate "team members" pride themselves in having a team-oriented philosophy and stressing values of dedication and commitment. A network of 25 retailers from Brooklyn to Charlotte are involved in promoting this year's Tour and have banded together to sponsor America's premier cycling race.

The person at the head of the racing family is team director Warren Gibson. After 12 years of

"The camaraderie on the team is incredible. Everyone on this team has had to pay their dues, so none of us take anything for granted."

as one of Saturn's top racers for the Tour DuPont, he was riding well at the first race of the season, the Tour of Mexico. However, tragedy struck. During the fifth stage, a drunk driver ignored police requests to remain on the side of the road and drove his pick-up truck directly into the pack of riders.

Sheehan sustained compressed vertebrae, but was miraculously back on his bike within weeks of the accident to prepare for the Tour DuPont.

"It's a real shame what bad luck Clark has had," said Fortner. "But I know everyone will rally around him; that's just the way this team is."

Stubenrauch, 23, had one-season stints with six different teams before joining Saturn at the end of 1992. He said he finally feels at home with Saturn. "When you see how guys like Clark, Scott, Bob and Greg have been through so much, you can't

coaching, and managing only amateur squads, Gibson is pleased to be in the professional ranks. A big supporter during the rise of Greg LeMond in the early 1980s, Gibson has been responsible for finding young talent and elevating them to the professional ranks.

Gibson said he was looking forward to outstanding racing in 1993 and in particular, the Tour DuPont. "If we can get someone in the top 10 overall, we'll be extremely happy," said Gibson. "We would also like to win a stage. That would be a major accomplishment."

Stubenrauch, who raced in 1992 for the U.S. Cycling team, summed up the sentiment of the Saturn riders. "Everyone will be really fired up for the Tour DuPont," he said. "I think people will be really surprised by us." (Editor's Note: Debbie Becker, USA Today, also contributed to this article.)

Achtung Baby!

GERMANY'S OLYMPIA

CLUB HAS HELPED ITS

COUNTRY TO RISE AS A

CYCLING POWER

For the past four years, the German National team has entered the Tour DuPont as a little known team from Dortmund, in northwestern Germany.

While TV cameras, mikes, and note pads were ready to capture stories on international stars like Greg LeMond, Raul Alcala, or Davis Phinney, the Germans somehow appeared like a swift tailwind and made their own headlines by ending up on the award podium.

Each year, with the exception of 1991, the German amateurs have shocked the professional field of riders with top places in America's Premier Cycling Event. While many of the astute *director sportifs* knew what to expect from the talented group of Germans, even the most seasoned professional riders have been astonished when guys like Uwe or Torsten or Rolf have ended up on the award podium at the end of a 125-mile road stage.

In Stage 1 of the 1992 Tour DuPont, a flat 53-mile road race from Dover, Del., to Wilmington, Del., everyone was expecting a duel between the top professional

sprinters like Davis Phinney and Michel Zanoli. To the surprise of everyone, little known Torsten Wilhelm of the German National team slung his way around Phinney and came from five meters behind to edge out Zanoli in a photo finish. "All of a sudden I saw a rider on the left," Zanoli said. "I didn't know who it was. I thought I had the race won. The German amateurs are unknowns."

"I don't know about these German guys. Every year they come up with these unknown sprinters and surprise everyone," Phinney added.

Well, maybe not everyone.

For Len Pettyjohn, the team director of Coors Light, Wilhelm's mercurial sprint was not a revelation. He said, "German, Russian or other former eastern bloc amateur riders are accustomed to fast field sprints. Because many of the riders racing the DuPont race are pursuit racers from the track, they have excellent speed. I also think the reason why the Germans have done so well is because they are smart riders. They know how to follow the wheels of the top professional teams who are leading out their own sprinters."

In last year's Tour DuPont, the German National team accomplished the following:

- Won two stages (Wilhelm, Stage 1; Uwe Preissler, Stage 3)
- Won the highly coveted Sprint Jersey (Wilhelm)
- Placed men on the podium three times (Wilhelm twice, Preissler)
- Placed a rider 17th overall (Thomas Fleischer)

Another reason the Germans possess such talent is because of their coaching. Team director Gregor Braun is a three-time Olympic medalist on the track; the other coach, Henkes Junkermann, is a former Tour de France rider. The team's general manager, Ernst Clausmeyer, is a former track world champion.

Clausmeyer's Olympia Club of Dortmund has represented Germany for the past four years in America's

premier cycling race. Sponsored by Die Continentale Insurance company and Union Frondenberg cycling manufacturers, Clausmeyer's club is noted as Germany's finest. He has had several riders in the past three Olympics, and continues to feed the pro ranks.

Of the former Olympia Club members, Rolf Aldag, Kai Hundertmark and Rajmund Lehnert have been most notable. Aldag placed third overall in the 1991 Tour DuPont, and won Stage 4 in last year's race. In 1991, Hundertmark placed fifth at the World Championships, winning a pack sprint over most of the world's top sprinters. In the 1989 Tour de Trump, he placed third in a stage. Lehnert placed third in a stage in 1989.

"All of my riders treat the Tour DuPont as a very special race," said Clausmeyer. "It

is one of the only races for them to compete against the pros. I am thankful for the commitment by Michael Plant and Tour DuPont to remain an International-Open race (for both amateurs and professionals). Most races are strictly professional. In Germany, not all riders can turn professional because there are not races to support them."

Many veterans of professional racing in Europe do not know of the German cyclists because many of the races in Deutschland are amateur. However, "A race like the Tour DuPont, because of television and organization, permits our team to show that Germany is a strong cycling country, professional or amateur," Clausmeyer said.

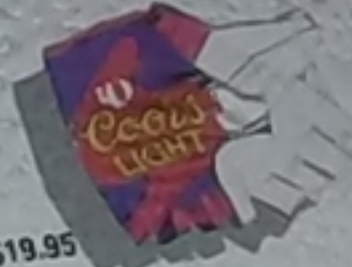
—Steven G. Brunner



ON THE MARK: The Olympia Club riders of Germany made a big impression in the 1992 Tour DuPont. They'll be back in force in 1993. (Allsport/ Mike Powell)

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TEAM COORS LIGHT

Coors Light Loads Up

TO RECLAIM TOUR
DUPONT TEAM TITLE

The Coors Light racing team features four Olympic medalists, three exceptional mountain climbers and the large shadow of seven stage-race triumphs, 102 overall victories in 1992, and third place in the Tour DuPont.

Imagine, then, someone suggesting that the Coors Light team for 1993 is potentially stronger than the 1992 crew. Sends shivers up the frames of opponents' bikes, right? That's exactly the word coming out of the Coors Light camp, which is hungry to reclaim the Tour DuPont team title it won in 1991.

The addition of Ron Kiefel and Scott McKinley, the Tour DuPont's Most Aggressive Rider in Stage 5 in 1992, has given the Coors Light team additional experience and speed, to go along with plenty of both. The Coors Light team is one of the most experienced in cycling, with an average age of 27. "Experience tips the scales — racing smart means the difference between winning and losing," Coors Light team coach Len Pettyjohn says.

The Coors Light team can be broken down into three distinct components as it pertains to the Tour DuPont: The marquee names, whose

accomplishments glitter in the color of Olympic medals; the mountain men, whose propensity for powerhouse riding in steep, grueling terrain will be vital as the riders approach North Carolina and the Piedmont Triad; and the sprinters, who will be most evident in the first portion of the Tour DuPont.

The four Olympians on the team are 1984 Olympic Gold Medalist Alexi Grewal, and 1984 Olympic bronze medalists Davis Phinney, Kiefel and Roy Knickman. Both Grewal and Phinney have colorful pasts in the Tour DuPont and its predecessor, the Tour de Trump. Phinney, who has captured more than 300 stage, criterium or sprint races in his career, won two stages in 1989 and one in 1991, capturing the Sprint Jersey in 1991 as well. He was also second in Stage 9 in 1992. Meanwhile, Grewal won the tough Stage 10 in 1992.

The mountain men are headed by Mike Engleman, one of the greatest cyclists ever on American soil, the top American in the 1992 World Championships, and the world's most victorious rider in 1991. Engleman is keen to improve on his 9th-place finish in the 1992 Tour DuPont. He will have both timing and terrain on



SPRINT SUPERSTAR Davis Phinney (left) and newcomer Ron Kiefel are two weapons in Team Coors Light's arsenal. (John Kelly)

his side: The nasty climb into North Carolina and Beech Mountain, and subsequent mountain racing, comes in stages 9-10. Team mate Scott Moninger won five mountainous stage races and the Triple Crown (CoreStates, West Virginia, Pittsburgh) in 1992. He also tied Coors Light teammate Roberto Gaggioli for most professional victories in the world. Grewal is the third member of this mountain cycling triumvirate.

"Michael's performance is steady throughout the year," Pettyjohn said of Engleman. "Once he is in shape, he is able to maintain that fitness and provide good race results every week."

The third component, represented by Swart, Mann and Phinney, will give Coors Light great strength in the first two stages and Prologue, as well as the final Stage 11 time trial. Mann, from Great Britain, won Stage 2 last year, and made the Top 10 in the Prologue and Stage 11 time trial. Swart, who like Mann wore the yellow leader's jersey at one point in 1992's Tour DuPont, finished second in the Prologue and Stage 2, and 9th in Stages 6 and 7. — Bob Yelving

Tour DuPont 1993 65



*See your dealer for details of this program. (Based on M.S.R.P. S-Blazer LT vs. Ford Explorer Eddie Bauer. Levels of equipment may vary. Chevrolet, the Chevrolet Emblem and Blazer are registered trademarks and Chevy is a trademark of the GM Corp. ©1992 GM Corp. All Rights Reserved. Buckle up, America!

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CHEVY/L.A. SHERIFFS

For Chevy/L.A. Sheriffs, THE CAUSE IS AS IMPORTANT AS THE RACE

The Chevrolet/L.A. Sheriffs Team will be the only team to pedal into the Tour DuPont with more than group and individual objectives at stake. Each time the Chevrolet/L.A. Sheriffs Team gathers for a race, it promotes healthy, drug-free living.

The attachment covers more than just a few well-placed comments. The team is actively involved with the Substance Abuse Narcotics Education (SANE) program. According to team president Greg Christopherson, "We ride and race to create and maintain a proper role model for the youth of the community and to enhance the image of government, law enforcement, our sponsors, and cycling."

Founded by L.A. Sheriff Sherman Block in 1985, SANE works with third through eighth grade students in all 54 public school districts throughout Los Angeles County, as well as many private schools. SANE incorporates school curricula such as self-esteem, decision-making skills, and dealing with peer pressure.

The Chevrolet/L.A. Sheriffs Team is the lone Tour DuPont team to promote a charity by its appearance. It also has perhaps the most widespread roots of any team in the Tour DuPont. According to professional team manager Dave Lettieri, there are 500 members in many different states, with separate

chapters in California, Michigan, Florida, Colorado, and England.

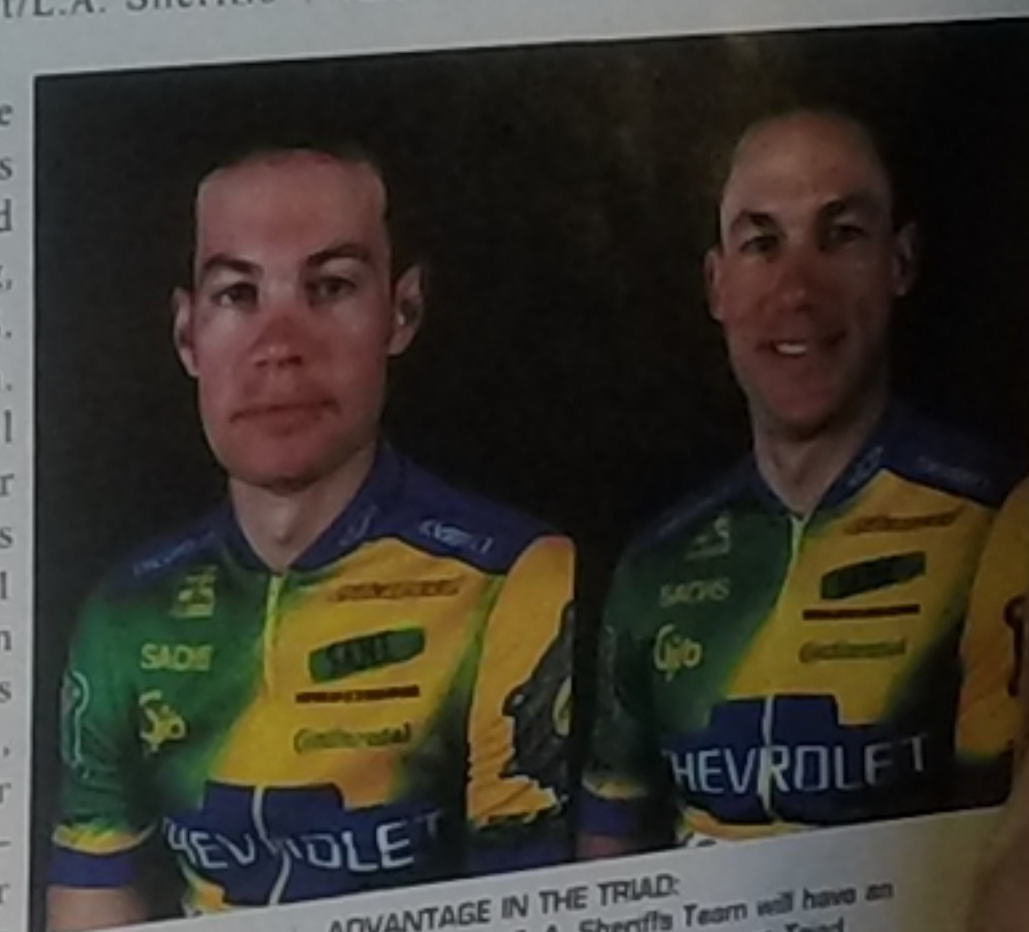
While the nexus of the team's formation is to promote Chevrolet and SANE, this club will certainly be ready to race at the 1993 Tour DuPont. With two cyclists who know the rugged Piedmont Triad terrain that will end the Tour, and some big-name additions, look for a much improved Chevrolet/L.A. Sheriffs Team in 1993.

The marquee name among returnees is 1984 Olympic gold medalist Steve Hegg, a nine-time U.S. National Champion. Hegg won the final stage of the 1992 Tour DuPont, and was victorious in 11 events. Team captain Jeff Pierce adds his all-around ability, including a knack for strong climbing — crucial in this Tour DuPont. He has competed in four Tours de France, and won the final stage of the 1987 Tour de France.

The veteran team members form a strong core. Two to watch will be Thomas Craven and Jim Copeland, who live within the Piedmont Triad in Winston-Salem, N.C. Craven won the first stage ever contested in America's Premier Cycling Event, in 1989. He also was the top American in two different Tour DuPont stages

in 1992. Copeland was a 1988 Olympian, and has won more than 20 events in the past two seasons.

The most prominent new face is British sprint star Malcolm Elliott, who competed in two Tours de France, five Tours of Spain and won a record 17 stages in Britain's Milk Race. He's also won stages in the Tour of Spain and Tour of Ireland. Another newcomer is former Polish



ADVANTAGE IN THE TRIAD: The Chevrolet/L.A. Sheriffs Team will have an advantage in the climactic Piedmont Triad stages, due to hometown riders Thomas Craven and Jim Copeland (Seam Gabbery).

National Champion Andrzej Mierzejewski, who finished second in the 1992 Corestates USPRO Road Race Championship.

Other members include Lettieri and Andres Brenes, the first pro rider from Costa Rica.

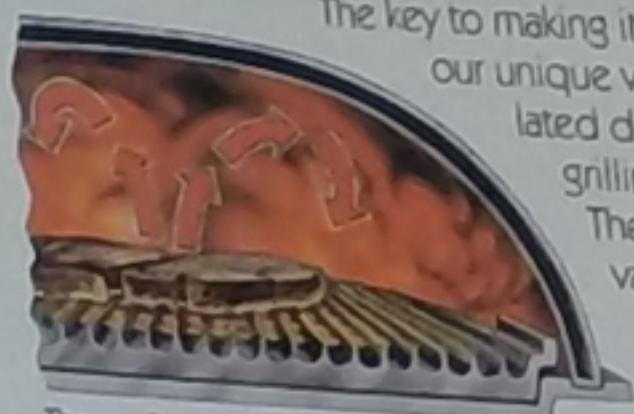
— Bob Yellling

Tour DuPont 1993 67



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MAP ICONS

- Mountain Points**
1-Most difficult 3-Difficult
2-More difficult 4-Least difficult
The higher classification, the more points awarded toward Mountain Jersey.
- Sprint Lines**
Points awarded toward sprinter's jersey for the first five cyclists to cross these mid-race sprint lines.
- Time Bonus**
Top three places at these mid-race points have 3, 2, and 1 second(s) respectively deducted from their overall time. A race containing a mid-race time bonus also awards the top three stage finishers 10, 6, and 4 second deductions. (Note: These time bonuses awarded each race and provide greater team strategy.)



1993 Tour DuPont

PROLOGUE:
Wilmington, Del.
2.98 miles (4.8km)
Thursday, May 6

STAGE 1:
Dover, Del. -
Wilmington, Del.
56 miles (90km)
Friday, May 7

STAGE 2:
Wilmington, Del.
13.5 miles (22km)
Friday, May 7 (p.m.)

STAGE 3:
Port Deposit, Md. -
Hagerstown, Md.
115 miles (186km)
Saturday, May 8

STAGE 4:
Pen Mar, Md. -
Hershey, Pa.

111 miles (176km)
Sunday, May 9

STAGE 5:
Front Royal, Va. -
Massanutten
Resort, Va.
100 miles (162km)
Monday, May 10

STAGE 6:
Massanutten Resort,
Va. - Richmond, Va.
121 miles (194km)
Tuesday, May 11

STAGE 7:
Richmond, Va. -
Lynchburg, Va.
126 miles (204km)
Wednesday, May 12

STAGE 8:
Lynchburg, Va. -
The Homestead, Va.

113 miles (182km)
Thursday, May 13

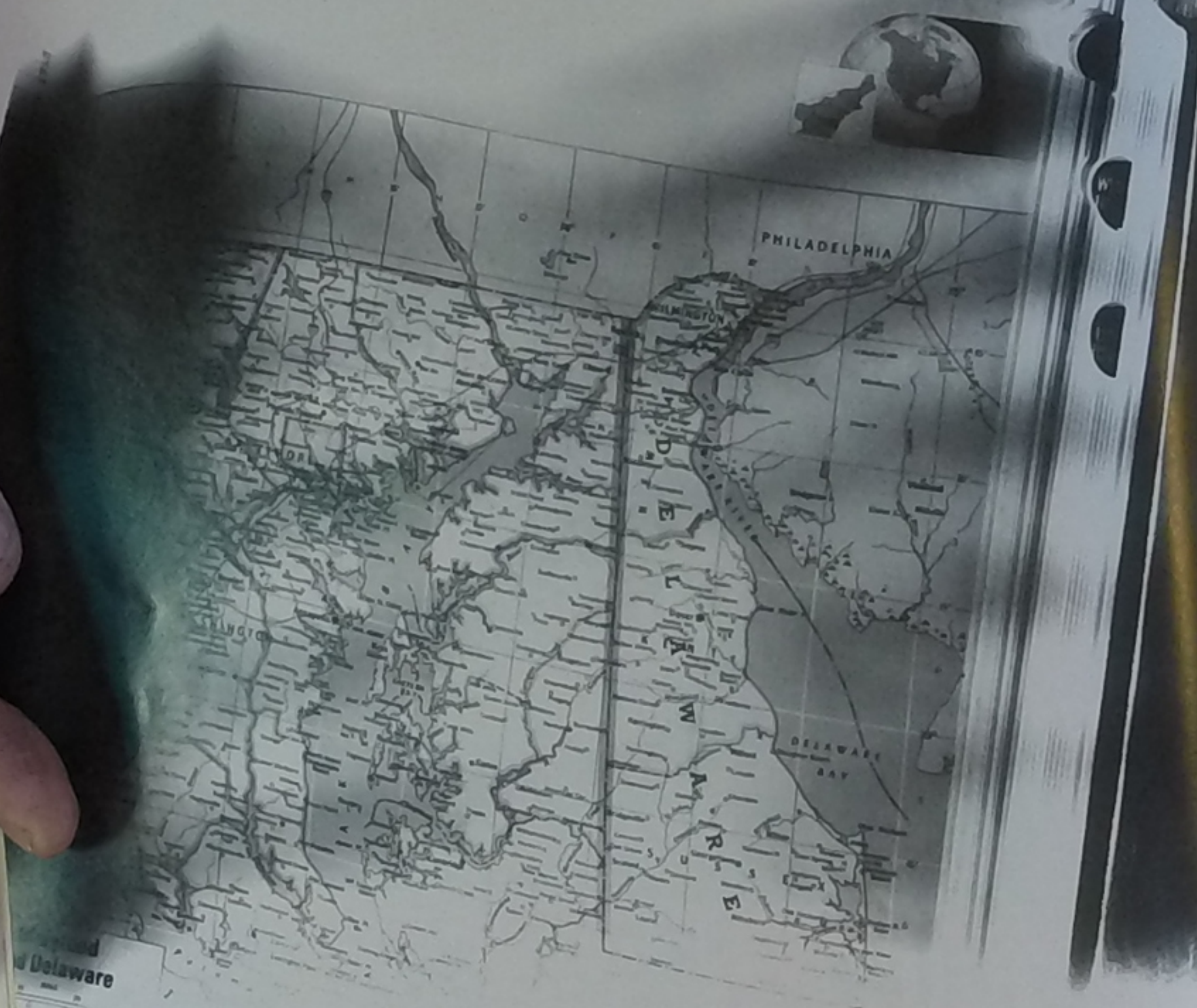
STAGE 9:
Blacksburg, Va. -
Beech Mountain, N.C.
151 miles (243km)
Friday, May 14

STAGE 10:
Banner Elk, N.C. -
Winston-Salem, N.C.
142 miles (228km)
Saturday, May 15

STAGE 11:
Piedmont Triad, N.C.
(High Point
Kernersville-
Greensboro)
Time Trial, 36.5 miles
(59km)
Sunday, May 16

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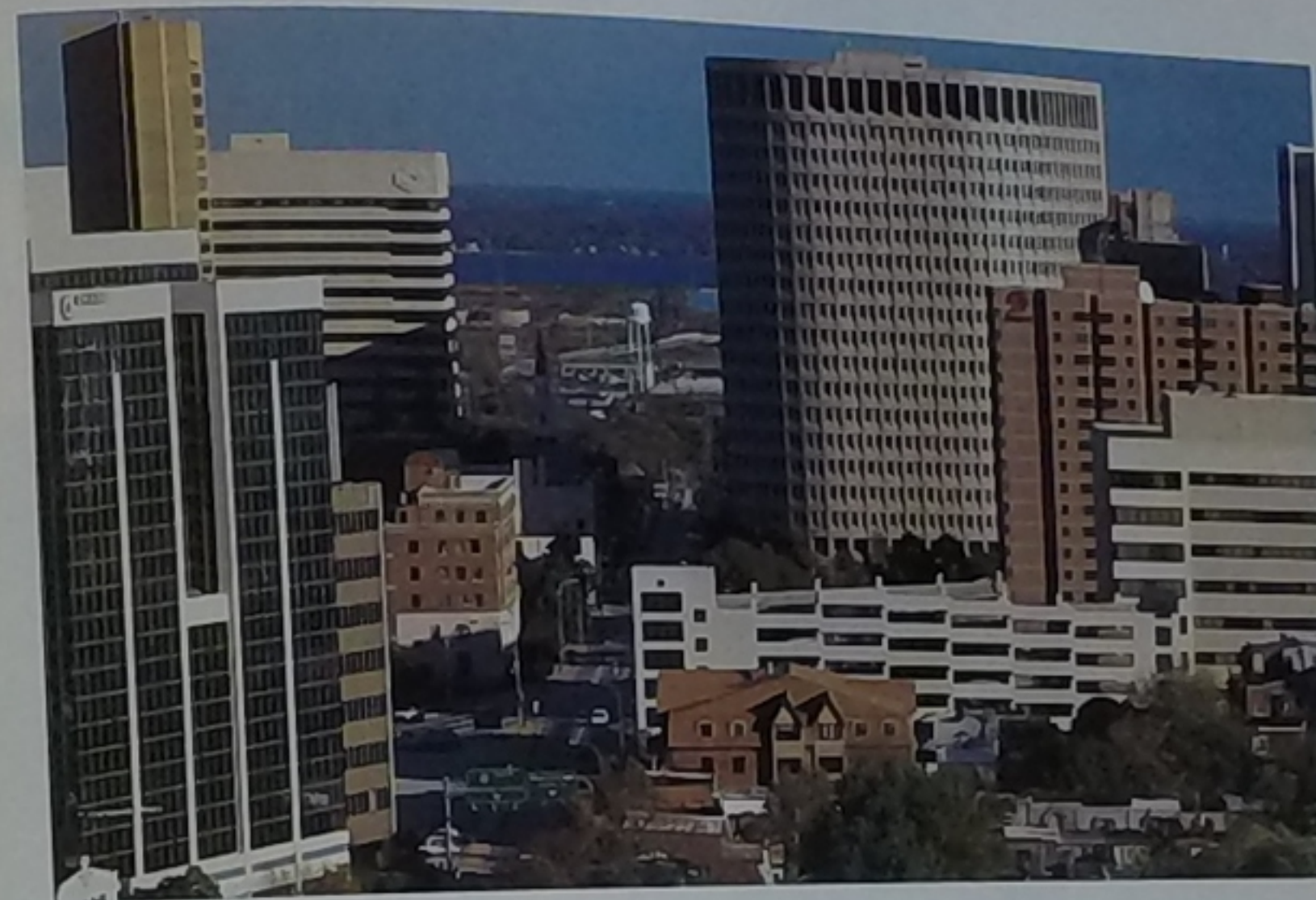
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TOUR HOSTS THE RACE

Wilmington, DE

THE TOUR MAKES ITS FOURTH consecutive start from Wilmington in 1993 in what is quickly becoming a Delaware tradition. Wilmington will be the busiest venue, hosting two segments of the Tour DuPont (Prologue and Team Time Trial), and serving as the finish for Stage 1.

During May 6-7, the world's top cyclists will race along the beautiful rolling hills of northern Delaware, as well as through Wilmington's charming downtown. Cyclists and visitors will enjoy Delaware's many attractions and the acclaimed historical sites of Winterthur and Hagley museums, Longwood Gardens and Rodney Square. Concerts by the finest symphonies, Broadway shows, tours of the nation's greatest museums, contests by professional baseball and football teams, and popular, family-oriented seaside resorts are all plentiful in Delaware.

Wilmington's central location, positive business environment, and world-class quality of life make it an ideal place to

Wilmington's central location, positive business environment, and world-class quality of life make it an ideal place to live, work and raise a family

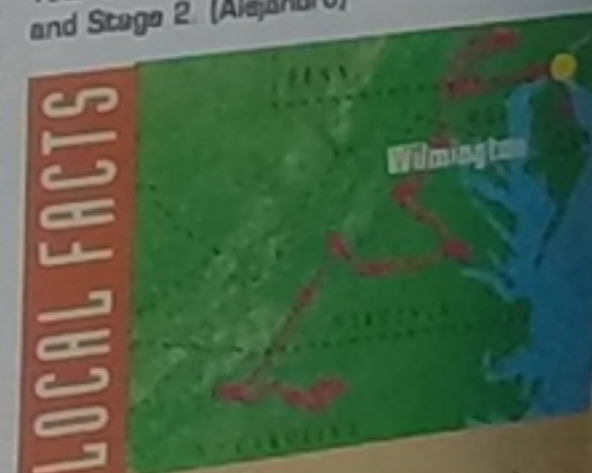
live, work and raise a family. That's why Delaware is a corporate center for the nation, with more than 173,000 corporations (and more than half of the Fortune 500) chartered here.

Corporate headquarters and home to the DuPont Company for more than 200 years, Wilmington now calls itself home to the great American cycling event that bears the company's name.

With its tradition as a leader among states (and the first to ratify the

Constitution on December 7, 1787), Delaware and Wilmington are proud to serve as the First State and the First City of the 1993 Tour DuPont.

THE WILMINGTON SKYLINE will be an imposing witness to three segments of the Tour DuPont — the Prologue, Stage 1 Finish, and Stage 2. (Alejandro)



LOCAL FACTS
Founded: 1787
Population: 441,946 (Metro area)
Attractions: Winterthur and Hagley museums, Longwood Gardens, Rodney Square, Delaware seaside resorts.
Stage Date: May 6-8
Stage Description: Prologue, 2.9 mile (4.7km) Sprint, Stage 1 Finish, 55-mile (88.5km) Road Race, Stage 2 13.5 mile (22km) Team Time Trial

Tour DuPont 1993 71

Prologue

COURSE DESCRIPTION: The course will route through Brandywine Park and up the famous cobblestones of Monkey Hill. Many of the well-traveled professional cyclists call it the best Prologue course in the world.

START/FINISH DETAILS:

PRIME VIEWING SPOTS:

- Monkey Hill
- Rodney Square
- Brandywine Park
- Along King Street



Stage 2

COURSE DESCRIPTION: This unique event, in which teams race against the clock using echelons to build speeds of up to 40 m.p.h., will be contested on a flat course through the streets of Wilmington. This becomes a particularly critical stage because each team member registers his team's time, which applies to the individual's overall time.

START/FINISH DETAILS:

PRIME VIEWING SPOTS:

- New Castle
- Route 9 (Glebe Cemetery)
- All along Route 9
- Route 13 & Wilmington Road
- Along 4th St., Church St. & Market Street
- Along Market St., 4th Street & 15th Street



Stage 1

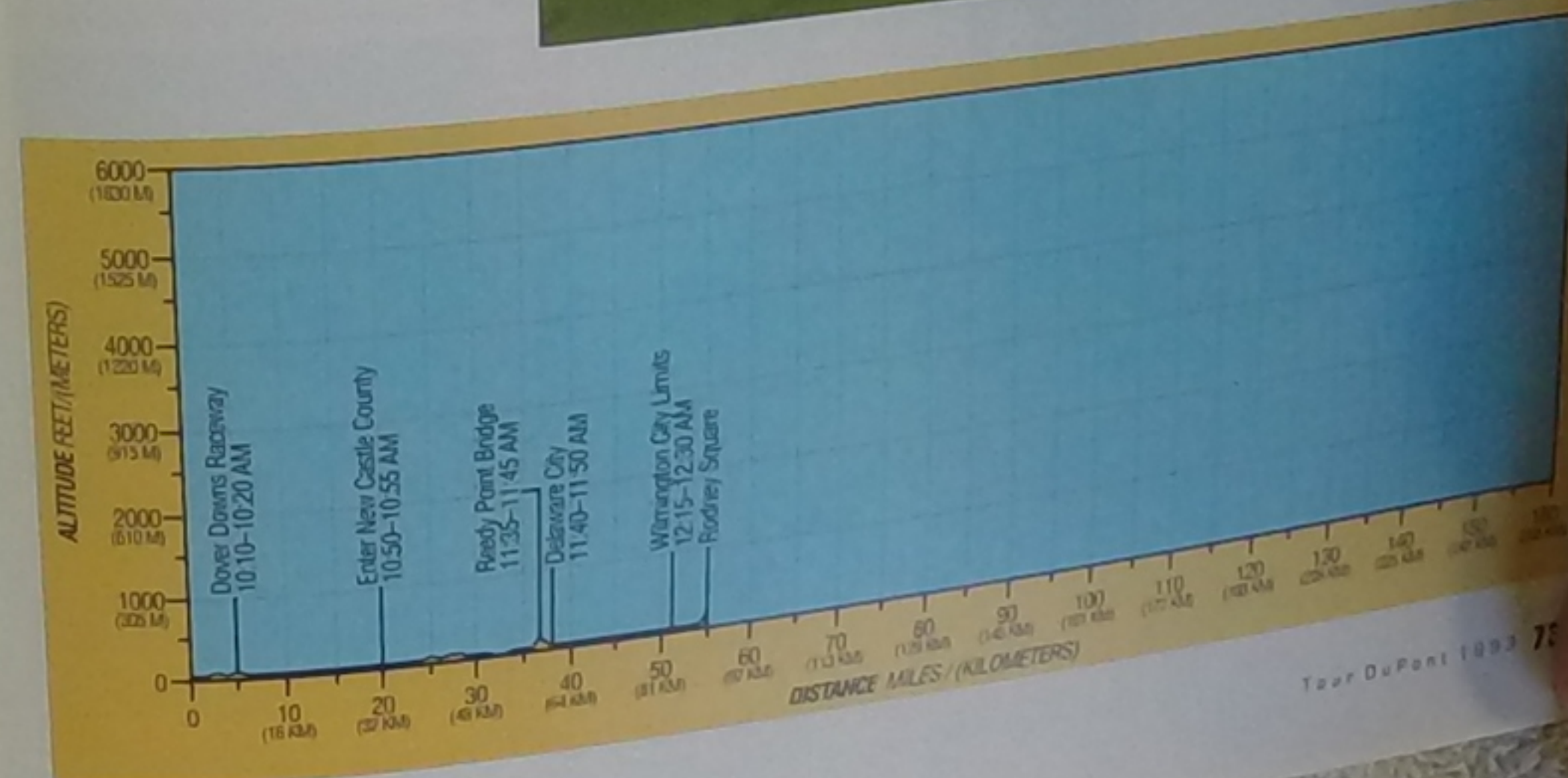
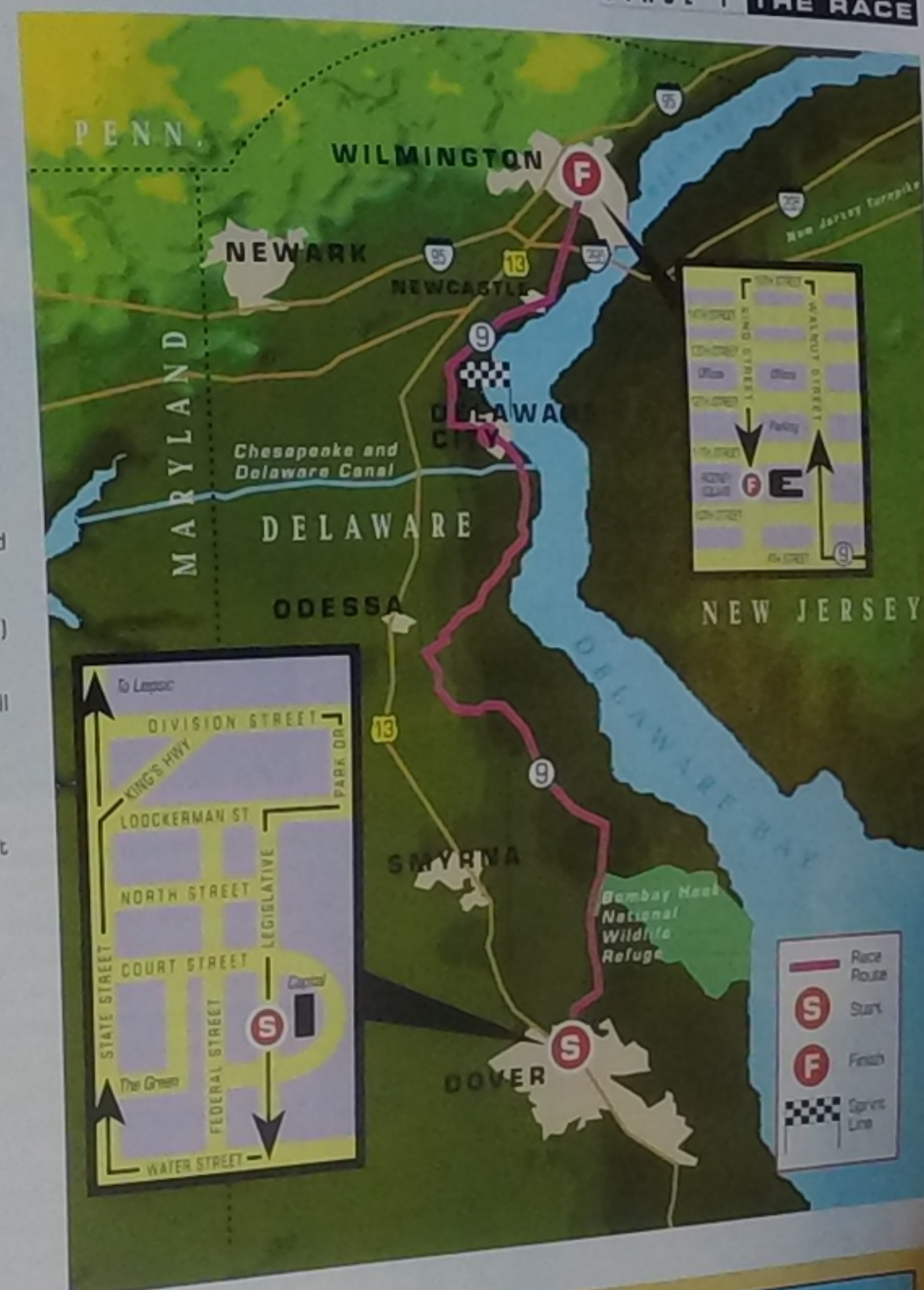
COURSE DESCRIPTION: Stage 1 will take cyclists from the steps of the Capitol Building in Dover, across the flat wildlife refuges and marshlands of central Delaware, to downtown Wilmington.

START/FINISH DETAILS:

PRIME VIEWING SPOTS:

- Legislative Street, Legislative Hall
- Route 9 Coastal Greenway
- Route 9 in Delaware City
- Reedy Point Bridge, Route 9
- Capital in Dover
- 600 -1100 blocks of King Street and Rodney Square area in downtown Wilmington.

NOTE: Use Route 13 as an alternate to leapfrog to vantage points all along Route 9, along Delaware Bay.



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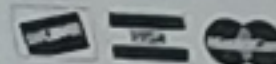


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THE RACE TOUR HOSTS

Dover, DE



THE LEGISLATIVE HALL lends its
 stately presence as the Stage 1
 start.

DOVER WILL BECOME
 the center of attention on
 May 7, when the first stage
 of the Tour DuPont will
 begin in front of Legislative
 Hall. Cyclists will make a
 loop around The Green,
 passing the Governor's
 mansion and the Legislative
 Hall. They will pass through
 Dover's historic district, on
 their way to scenic Delaware
 Route 9 and Wilmington.

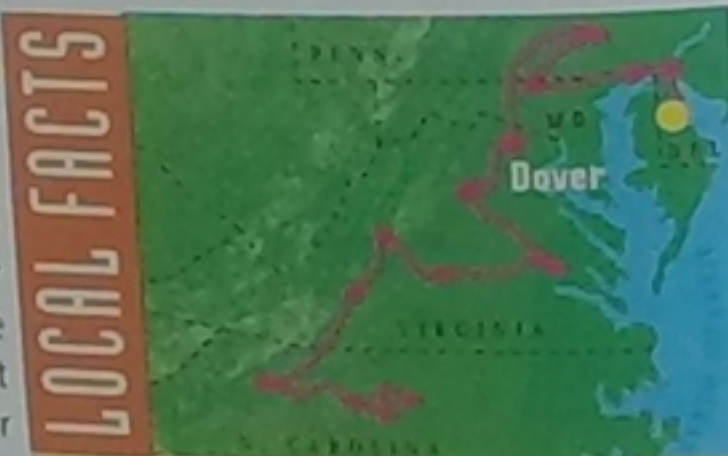
Upon arriving in Dover, the
 state's capital, one will
 discover a city of grand
 Georgian and Victorian
 homes where horse-drawn buggies from the nearby Amish
 community are a common sight on city streets. Stroll along
 brick sidewalks, browse in specialty shops and tour the many
 historic and government buildings that surround The Green.

If you're looking for other excitement, one can find
 NASCAR and harness racing at Dover Downs, or tour the C-5
 Galaxy airplane, the world's largest cargo plane, at Dover Air
 Force Base.

Dover's combination of high technology, stately atmosphere
 and the simple rural lifestyles of its outskirts serve as a
 microcosm of the Tour DuPont course: a blend of country and
 city-hosted stages.

Dover will host
 what could be one
 of the fastest
 stages in the
 history of the Tour
 DuPont, a 53-mile
 road race on flat
 surfaces. Whoever
 wears the yellow
 jersey when leaving
 Dover will have a
 distinct advantage
 over the rest of the
 field.

Dover is a fitting
 city in which to
 hold exciting first
 stage of the Tour
 DuPont.



LOCAL FACTS

Founded: 1717
Population: 28,000
Attractions: State Capital, Dover Air
 Force Base (home to the C-5 Galaxy
 airplane), Amish communities, The
 Green, Downtown shopping district,
 Dover Downs
Stage Date: May 7
Stage Description: Stage 1 Start,
 53-mile (86 km) Road Race

TOUR HOSTS THE RACE

Port Deposit, MD

PORT DEPOSIT IS THE SMALLEST
 town to serve as a focal point for the
 1993 Tour DuPont. However, its history
 and character is rich and deep.

With a population of 698, Port Deposit
 is crowded between the water and the
 steep slopes of the northern bank of the
 Susquehanna River. The town was first
 settled around 1720; in December of
 1812, the name was changed to Port
 Deposit. Previously, it had been called
 Creswell's Landing because of the ferry
 service north of the present site.

Shipping was a primary early business.
 Another was quarrying granite. In 1865,
 a flourishing quarry employed 300 stone
 cutters. Fishing was also a big industry
 when the river was full of shad and rock
 fish. The biggest success story of all may

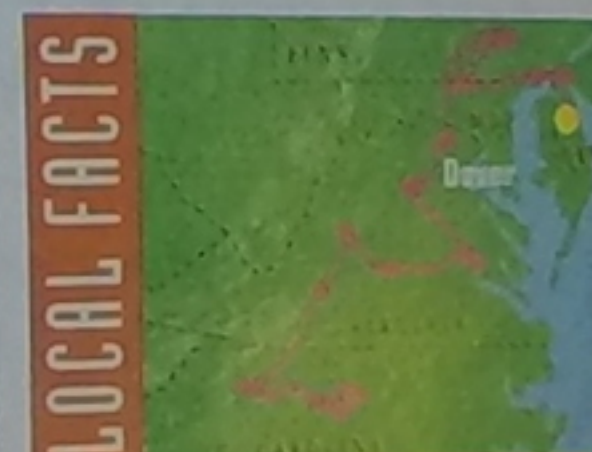
have been Jacob Tome, who made a
 fortune in both lumber and banking.

Adams Hall (now Town Hall) was built
 in 1904 from designs created by Boring
 and Tilton. The building at one time
 housed a swimming pool and a
 basketball court. The building was
 renovated in 1983 to serve the citizens
 as Town Hall; an upstairs library was
 added in 1986.

The Town's main industry, ship and
 barge building, closed in the early 1980s.
 The property is now being developed by
 the owner into 177 townhouses, a 400-
 slip marina and a small retail center, to
 include a restaurant.

The Town recently annexed 125 acres
 of the Bainbridge Naval Training Center.
 The annexation places the "Tome Area"

well within the town limits and affords
 the Town a voice in what happens to
 this historic piece of land. All of the town
 of Port Deposit is on the historic register.



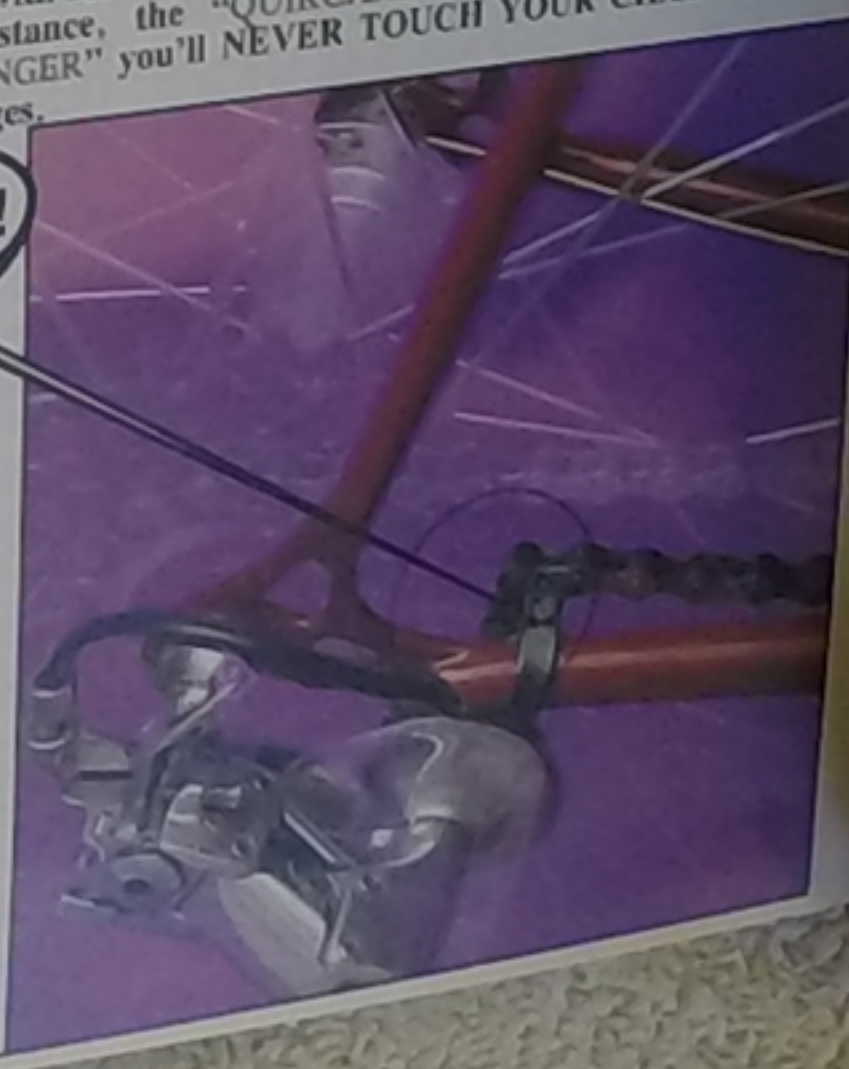
LOCAL FACTS
Founded: 1720
Population: 698
Stage Date: May 8
Stage Description: Stage 3 Start,
 115-mile (186km) Road Race



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Hagerstown, MD

WHEN THE TOUR DUPONT made its first visit to Hagerstown, Maryland in 1992, only a small portion of the population had any idea what international cycling was all about. In a span of 10 days, the community received quite an education.

For 10 days prior to the Tour's ride through Hagerstown, the local media produced a fast and furious lesson in cycling. Each day, the Herald Mail Newspaper carried a front page story on cycling. Everything was covered, from what professional cyclists eat to the materials from which their helmets were made. Local television and radio stations provided detailed information on the race route and the international prestige of cycling. Hagerstown was about to embark on an incredible experience. By the time the Tour DuPont peaked over the top of the first hill in downtown Hagerstown, the citizens knew something special was about to speed through their streets.

"We cheered for everyone. We really didn't know exactly who or just what we should cheer for, so we cheered for

TOUR HOSTS THE RACE

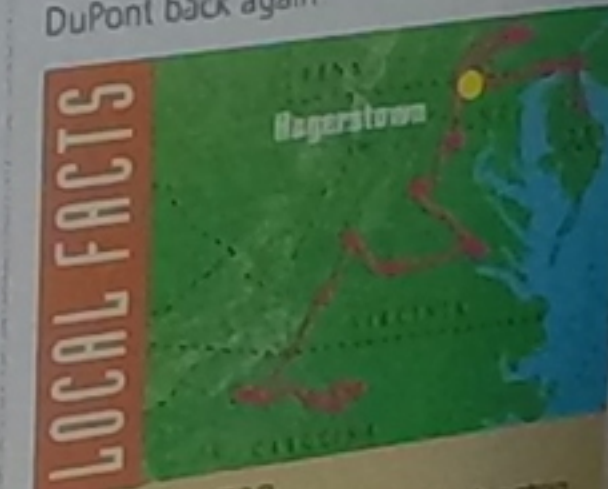
PHIL ANDERSON hopes to thrill the people of Hagerstown once again in 1993. (Allsport/Mike Powell)

everything and everyone. From the State Police escort to the last rider, we really loved it," said one spectator. And it was a thunderous cheer. The crowd in the Public Square alone exceeded 10,000 people...on a Monday afternoon! Crowd estimates swelled to nearly 21,000 by the time the race left Washington County the following morning.

"It's great to have the Tour DuPont return to our community. The race brings a special brand of excitement to all of our citizens."

—Mayor Steve Sager

Hagerstown and Washington County citizens take great pride in their hospitality. The community works hard to make visitors feel at home. The citizens of Hagerstown and Washington County are proud to welcome the Tour DuPont back again.



Founded: 1739
Population: Hagerstown/Washington County 121,400
Attractions: Hagerstown Suns (Single A Baseball), Maryland Theater (Home of Maryland Symphony Orchestra), Antietam National Battlefield, Washington County Museum of Fine Arts, Hagerstown Speedway, C&D Canal
Stage Date: May 8-9
Stage Description: Stage 3 Finish, Stage 4 start (at Pen Mar Park), 110-mile (178km) Road Race

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STAGE 3 THE RACE



Stage 3

**PORT DEPOSIT, MD. -
HAGERSTOWN, MD.**

115 miles (186km)
Saturday, May 8

COURSE DESCRIPTION: Beginning in Port Deposit, cyclists will traverse three-quarters of Maryland, across the continuous rolling hills of Baltimore County and Middleburg.

Cyclists will face their first test of climbing in this stage, scaling the 1,700 feet summit of Catocin State Park, just outside the presidential retreat of Camp David. The race finishes with three 5-kilometer circuits in downtown Hagerstown.

START/FINISH DETAILS:

Start location: In front of Town Hall - Saint James & Main Streets

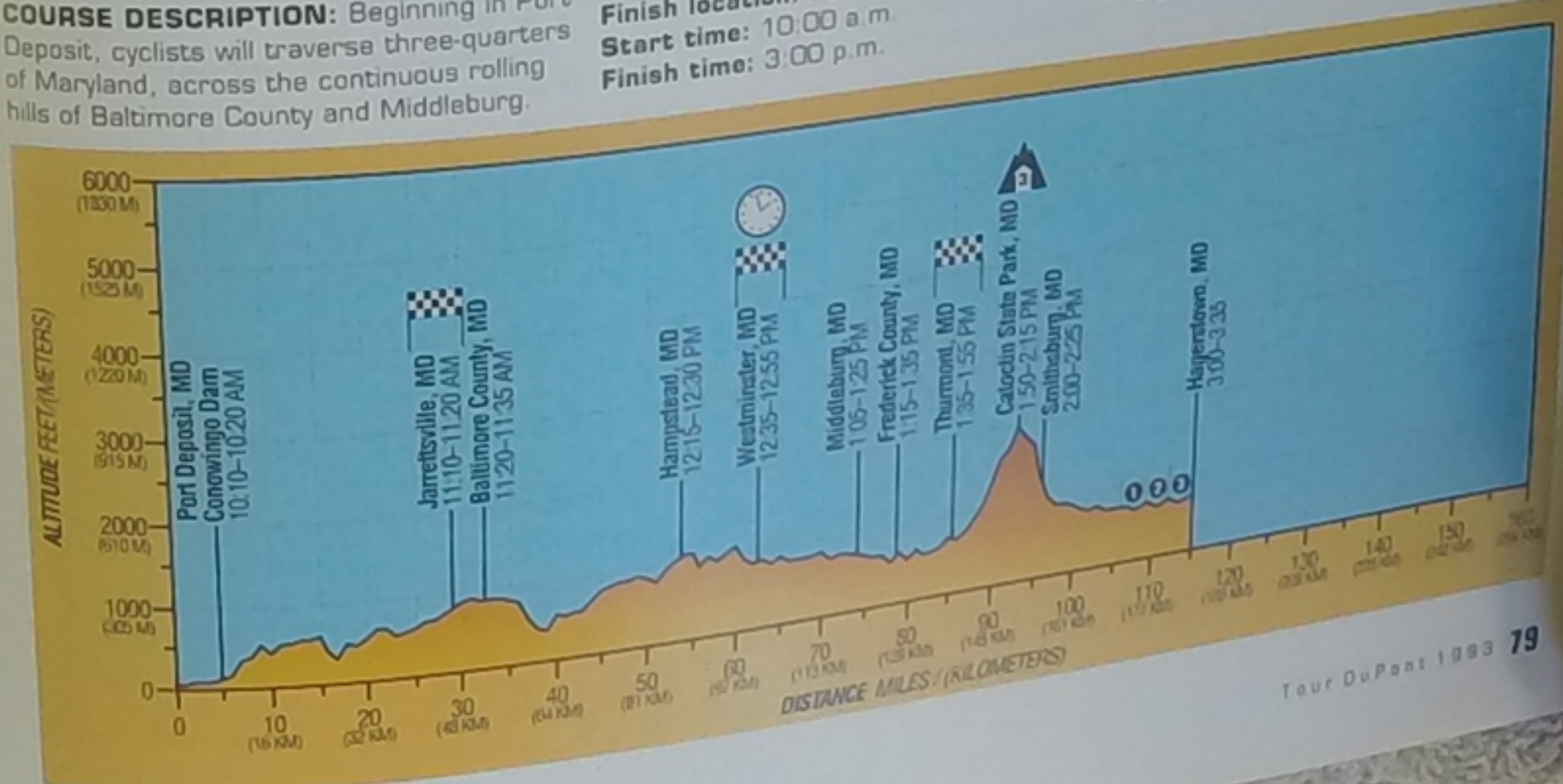
Finish location: Potomac Street

Start time: 10:00 a.m.

Finish time: 3:00 p.m.

PRIME VIEWING SPOTS:

- Saint James and Main Streets, Town Hall
- Conowingo Dam, Route 1 South
- Jarrettsville Elementary School, Route 23
- Hampstead Sprint, Route 30 North
- Westminster, Main Street
- Middleburg, Middleburg Road
- Thurmont, Center Street
- Catocin Mountain Park, Route 77
- Antietam Battlefield Park
- Potomac Street
- Downtown Hagerstown



THE RACE STAGE 4



Stage 4

PEN MAR STATE PARK, MD. -
HERSHEY, PA.
115 miles (185 km)
Sunday, May 9

COURSE DESCRIPTION: Starting from Pen Mar State Park, cyclists will descend the side of Catoctin Mountain en route to the flat to rolling countryside of south-central Pennsylvania, skirting the city of

York. Cyclists will race through historic Gettysburg and past Three-Mile Island, before finishing with circuits around the Hershey chocolate factory.

START/FINISH DETAILS:

Start location: High Rock Road between Chestnut and Maple Streets

Finish location: East Chocolate and Ceylon Avenues

Start time: 10:00 a.m.

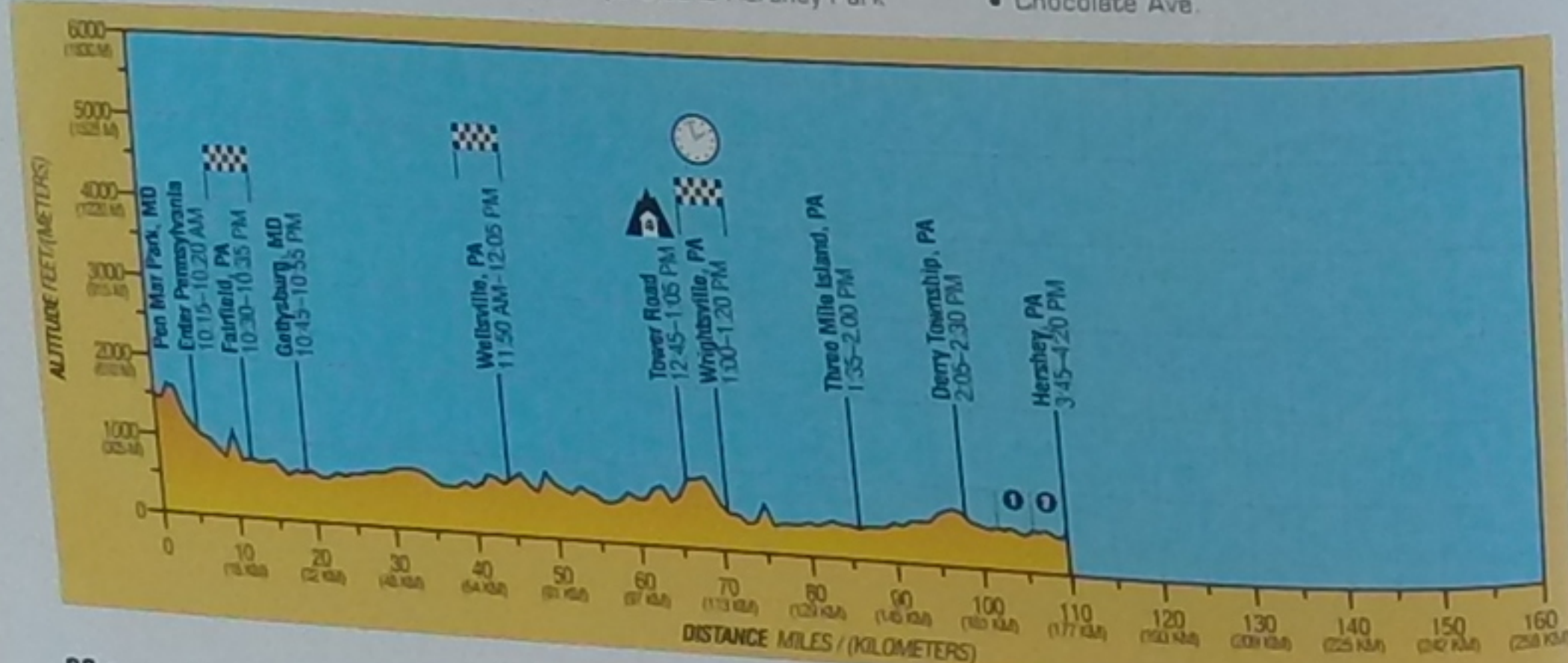
Finish: 3:00 p.m. (Estimated)

Special: Cyclists will finish with two 5-kilometer loops around Hershey Park

before finishing on Chocolate Ave.

PRIME VIEWING SPOTS:

- Pen Mar State Park (at start)
- Highland Township
- Gettysburg Battlefield
- Wellsville School
- Wrightsville (on Susquehanna River)
- Three Mile Island
- Park Ave. (Hershey)
- Mansion Road
- Hershey Park Road (backside Amusement Park)
- Chocolate Ave.



TOUR HOSTS THE RACE

Hershey, PA

IN 1993, THE TOUR DUPONT will make its second excursion into the town billed as "The Sweetest Place on Earth" and home of the famous Hershey's Chocolate Town, U.S.A. Hershey will once again serve as the finish for Stage 4 of the 11-day, 1,085 mile Tour.

The world-class field of cyclists will ride into town from the rolling hills which surround Hershey. As the field rides from their departure point of Pen Mar Park, Md. on Sunday, May 9, a symbolic union will be taking place between North America's premier cycling event and the world's premier chocolate-producing town.

With national television cameras spotlighting Chocolate Town U.S.A., the nation will see a town rich in personal touches and healthy tradition.

The fortunes of the chocolate plant and the community bearing the same name have been closely related since the turn of the century when both developed as ideas of an enterprising humanitarian, Milton S. Hershey.

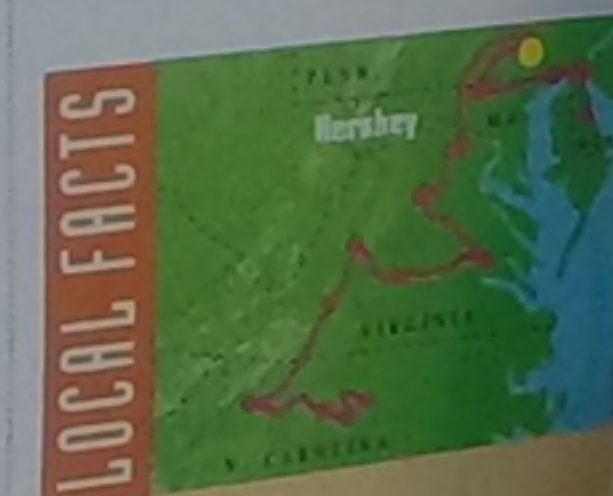
What is known as Hershey today was

once a small settlement called Derry Church. The area dates to the early 1700s when it was settled by Scotch-Irish immigrants and a scattering of Germans and German-speaking Swiss who came to be known as the Pennsylvania Dutch. After Hershey founded his chocolate factory in 1903, the town was renamed Hershey.

Unlike other industrialists of his time, Hershey deliberately avoided building a faceless company town with monotonous row houses. He wanted a "real home town," and the community he created is just that, with tree-lined streets, single and two-family brick houses and manicured lawns.

The Tour DuPont route travels past some of the town's most impressive structures, most of which were built during the Depression as part of Milton S. Hershey's "Great Building Campaign" to provide jobs. It was then that facilities such as The Hotel Hershey, Community Center, Theatre and Hersheypark Arena and Stadium were constructed, and Stadium were constructed, transforming the town into a major tourist attraction and place for family fun.

THE CHOCOLATE FEELING permeates the town spirit in Hershey, a true American "theme city" and a big supporter of the Tour DuPont.

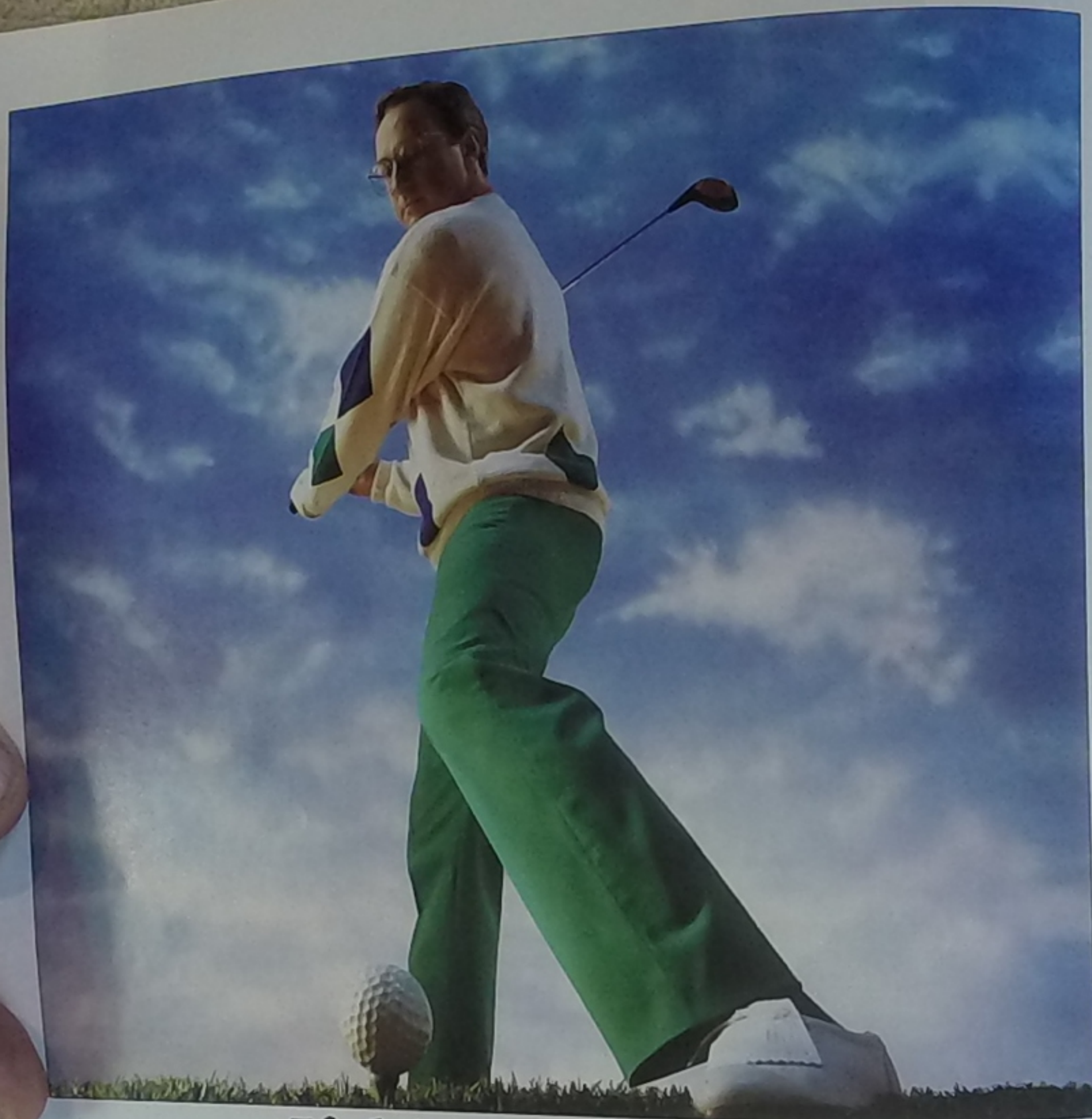


LOCAL FACTS

Founded: 1903
Population: 20,000
Attractions: HERSEYPARK, Hershey's Chocolate World visitor's center, Hershey Gardens, Antique Automobile Association of America, National Headquarters Milton S. Hershey's, Homestead Hershey Bears (American Hockey League affiliate of Philadelphia Flyers), HERSEYPARK Arena/Stadium, Hershey Lodge & Convention Center, ZooAmerica, North American Wildlife Park, Hershey Theatre.

Stage Date: May 9
Stage Description: Stage 4 Finish 115-mile (185 km) Road Race

Tour DuPont 1993 81



If this is the only
bad driving you do,
let's talk.

Who cares if you can't hit anything with a golf club? We're much more impressed that you haven't hit anything with your car. Since you're a good driver, we'd like to tell you about some exceptional car insurance from GEICO. With it, comes our promise of top-flight service at affordable rates.

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TOUR HOSTS THE RACE

Front Royal, VA

FRONT ROYAL, THE NORTHERN gateway to Shenandoah National Park and Skyline Drive, looks forward to welcoming cyclists and spectators for the start of Stage 5 of the Tour DuPont on May 10.

Area residents are delighted to have world-class cycling return to Front Royal. The town served as the site of a stage start in 1989.

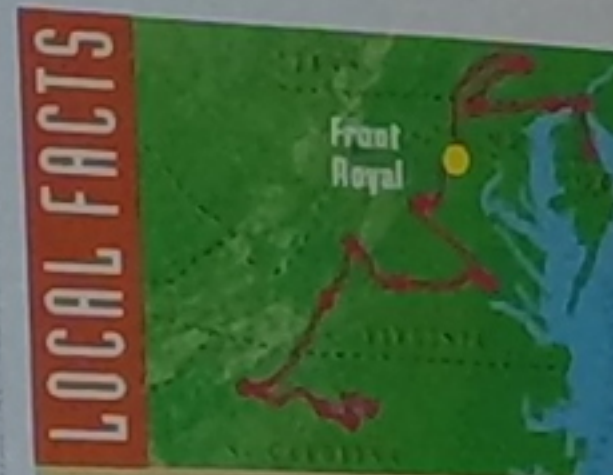
Cyclists will race through the revitalized downtown area beginning at the Gazebo and Village Commons, near the restored train station housing the Visitors Center. The route will continue down Main Street, past the historic Warren County Courthouse. It will head south and pass the entrance to Skyline Drive, which runs along the western boundary of Shenandoah National Park.

Visitors to Front Royal can enjoy the northern Shenandoah Valley's breath-

taking natural beauty. Located at the foot of the Blue Ridge Mountains, where the north and south forks of the majestic Shenandoah River converge, Front Royal provides many recreational opportunities: boating, swimming, canoeing, fishing, hiking, camping or just admiring the view from Skyline Drive. At Skyline Caverns, visitors can see the world's only anthodites and explore underground passageways.

For those who prefer history to outdoor recreation, Front Royal proudly displays its heritage and Civil War history at the Warren Rifles Confederate Museum, the Belle Boyd Cottage and the Ivy Lodge, home to the Warren Heritage Society.

Located near the crossroads of Interstates 81 and 66, a one-hour drive from the Washington, D.C. metropolitan area, Front Royal is a great place to visit at any time of year. Cycling fans who



LOCAL FACTS
Population: 28,142
Founded: 1778
Attractions: Skyline Drive and Shenandoah National Park, Skyline Caverns, Village Commons and Gazebo, Ivy Lodge (Home to Warren Heritage Society), Belle Boyd Cottage, Warren Rifles Confederate Museum, Randolph-Macon Academy, Christendom College, Northern Virginia 4-H Educational Center
Stage Date: May 10
Stage Description: Stage 5 Start, 100-mile (162km) Road Race.

decide to stay and explore the area can also enjoy the seventh annual Virginia Mushroom Festival on May 15. For more information contact the Front Royal Warren County Chamber of Commerce at 1-800-338-2576.

Take The Kind Of Vacation You Thought
Only Happened In The Movies.

For a free guide to the technicolor mountains, sandpiper beaches and storybook history of Virginia, call 1-800-248-4833 and ask for Extension F39 Or write Virginia Tourism, Department F39 Richmond, Virginia 23219.



V I R G I N I A

THE RACE STAGE 5

Stage 5

FRONT ROYAL, VA. - MASSANUTTEN RESORT, VA.

100 miles (162km)
Monday, May 10

COURSE DESCRIPTION: After a two and half-hour transfer via auto in the morning, cyclists will depart Front Royal and start the 100-mile trek over three major climbs. In this critical stage, the field is expected to be strung out before the final climb up to Massanutten Resort in the mountains outside Harrisonburg, Va.

START/FINISH DETAILS:

Start location: Main and Chester Streets

Finish location: In Front of Massanutten Lodge

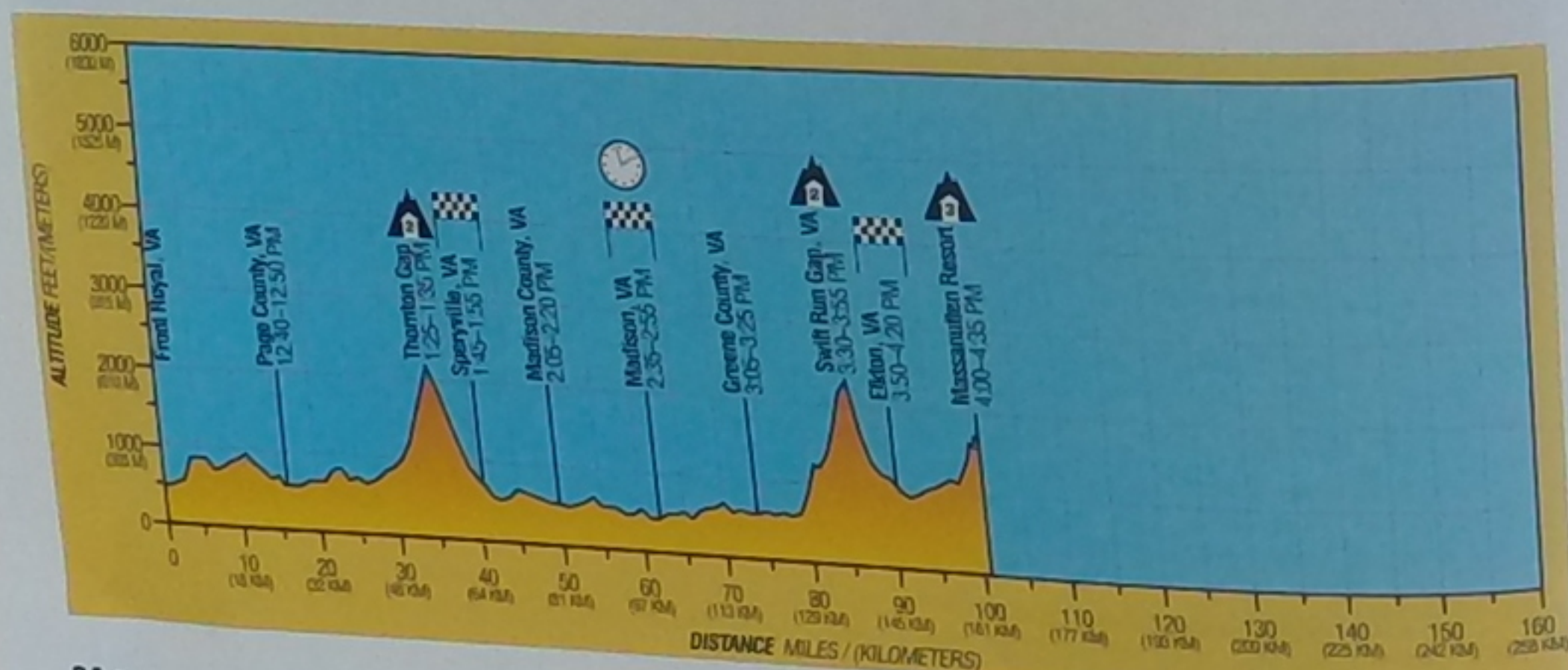
Start time: 12:00 p.m.

Finish time: 4:00 p.m. (estimated)

Notes: Roads up the mountain will be closed approximately one hour (3:15 p.m. to 4:15 p.m.) before the finish of the race.

PRIME VIEWING SPOTS:

- Main and Chester Streets
- On top of Mountain at Lodge
- Along Route 340 between Route 613 and Route 554
- Swift Run Gap, Route 33 West, King of Mountain
- All along Massanutten Drive
- Business Route 29 in Madison
- Route 230 into Stanardsville
- Thornton Gap, King of Mountain
- Sperryville Sprint
- Mountain Sprint, Route 340 & Business Route 33



"Massanutten Resort welcomes the opportunity to share our southern hospitality and the beauty of the Shenandoah Valley with the whole world. We have a great secret to share." – June Brinkman, Director of Marketing, Massanutten Resort

THE RACE TOUR HOSTS

Massanutten Resort, VA

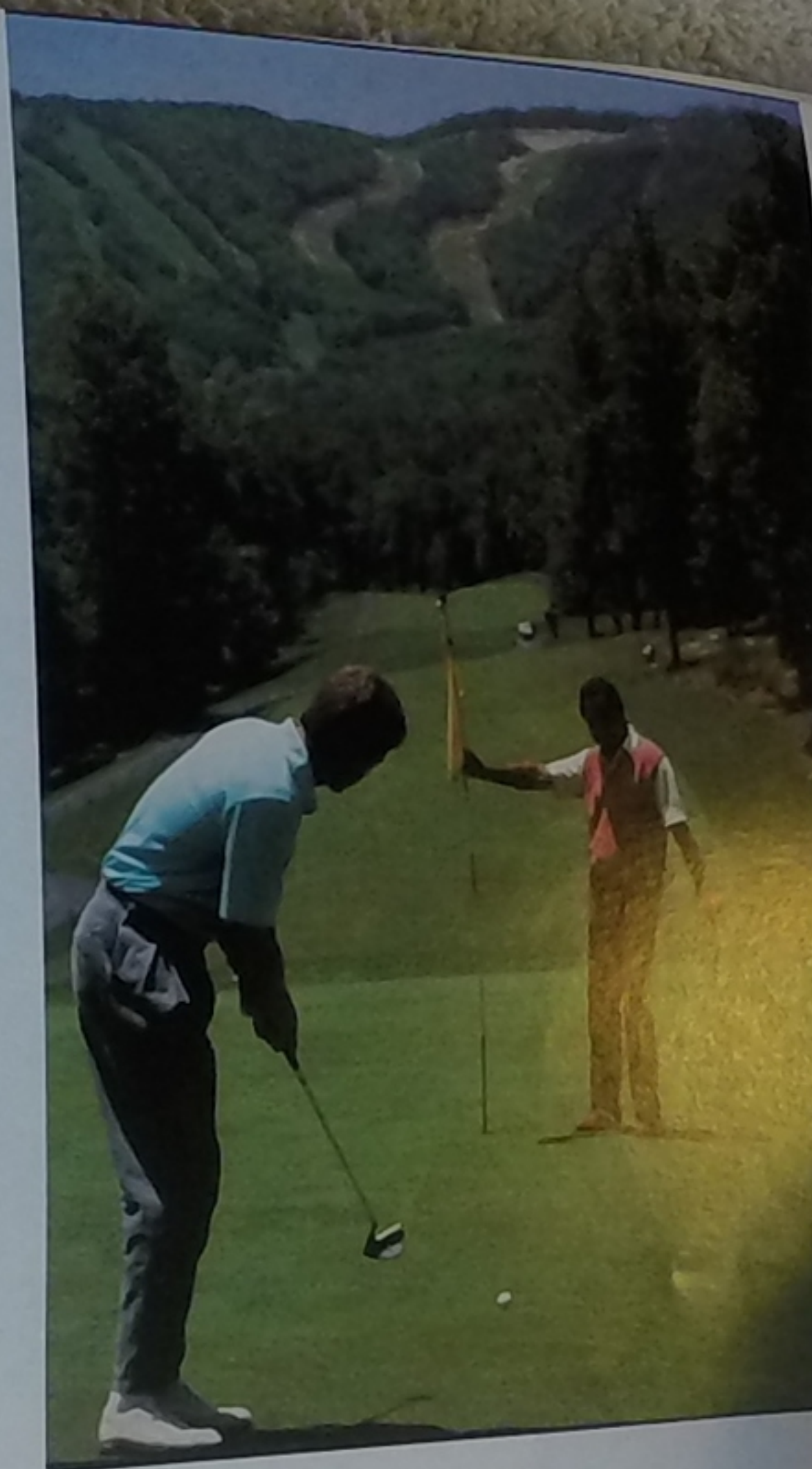
MASSANUTTEN RESORT, a venue for the Tour DuPont for the second year, consists of some 5,300 acres inside a "kettle" at the southern end of the Massanutten Mountain range in Virginia's beautiful Shenandoah Valley.

This kettle is a geological oddity that gives visitors the unique sensation of being surrounded in quiet seclusion by mountains, while actually being just minutes away from the big cities and attractions of Central Virginia. Known for some of the finest skiing in the Southeast, Massanutten Resort has 14 trails and the best vertical drop (1,110') in Virginia, Maryland and Pennsylvania.

World-class cyclists riding to

Massanutten Resort will feel at home with other cycling enthusiasts. Massanutten has already established itself as a mecca for mountain bikers with thousands of acres of wooded terrain. While some mountain bikers hit the trails with their own bikes, others can rent from the resort's shop. Several mountain bike races and events are held at the popular resort each year. As the finish site for Stage 5 of the Tour DuPont, and the start for Stage 6, the world will see that Massanutten Resort and cycling are natural partners.

GREEN AND SCENIC: Massanutten Resort's green, scenic landscapes and vistas make it a favorite stop for cyclists, skiers and golfers alike.



Grainfield's new Toasted Oats. A hit right out of the box.

New Toasted Oats. It's the latest addition to the Grainfield's family and your family is sure to love it. Because like all Grainfield's brands, Toasted Oats has no salt or sugar added and it's low in fat, making it a good choice for good health. And since it's made from whole grain oats that are naturally juice sweetened, Grainfield's new Toasted Oats tastes great — out of the bowl with milk, and right out of the box, too! Pick up a box at the supermarket nearest you, today. But hurry. Because Toasted Oats is one cereal that's going to fly.



The Weetabix Company, Inc., 20 Cameron Street, Clinton, MA 01510, 1-800-343-0590

Stage 6

**MASSANUTTEN RESORT, VA.
- RICHMOND, VA.**
121 miles (194km)
Tuesday, May 11

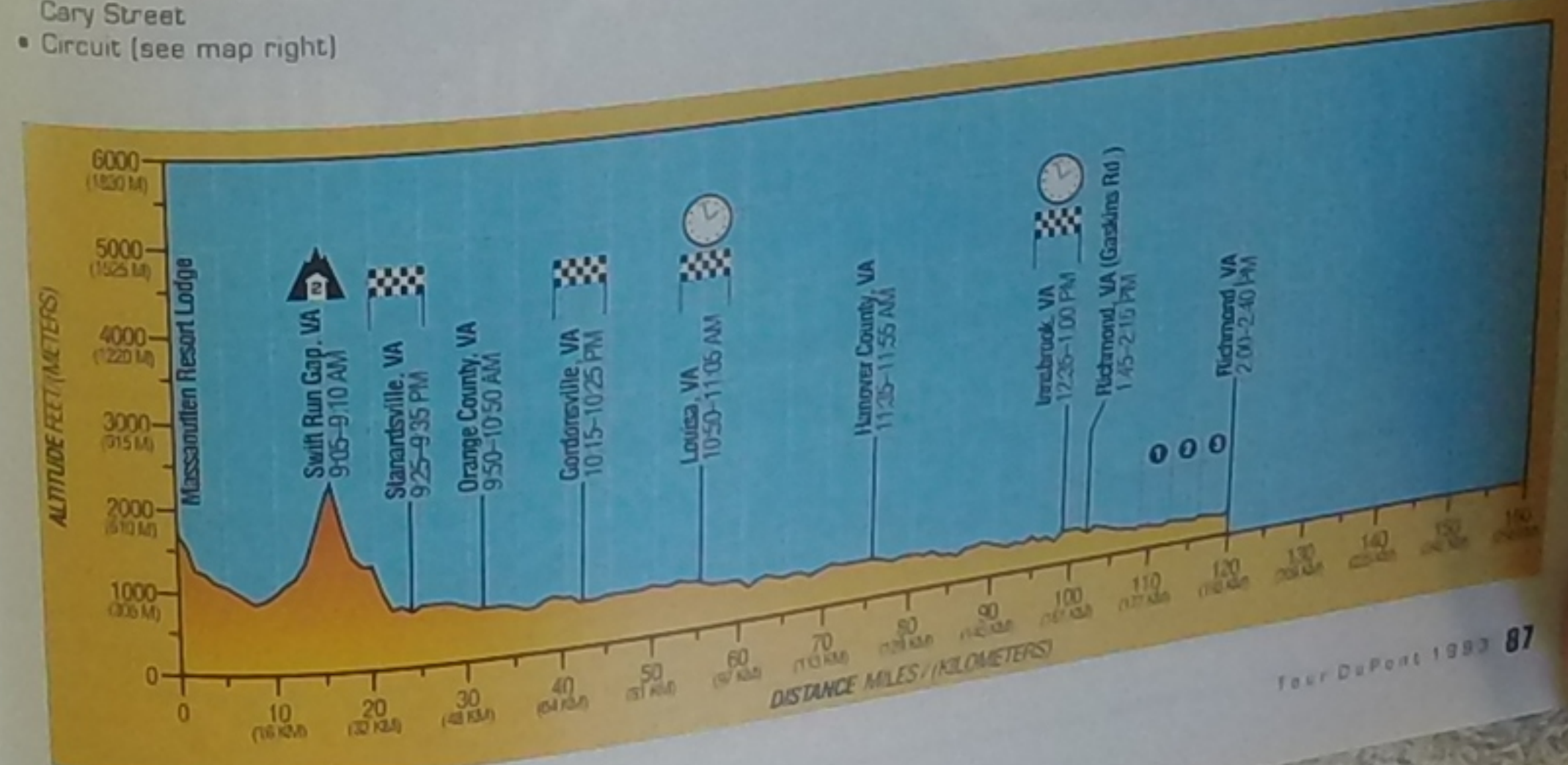
COURSE DESCRIPTION: After a difficult ascent up to Massanutten Resort the day before, cyclists will descend the mountain in the early part of the race and face the passage of Swift Run Gap (elev. 2,400 feet), a mountain climbed the previous day. Cyclists will race on flat and rolling roads into downtown Richmond for three concluding 5-kilometer circuits.

START/FINISH DETAILS:

Start location: Massanutten Ski Area Parking Area
Finish location: Massanutten Ski Area (downtown)
Start time: 8:30 a.m.
Finish time: 2:00 p.m.
Special: Cyclists will race three 5-kilometer (3.1 mile) circuits in downtown Richmond.

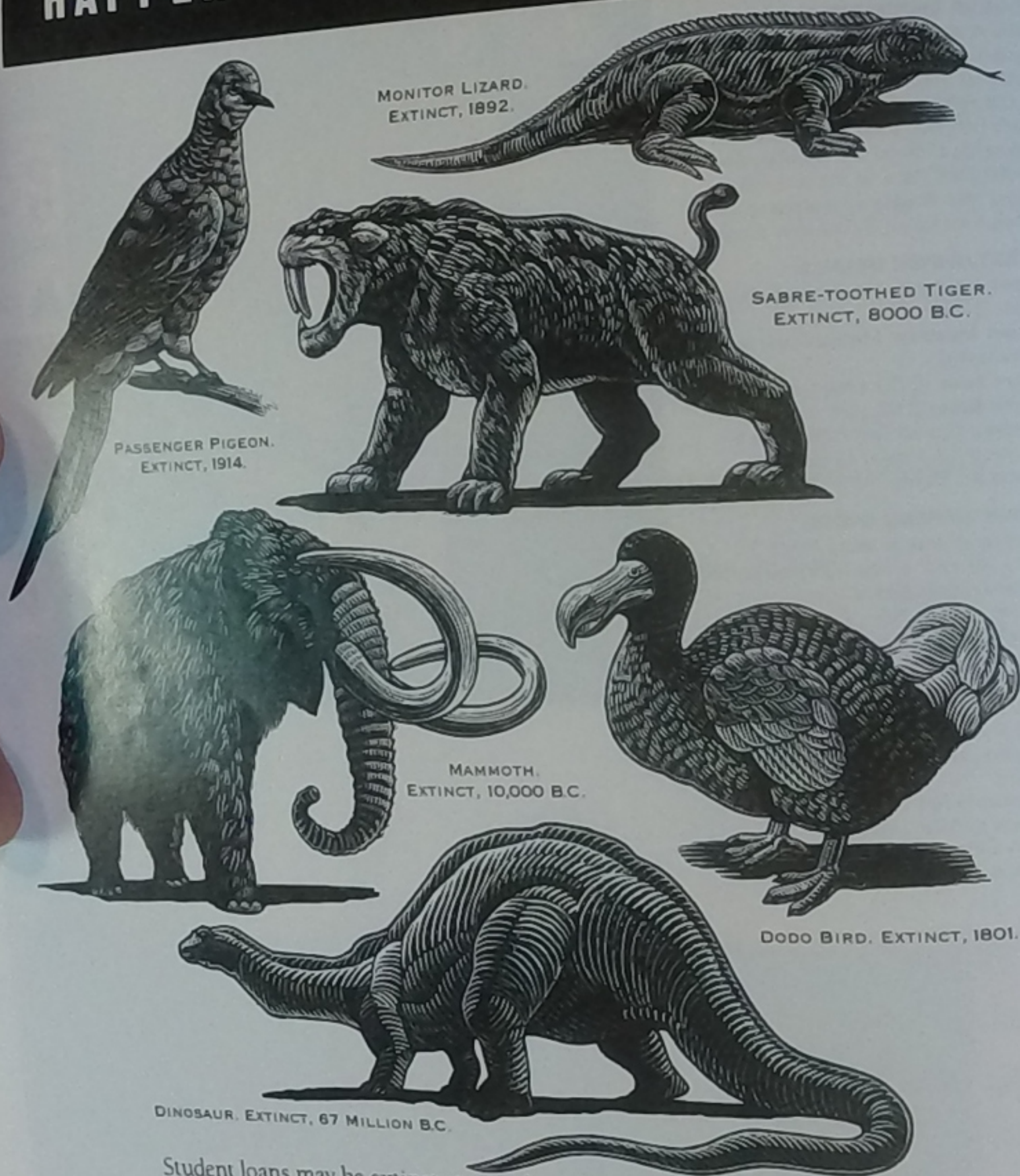
PRIME VIEWING SPOTS:

- Entire course is along Route 33
- Rte 33 East & Rte 230 intersection
- Stanardsville Sprint
- Business Rte 33
- Swift Run Gap, King of Mountain
- Route 33 East, Routes 694 & 749, Feed Zone
- Gordonsville, Intersection of Routes 15 & 33, Sprint
- Louisa, Intersection of Routes 669 & 33
- Innsbrook (off Gaskins Rd. exit)
- Finish at 10th Street and Cary Street
- Circuit (see map right)



Tour DuPont 1993 87

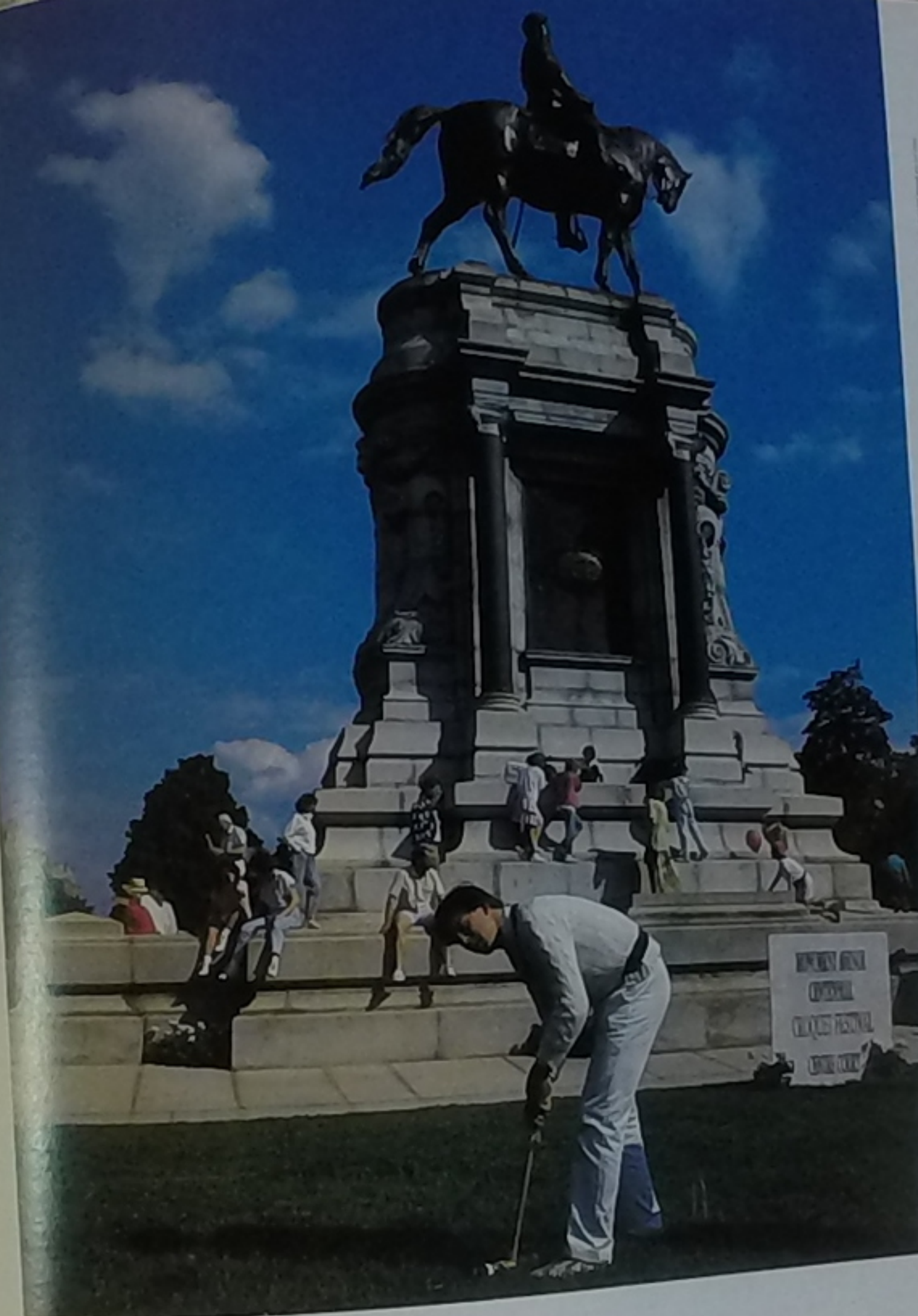
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HAPPEN TO THE STUDENT LOAN.**



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THE RACE TOUR HOSTS

Richmond, VA

IN 1993, RICHMOND WILL become the only city to host the Tour DuPont for all five years of its existence. Thousands of people are expected to fill the streets again this year for the Tour and its related festivities. In a city that is rich in events, the Tour has become Richmond's premier event.

Metropolitan Richmond is growing in popularity as a sports city, because Richmonders know how to throw a terrific festival as well as host an excellent sporting event. This year the Richmond area will come alive again

with street music, restaurant parties, a moonlight bike ride, citizen bike sprints, and a celebrity golf tournament and concert to benefit the Children's Miracle Network Telethon.

On May 11, Richmond will host the first National Straight-Line Sprint Championships featuring 20 of the nation's top sprinters for this USCF sanctioned event. In addition, on May 15 and 16, the fifth annual Tour De Richmond criterium is expected to draw more than 500 riders from 12 states. Cyclists in Stage 7 of the Tour DuPont

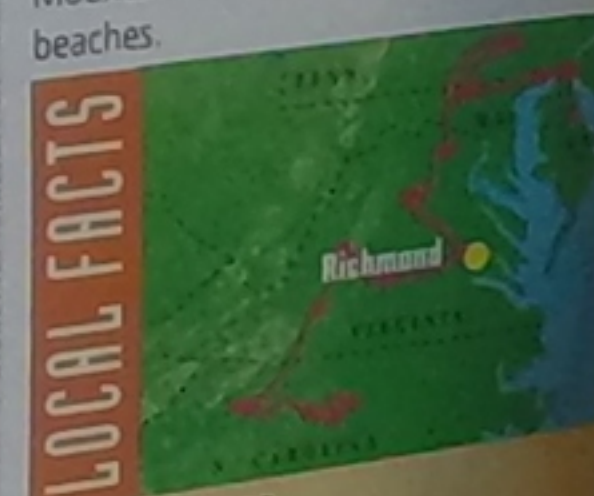
RECREATION AND HISTORY blend in many layers in Richmond, the opening of the heart of the Tour DuPont. (David Stover)

will enter metropolitan Richmond at Innsbrook Corporate Center in Henrico County on the western outskirts, where they will do a circuit and sprint. The racers will follow tree-lined brick and cobblestone streets past the city's famous Civil War monuments and restored turn-of-the-century row houses.

An exciting circuit finish in downtown Richmond will thread through the historic restored warehouses of Tobacco Row and Shockoe Slip and end at the modern high-rises of the James Center. Stage 8 will begin the next day in suburban Chesterfield County as the entourage leaves for the rolling hills of Virginia's fabled countryside.

Richmond has spent much of its 210 years shaping America's history. Visitors may tour St. John's Church, where Patrick Henry delivered his "Give me liberty or give me death" speech. Just blocks apart are the Museum of the Confederacy, providing an unmatched collection of artifacts of the Civil War, and the Maggie Walker House, a proud monument to an African-American who was America's first woman bank president.

Richmond is ideally located for travelers. By car, it's within two hours of Washington, D.C., the Blue Ridge Mountains, Chesapeake Bay and Atlantic beaches.



LOCAL FACTS

- Founded: 1782
- Population: 739,200 (metro)
- Attractions: Virginia State Capitol, St. John's Church, Maggie Walker House, Battlefield Field Park System, James River, Historic Neighborhoods, Tobacco Row, Richmond International Raceway, The Diamond (Home of the AAA Richmond Braves), Edgar Allan Poe Museum, Science Museum of Virginia, Virginia Museum of Fine Arts, Virginia Spruance Plant
- Stage Date: May 12-13
- Stage Description: Stage 6 Finish 120-mile (193km) Road Race, Stage 7 Start, 127-mile (208km) Road Race

Tour DuPont 1993 89

SMITHBURG People sitting on the porch, high school marching bands playing... Out on Highway 77, in Catocin State Park, the event will lose radio communication because all air there is dead — Camp David is nearby.



HERSHEY Its sports tradition is as rich as its chocolate...Wilt Chamberlain scored his NBA-record 100 points in 1962 in Hershey... It all began in early the 1700s as Derry Church...An atmosphere to smell and taste.

COMPILED BY BOB YEHLING

Backroads OF THE TOUR DUPONT

FOR 11 1/2 MONTHS EACH YEAR, THEIR LIVES AND TOWNS ARE OFTEN ANONYMOUS. THEN THE WORLD'S TOP CYCLISTS SPEED THROUGH... A CELEBRATION OF THE CULTURE, PEOPLE AND HISTORY THAT ENRICH THE TOUR DUPONT.

Most professional sports events take place in confined arenas, on uniform fields of play. Even those held in natural settings are limited by the definition of the event: A 2 1/2-hour marathon or triathlon here. A quick sports festival there. See you next year.

The Tour DuPont presents an incredible sport on a breathtaking stage. Nothing else comes close. For 11 days, we'll see the ultimate in athletic endeavor — hearty, rugged, gears-to-the-soul cycling. We'll watch finely-tuned cyclists burn 10,000 calories, and wobble off their bikes after gruelling 100-to-150 mile races — each day.

The setting seasons this event. Up and down the Blue

Ridge Mountains. In and out of towns whose histories pre-date the American Revolution, whose humid atmospheres nurture a simple way of life that other parts of America have long since abandoned. Along Virginia countryside springing with images of the Civil War, local folk heroes and the new corn or tobacco crop. Past porches, barber shops and cafes where the same men have gathered for coffee and talk since FDR was president; up the huge North Carolina mountains, into the Piedmont Triad.

And then, 1,085 miles later, someone emerges from this beehive of cultures with the championship of America's Premier Cycling Race. He's won a race, but on those backroads of the Tour DuPont, the talk continues...

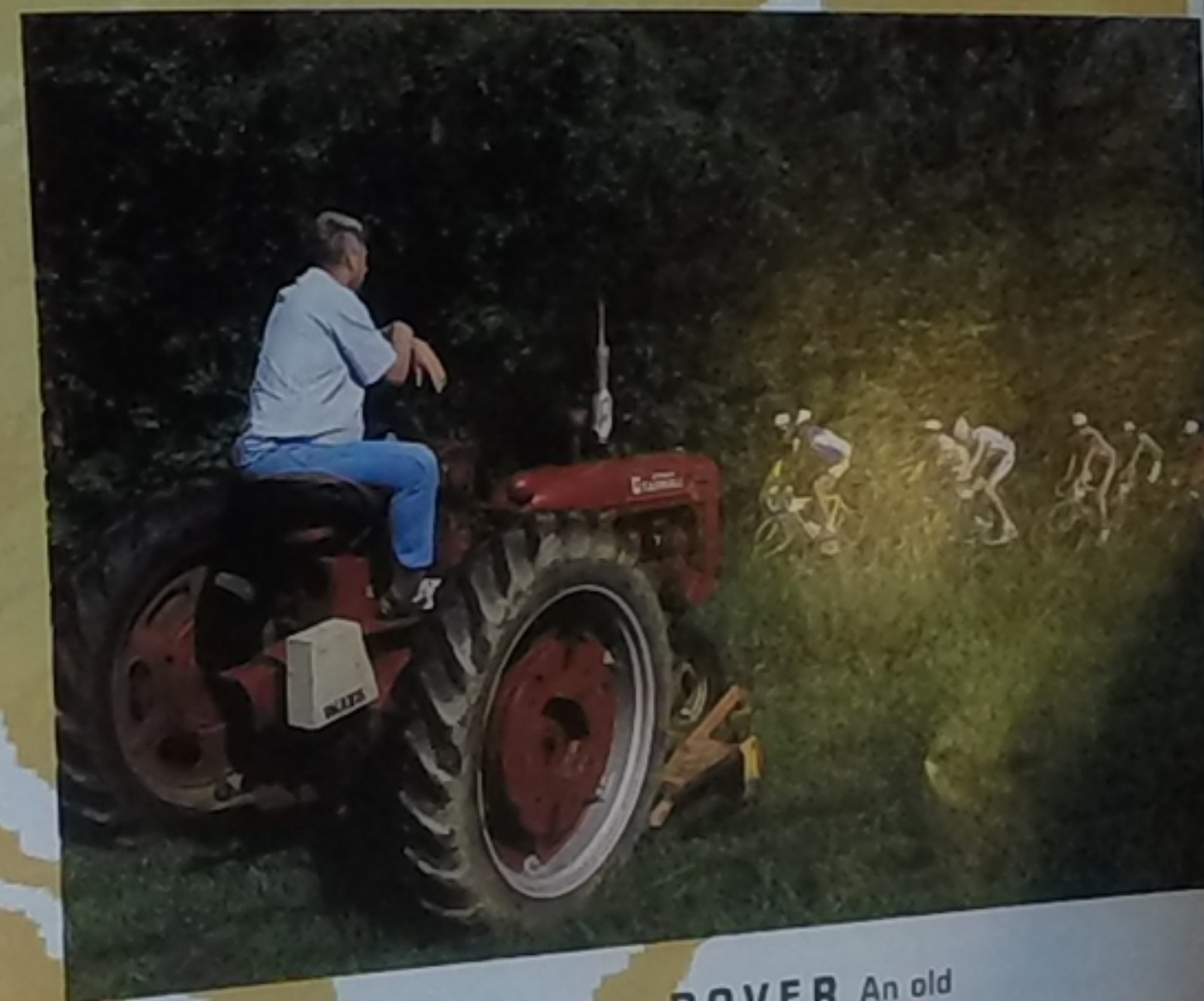
PORT DEPOSIT. The smallest town on the course, it fills to 3,000 for the event... People are dressed in turn of the century costumes... Check out prisoners cheering from the walls above the Susquehanna River as cyclists pass by... The same scene, 150 years ago: "Arks and rafts transported bulky goods from up the river to the town. Goods included lumber, coal, flour, whiskey. On occasion, fifty or more vessels were anchored waiting to be loaded for the trip south."

GETTYSBURG Civil War memories hover like cannon smoke on a humid afternoon... Riding through the countryside, you pass cannons and other Civil War monuments... You can hear the soldiers' footsteps on the side roads... But here's where Lincoln proclaimed emancipation.



HAGERSTOWN "This is the most excitement Hagerstown's seen since Millard Fillmore came to town," an elderly spectator said... TDP star Phil Anderson threw the first pitch at a Hagerstown Suns minor league game in 1992... What about the citizens, watching one of their quiet street corners turn into a mini-city?

WILMINGTON Monkey Hill is a cobblestone hill. 5,000 people hang out there, partying, reveling in the spotlight. This is where the show begins...



WRIGHTSVILLE The kids of the small Pennsylvania town of Wrightsville have vision and persuasion. They sent a handmade banner, pleading with TDP officials to give them a glimpse of the race. Wrightsville Elementary School is now on the course route

DOVER An old town founded in 1717... All the roots are deep... Amish men and women travel the streets in horse-drawn buggies, buying simplest goods. They go back to their handmade homes, their horses, farms, and pastoral, time-withdrawn lives...

This is where
the show begins...

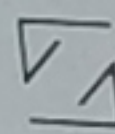


FOLD THEM, AND YOU CAN
TAKE THEM ANYWHERE.



UNFOLD THEM, AND THEY CAN
TAKE YOU ANYWHERE.

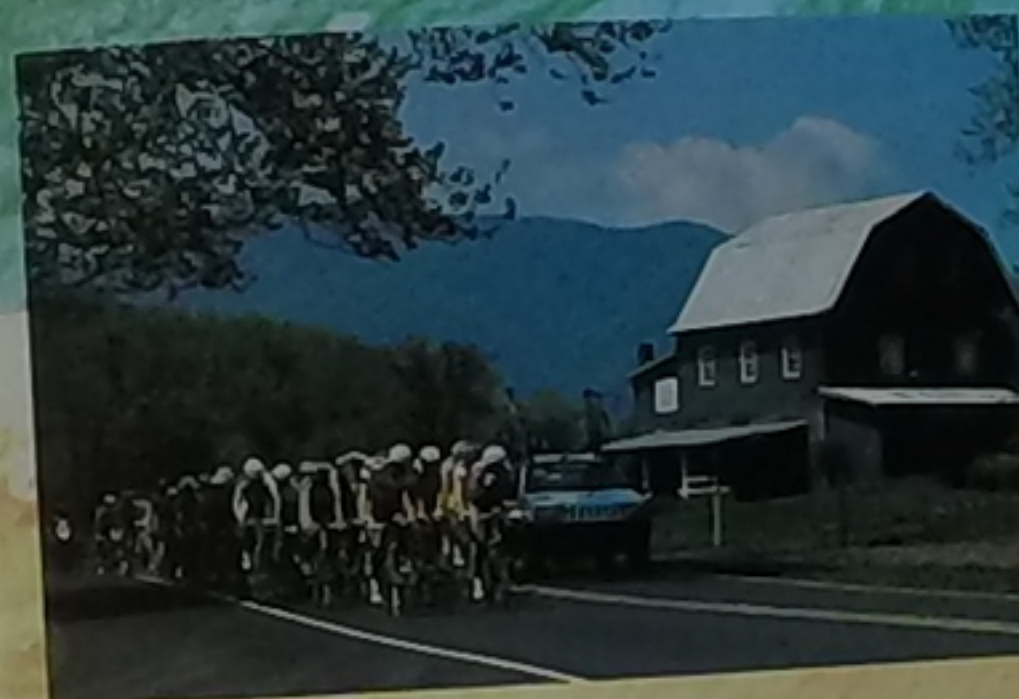
You've come to Mauna Loa, perhaps the world's most spectacular active volcano. Your guide points out a faint plume of smoke off in the distance. Your group is much too far away to make out any detail. You, however, have in your pocket, Design Selection Binoculars from Zeiss. Powerful, yet so compact, they always travel with you. And right now, they're making your entire trip worthwhile as you witness firsthand what others can only imagine. The Design Selection from Zeiss. You transport them and they'll transport you. For a Zeiss dealer near you, call 1-800-338-2984.



Symbol for Zeiss quality



LYNCHBURG The downtown area comes alive at Batteau Landing, where local folks exchange goods, buy seasonal produce, hand-crafted pieces, and tasty treats. They've been doing it since 1783...On the outskirts of town is Poplar Forest, Thomas Jefferson's retreat, built just outside city limits in the early 19th century.



BANNER ELK Very friendly, one stoplight, mountain town, and the "Campus in The Clouds," Lees-MacRae College...Time to grind it out.

THE HOMESTEAD The most remote stop on the Tour, a resort nestled in a southern paradise that throws the clock back 120 years... In 1992, a weird mix of Hollywood, international cyclists, local people and guests congregated. Jodie Foster and Richard Gere were there, too, filming the acclaimed movie "Sommersby." Sam Snead has a golf course there; Snead met Greg LeMond, who has asked only two people for their autograph — Michael Keaton and Snead. Batman and Golf's Greatest Ever. Two heroes. Sam asked Greg for his autograph.

Logs burn, exhaustion sets in, roads become blurry lines...Onto the Piedmont Triad and the finish

BLACKSBURG Spring foliage explodes from the forests...breathtaking views of Blue Ridge Mountains greet riders as they pedal alongside America's oldest river, the New River... Incidences of paved roads become few and far between now. The dusty, quiet backroads contrast sharply with the voices of pain and strategy clashing in racers' minds.

BEECH MOUNTAIN

The first mayor, Fred Pfohl, owns a log cabin store at the top of the mountain, elevation 5,100 feet...A sign as you walk into the store says, "If We Ain't Got It, It Ain't Sold." There are no schools, no banks, 65 miles of streets with no stoplights...Local economy descends from Monroe Dugger, who dug ponds to collect spring water which would freeze into solid ice...Funny how ski resorts evolve.

BEN HAMLIN never tires of watching the hoopla in the necklace of small Southern towns that gleam in the international spotlight as the Tour DuPont speeds past. "The people are kind of amazed at how quickly everyone goes by," says Hamlin, the sports director of the Richmond, Va. NBC affiliate, WWBT-TV. "There's a big buildup with caravans, the lead vehicles and police, then the peloton whizzes by...it happens fast. "It's kind of wild in some of the small towns they pass through. Some of these small, small towns don't even have stoplights, yet an international event is going through."

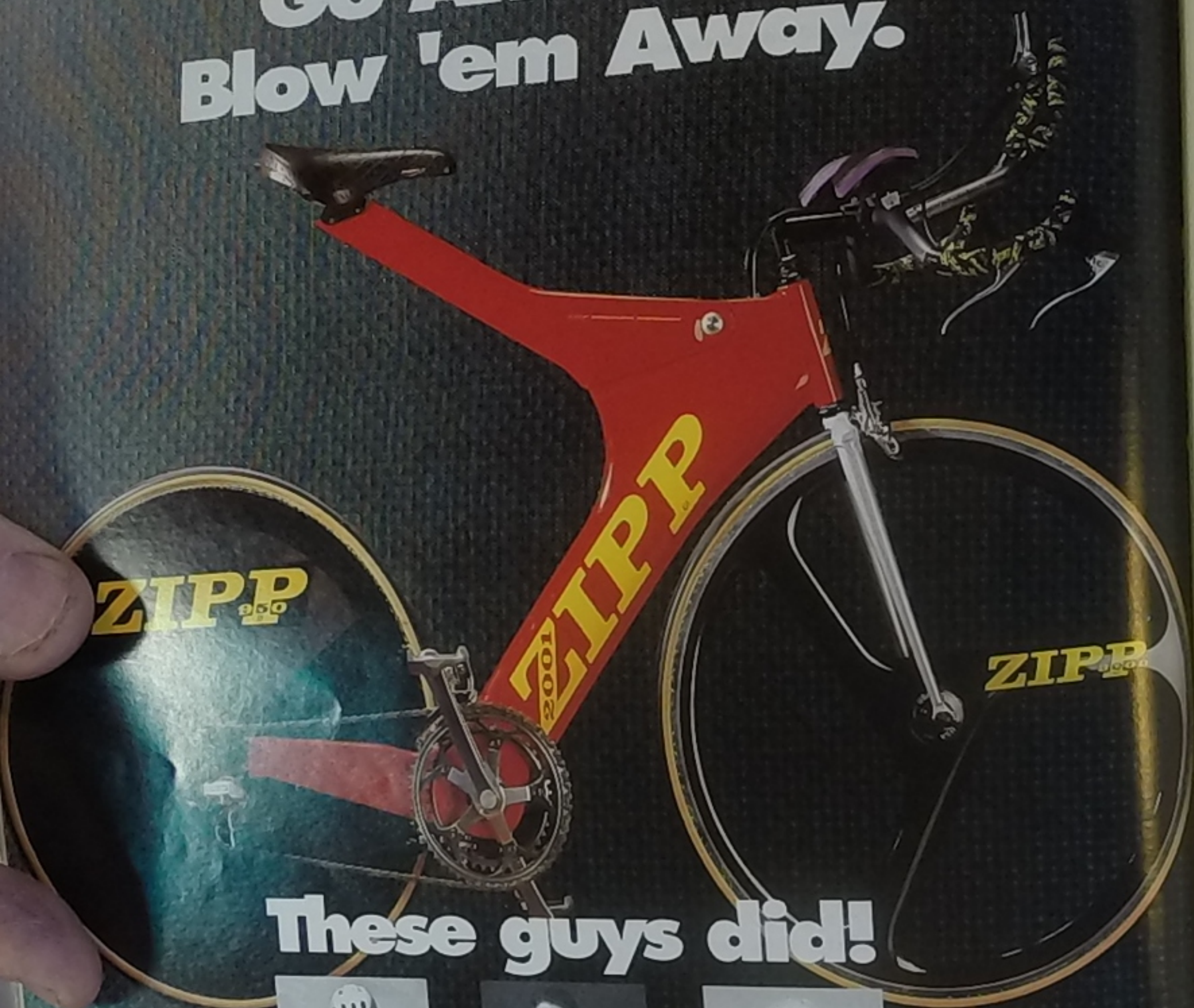
Hamlin, who covered all but the Pennsylvania segment of the 1992 Tour DuPont, notes how the Tour gives American fans an inside look at a sport

that has a huge following in Europe. "This is a sport that is as big in Europe as football is here," he said. "I look at cycling here as soccer was 10 or 15 years ago. Nobody knew about soccer then, but today, everyone's kids play in leagues. With cycling, everyone's heard of LeMond, but to get people in like Bugno, Fignon, Kvalsvoll, they would be mobbed in Europe like Michael Jordan is here. It's good for people to see. "Then there are the kids. They are everywhere, at times in conspicuous places. This is a real hit with schoolkids and the tour always has routes where kids can come out," he said. "I remember one stop, a food point, was at a school. The cyclists gave all sorts of things (i.e. waterbottles) to the kids for souvenirs during their race. That was neat."

— Bob Yehling

Steven G. Brunner, Barry Fox and Wayde Byard also contributed to this section.

Go Ahead... Blow 'em Away.



These guys did!



JOHN KENNEDY
World Sprint Champion,
World Pro Record Holder,
Flying 200 meters.



JOHN STENNER
National Time Trial
Champion,
1992 Olympian



MICHAEL WHITE
World Record Holder,
270.6 miles
in 12 hours.

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Aero, faster, lighter, stiffer—the competition never really had a chance.

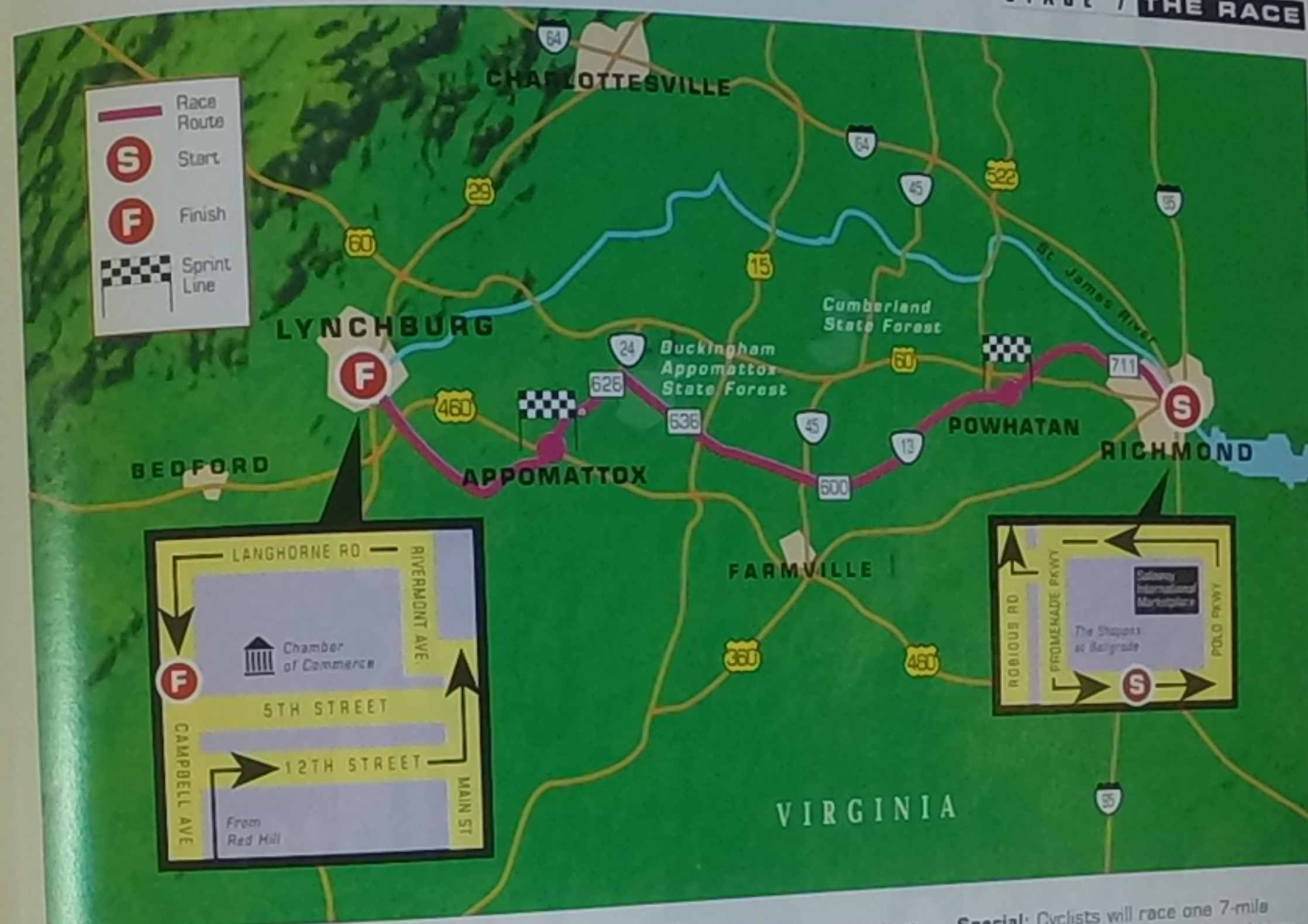
Go ahead...blow 'em all away!

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Speed Weapon, a Zipp T-Shirt, and when you buy your bike, send us proof of purchase and get your \$10,000 back!

STAGE 7 THE RACE



Stage 7

**RICHMOND, VA. -
LYNCHBURG, VA.**

126 miles (204km)
Wednesday, May 12

COURSE DESCRIPTION: For the first 100 kilometers (62 miles), cyclists will race on the flattest terrain since

Delaware. Rolling hills make way to short steep climbs for the finish at Lynchburg, "The Hill City."

START/FINISH DETAILS:

Start location: Robious Rd. and Route 711

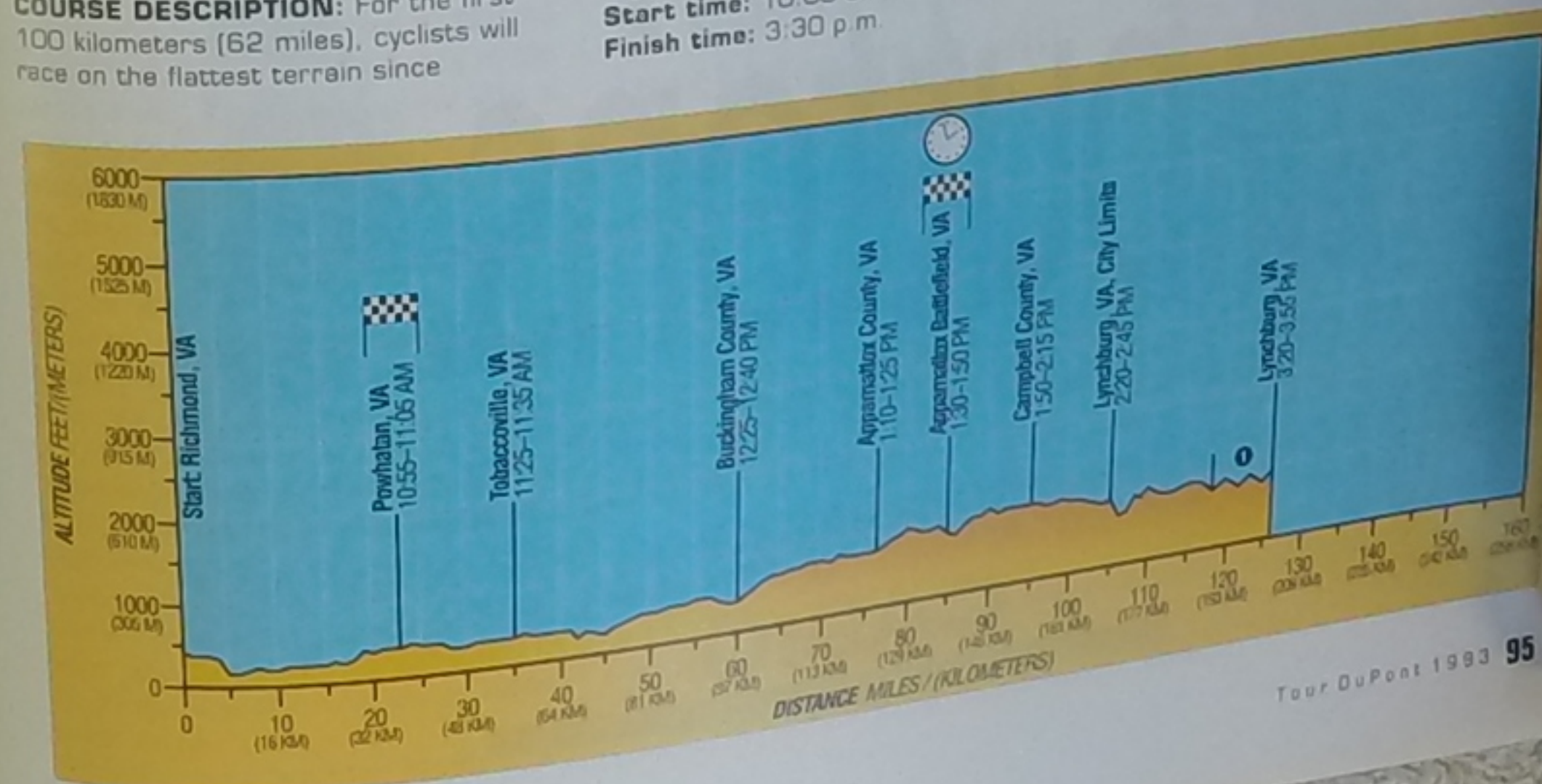
Finish location: E.C. Glass High School, Langhorne Road

Start time: 10:00 a.m.
Finish time: 3:30 p.m.

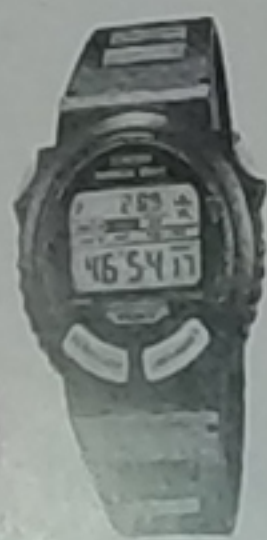
Special: Cyclists will race one 7-mile circuit through the streets of Lynchburg, (see map)

PRIME VIEWING SPOTS:

- Safeway International Parking Lot (Start)
- Route 13 through Powhatan, Sprint
- Appomattox National Historic Park, Route 24
- Downtown Lynchburg
- Finish, E.C. Glass High School



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buttons.

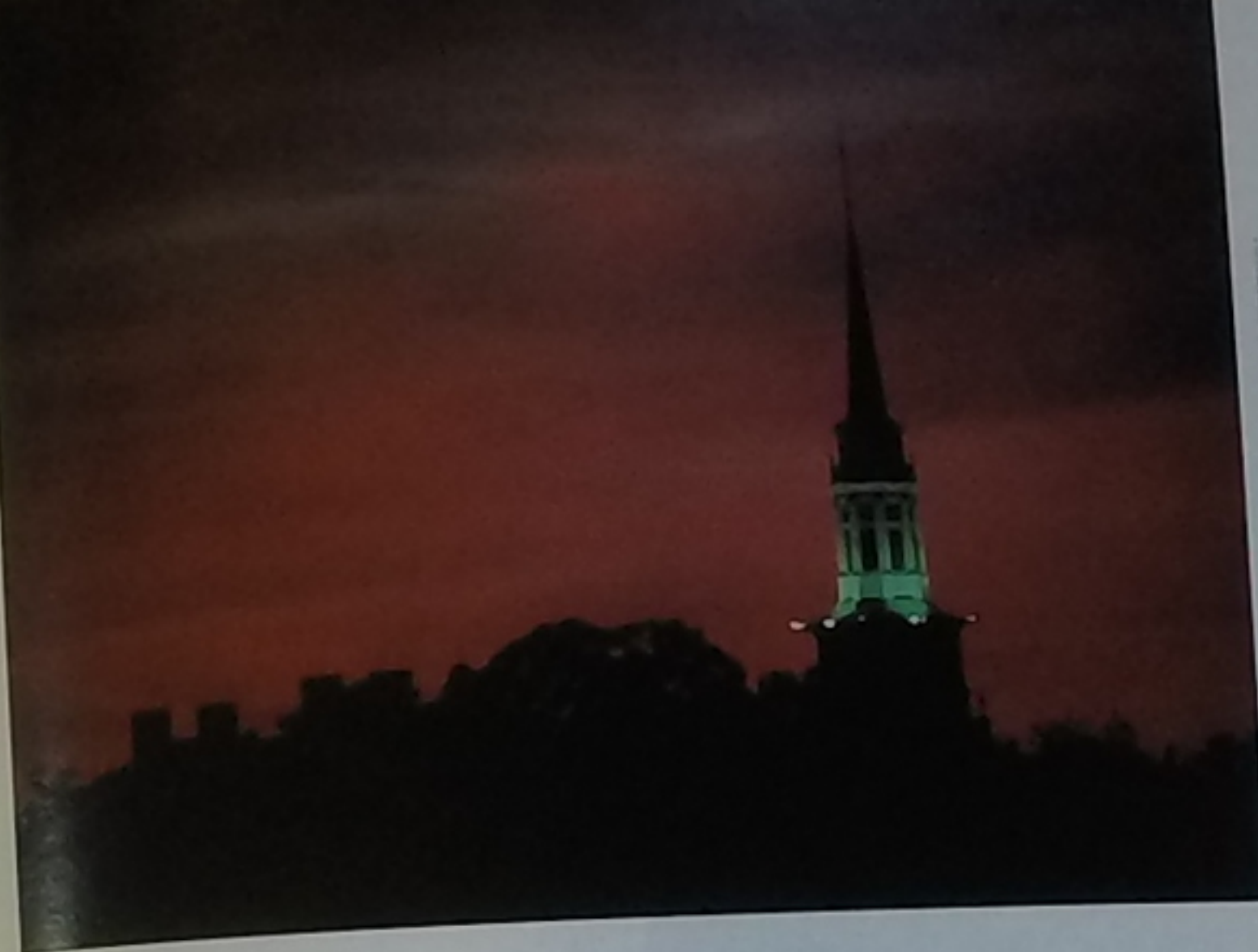


WHETHER YOU'RE INTO SPLITTING SECONDS, COUNTING CALORIES, OR TRACKING YOUR BLOOD PRESSURE, WE PUT FUNCTION, INFORMATION AND FUN AT YOUR FINGERTIPS. WITH A WIDE RANGE OF RUGGED, WATER RESISTANT WATCHES. SO STRAP ONE ON. THEN START PUSHING OUR BUTTONS.

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THE RACE TOUR HOSTS

Lynchburg, VA

THROUGH THE AGGRESSIVE efforts of Greater Lynchburg, Sports Capital of Virginia, Inc. and the Greater Lynchburg Chamber of Commerce, the seventh stage of the 1993 Tour DuPont will finish in Lynchburg, Va.

Chartered in 1786 by Quaker John Lynch, who two years earlier established a small ferry service on the banks of the James River, Lynchburg grew into a major trade center. This picturesque, historical city is nestled in the valley of the James River at the foot of the eastern ridge of the Blue Ridge Mountains. It is built on seven hills, which gives it a view of the surrounding countryside.

When cyclists enter the downtown area, they will pass Batteau Landing, Lynchburg's Community Market... a most time-honored tradition. Operating since 1783, the market welcomes local folks who come to exchange goods, visit with friends or just pass the time. Fresh seasonal produce, exquisite hand-crafted items, and tasty treats are just a few of the things available. A variety of special events are held year-round.

The turn on to East Main Street brings

cyclists into the stately commercial district. Some buildings date back to the late 18th century; others were completed in 1992. When traveling down historic Rivermont Avenue, passing the Virginia School of the Arts

As visitors arrive in Lynchburg, they will find an area keeping pace with the present, preserving the best of its past and planning for the future

and Randolph-Macon Women's College, one can't help but be overwhelmed by the assortment of period architecture.

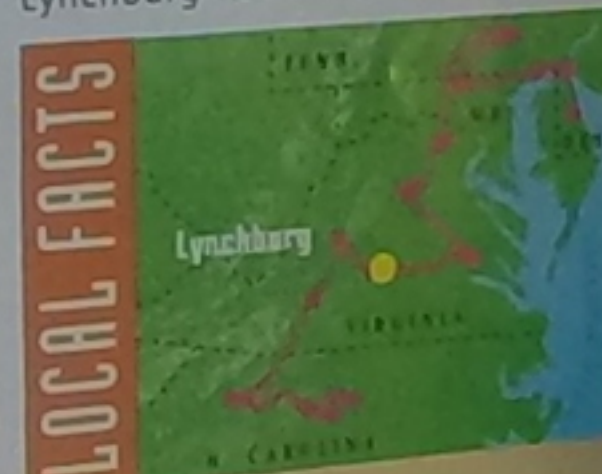
As they leave Rivermont and head down Langhorne Road, the cyclists will be pedaling on a course familiar to

CITY OF CHURCHES: Lynchburg is known as the Hill City and city of many churches.

participants of the Virginia Ten-Miler, a popular road race held each September during Kaleidoscope. The finish line is nearby, at the Greater Lynchburg Chamber of Commerce located at the corner of Langhorne Road and Memorial Avenue.

As visitors arrive in Lynchburg, they will find an area keeping pace with the present, preserving the best of its past and planning for the future. One of Lynchburg's most notable visitors and sometimes resident was Thomas Jefferson, who built his retreat, Poplar Forest, just outside the city in the early 19th century. Poplar Forest is now open to the public for tours.

Lynchburg is home to five colleges, one of which is Liberty University. Liberty's recently completed 10,000-seat arena, the Vines Center, has hosted two NBA games. When spring comes, fans head to City Stadium to see the Lynchburg Red Sox, the area's only



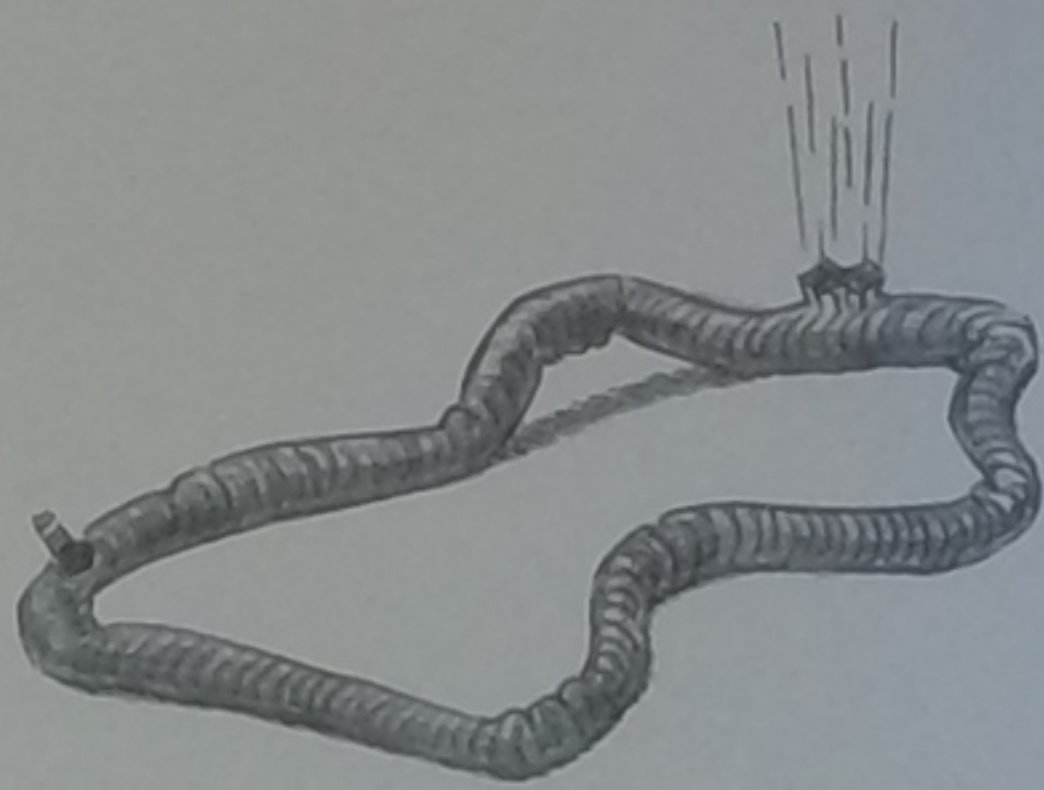
LOCAL FACTS
Founded: 1786
Population: 206,226 (Metropolitan area)
Attractions: Thomas Jefferson's Poplar Forest, Appomattox Court House National Historical Park, Peaks of Otter, Blue Ridge Parkway, Appalachian Trail, Point of Honor, Monument Terrace, Festival by the James, Kaleidoscope
Stage Date: May 12-13
Stage Description: Finish Stage 7, Start B, 113-mile (183km) Road Race

Double A baseball team. For the past eight years, Lynchburg has hosted the Virginia High School Coaches Association All-Star Games in football, basketball, girls basketball, baseball and softball.

Lynchburg recognizes the importance of sports to the local economy. The community's goal. To become the sports capital of Virginia.

Tour DuPont 1993 97

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May the wind always be at your back, the sun always shine on your face,
and all your opponents get flats on the last leg of the Tour Du Pont.



Pure and simple,
Molson is Canadian beer.



Stage 8

**LYNCHBURG, VA. - THE
HOMESTEAD RESORT, VA.**

113 miles (182km)

Thursday, May 13

COURSE DESCRIPTION: Returning to the mountains, the first real test for climbers commences 18 miles into the race with a 12-mile climb over Peaks of Otter (elev. 4,180 feet) on the beautiful Blue Ridge Parkway. Cyclists face two more climbs in the final 40 miles from Hot Springs, Va. to the finish at The Homestead Resort.

START/FINISH DETAILS:

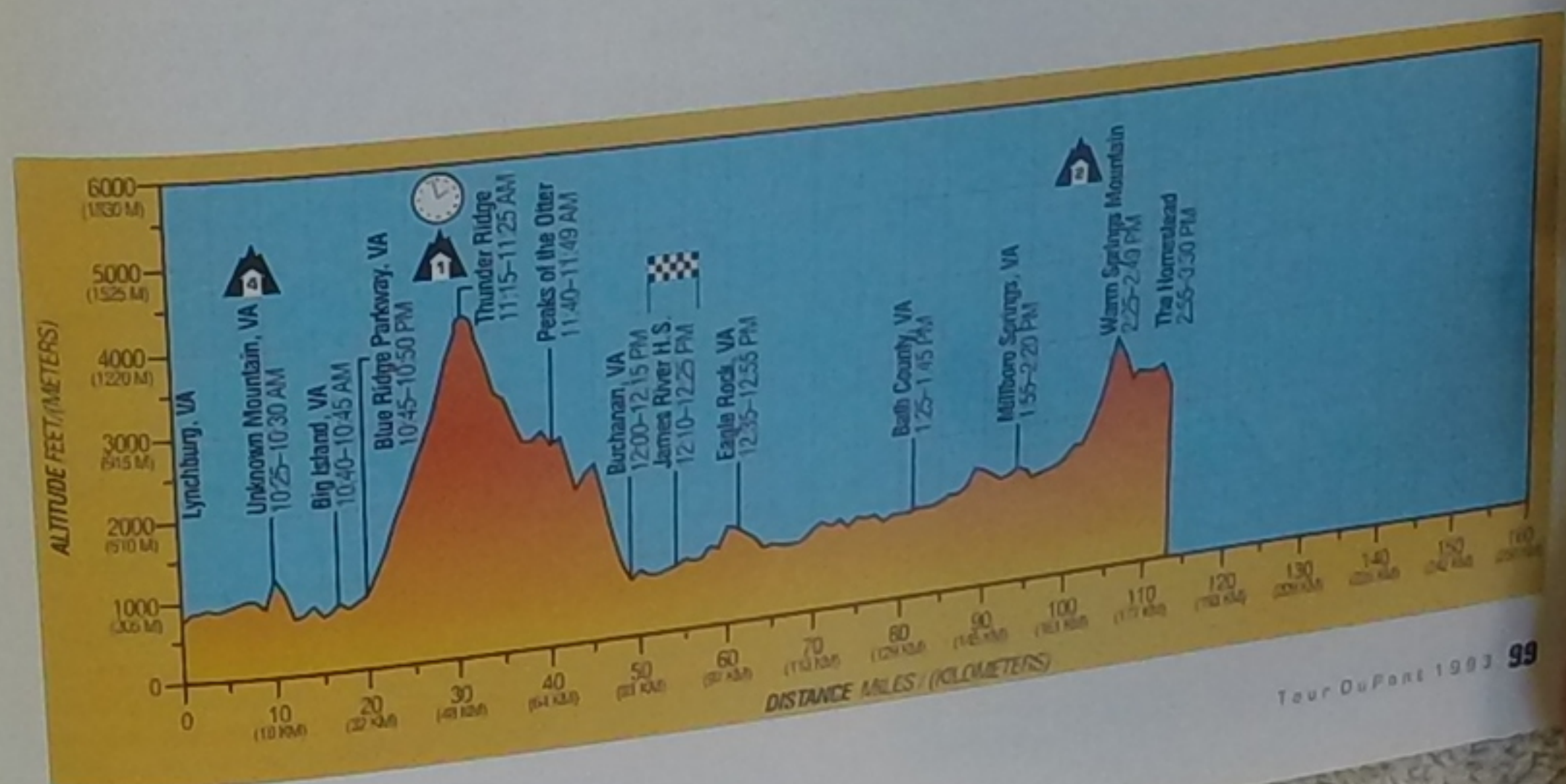
Start location: 6th and Main Streets
Finish location: Main Street and Route 615

Start time: 10:00 a.m.

Finish time: 3:00 p.m.

PRIME VIEWING SPOTS:

- 6th and Main Streets
- Blue Ridge Parkway
- Route 501 to entrance of Peaks of Otter, Route 43
- Route 29, along Cowpasture River
- Buchanan Sprint, Route 43
- North James River High School/Route 630
- Warm Springs Mountain, Hwy 615
- Main Street and Route 615





THE RACE TOUR HOSTS

Homestead Resort, VA

THE HOMESTEAD, TUCKED AWAY in the Allegheny Mountains, will play host to the Tour DuPont as a stage venue for the third year. The stage of the Tour has always been a memorable one. For the past two years, a rider has attempted to break away to the finish on quaint Main Street, before being voraciously absorbed by the pack at the last minute. Last year, Australian Phil Anderson, of Motorola, outsprinted American amateur Bobby Julich, of the U.S. Cycling team, and Greg LeMond, of "Z", in the speedy downhill sprint for the stage win.

The Homestead's prestigious reputation as a full-destination resort dates back to 1766, when visitors were first drawn there to "take the waters" of its many mineral springs.

For the last 100 years, The Homestead has enjoyed continued ownership and direction by the Ingalls family. This consistency and personal attention has been a major component in The Homestead's long-standing appeal and

For the past two years, a rider has attempted to break away to the finish on quaint Main Street, before being voraciously absorbed by the pack at the last minute

uncompromising commitment to quality and gracious service.

In 1992, Tour DuPont competitors received an unexpected surprise: Richard Gere, Jodie Foster and the cast from the acclaimed movie "Sommersby" were staying at The Homestead, and filming nearby.

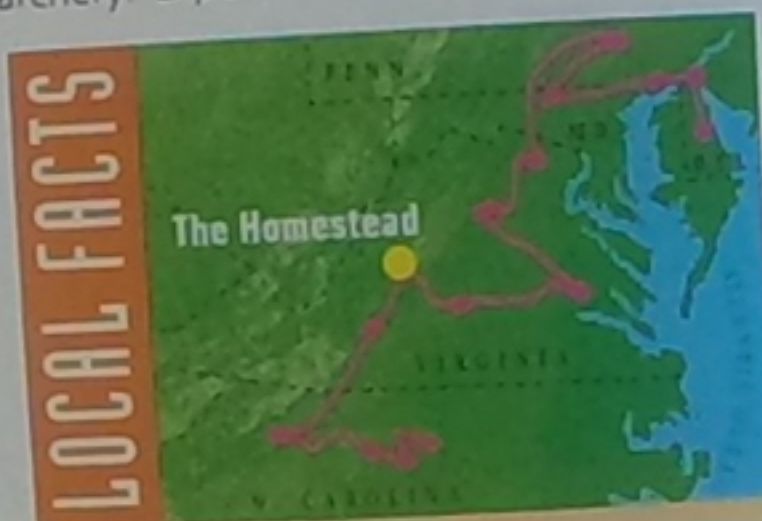
The 15,000-acre mountain setting affords a wealth of pleasurable activities. Golfers can choose from three championship 18-hole courses. Tennis players have 19 courts from which to

THE EXQUISITE BEAUTY of The Homestead Resort makes it the favorite stop among cyclists on the Tour DuPont.

choose. Indoor and outdoor pools are complemented by a beach volleyball court and children's playground. Croquet and lawn bowling offer still more diversion.

Nature hikers follow miles of alluring paths and graded walks. Equestrians can enjoy over 100 miles of scenic trails and The Homestead Riding School is destined to become a must for promising young riders. For the less adventurous who want to enjoy the trails in a more relaxed manner, carriage rides are a treat. Trout fishermen delight in the untouched wilderness along the spectacular Cascades Stream.

The Homestead Shooting Club features sporting clays, skeet, trap shooting and archery. Expert instruction is offered in



LOCAL FACTS
Founded: 1766

Facts: Recipient of Mobil's Five-Star Award for 31 consecutive years, Honored with the Pinnacle Award, Good Key, M & D Award, Home of the first ski area in the south, Home of the oldest golf tee in continuous use in the United States

Attractions: Gold Medal Golf Resort recognized among top 12 in the United States, Cascades Golf Course ranked among top 100 in the world by Golf Magazine, Golf staff led by Sam Snead and J. C. Snead, 600 guest rooms, 70 suites, Resort and conference center.

Stage Date: May 13

Stage Description: Stage 8 Finish, 113 miles (183km) Road Race

all Homestead sports. Inside, you may choose from bowling lanes, billiard tables, chess and backgammon tables around the hotel.

Exquisite dining and entertainment are hallmarks of Homestead ambience. A signature six-course dining experience with evening ballroom dancing is one of five choices. A genteel southern hospitality is celebrated daily with afternoon tea and concerts in the Great Hall.

TOUR HOSTS THE RACE

Blacksburg, VA

THE PEOPLE OF BLACKSBURG ARE HOPING that their debut as hosts for Stage 9 of the Tour DuPont will mark the beginning of a long tradition of mutual sportsmanship and friendship with America's Premier Cycling Event.

Blacksburg's merchants and townspeople will be doing their best to ensure that the racers and racegoers enjoy the best of what Blacksburg has to offer: warm hospitality, a lovely atmosphere, and friendly service.

The ninth stage of the Tour DuPont will kick off at noon on May 14. Blacksburg Mayor Roger Hedgepeth sums up the excitement and anticipation the town is feeling. "We're pleased not only to have been selected as part of the overall route, but also as a starting point," he said. "This is a tremendous honor, especially since this is our first year of involvement with the race."

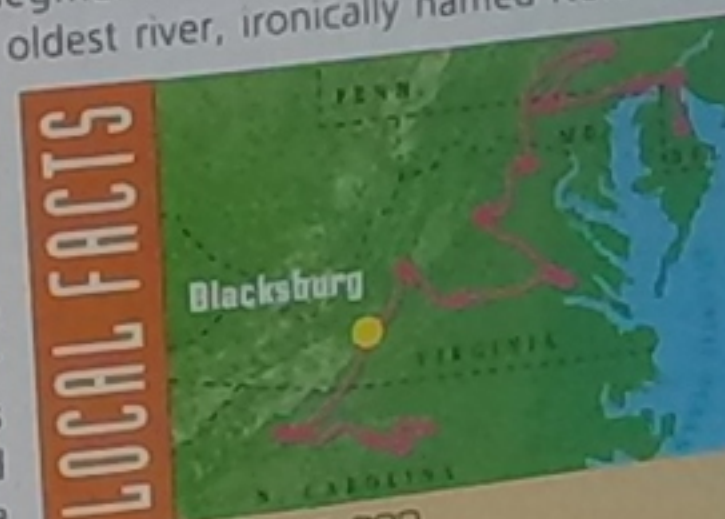
The race will take the cyclists around the Virginia Tech campus, and lead them through the town. Cyclists will pass many historical sites, including the beautifully restored Solitude House, the oldest building on the Virginia Tech campus. The riders will also see Smithfield Plantation, which dates back to 1774 and is the oldest surviving building in Blacksburg.

In addition to the vast array of historical offerings, Blacksburg features many contemporary attractions such as museums and shops. When it comes to dining out, visitors will enjoy choosing from a wide range of restaurants.

After they leave Blacksburg, the cyclists will be able to enjoy some of the most breathtaking scenery in the nation. The beauty of the Blue Ridge Mountains, highlighted by the Spring bounty of green foliage, will provide the perfect backdrop for this segment of the race. Cyclists will ride alongside America's oldest river, ironically named New River.

The New River Valley is a haven for hiking and camping.

Blacksburg is the perfect location for cycling enthusiasts to see the race and become part of the action. Minutes off I-81, and less than an hour from the Roanoke Regional Airport, Blacksburg is very accessible, and a great place to take part in the Tour DuPont.



LOCAL FACTS
Population: 35,000

Founded: August 4, 1798

Attractions: Virginia Polytechnic & State University, Blue Ridge Mountains, Appalachian Trail, New River, Smithfield Plantation, Hiking, Hunting, Tubing

Stage Date: May 14

Stage Description: Stage 9 Start, 150-mile (243km) Road Race

Congratulations TOUR DU PONT On A Brilliant TOUR de FORCE!

For the third year in a row, The Homestead is proud to have been chosen as a host for the Tour Du Pont and to provide the ideal natural setting for this grueling test of champions. We congratulate all who participate on their speed and endurance.

As America's Classic Mountain Resort, we've always provided our guests with the finest in world-class recreation, plus the luxury of a full European Spa and Fitness Center, elegant accommodations and superb dining in our 9 restaurants and lounges. We are pleased to offer our hospitality to the cyclists in this classic event.

THE HOMESTEAD
AMERICA'S CLASSIC MOUNTAIN RESORT
The Springs, Virginia 22971
800-336-5771

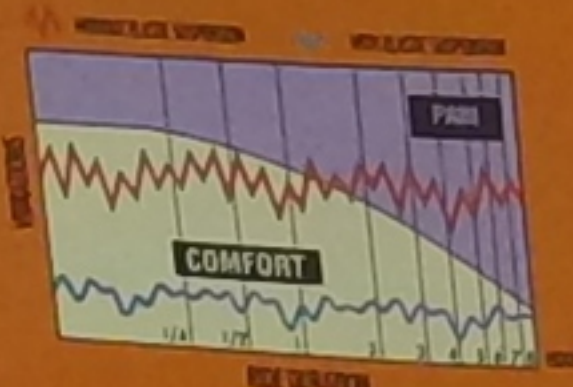
SA 600. Because you need to go faster.

The heart of the SA600's suspension is a pair of coaxial rail supports that work like motor mounts to isolate the saddle from shock. These SUTUCO supports were specifically developed for Selle San Marco by Pirelli Sistemi Anti-vibranti (a Pirelli subsidiary which designs automotive vibration systems).

Need to go faster? Try Selle San Marco's new anti-shock suspension saddle. The SA600 lets you ride faster. More comfortably. More efficiently. With an unsuspended saddle, you have to use your legs to suspend yourself over every bump in the road or trail. The SA600 saddle takes the edge off those

shocks. It allows you to save the energy you'd otherwise have to expend suspending yourself with your legs. Use that energy to go faster. You'll hardly notice the SA600's active suspension working. But, after the first hour or so, you'll notice you feel better, fresher than you expected, more comfortable, and in better control of your bike. You'll hardly notice it working - but your opponents will.

Also available with titanium fork.



Compared to a saddle without active suspension, Selle San Marco's new SA600 saddle lets you ride longer and more efficiently, in greater comfort.



Agent for USA: VEUMPEX MARKETING, INC.
CA 94530-2311 (USA) - Tel. 510/231-0488 - Fax 510/231-0489

SELLE SAN MARCO spa
36026 Rossano V. (VI) Italia
Tel. 424/540041-548026
Fax 424/548444

Stage 9

BLACKSBURG, VA. -
BEECH MOUNTAIN, N.C.
151 miles (243km)
Friday, May 14

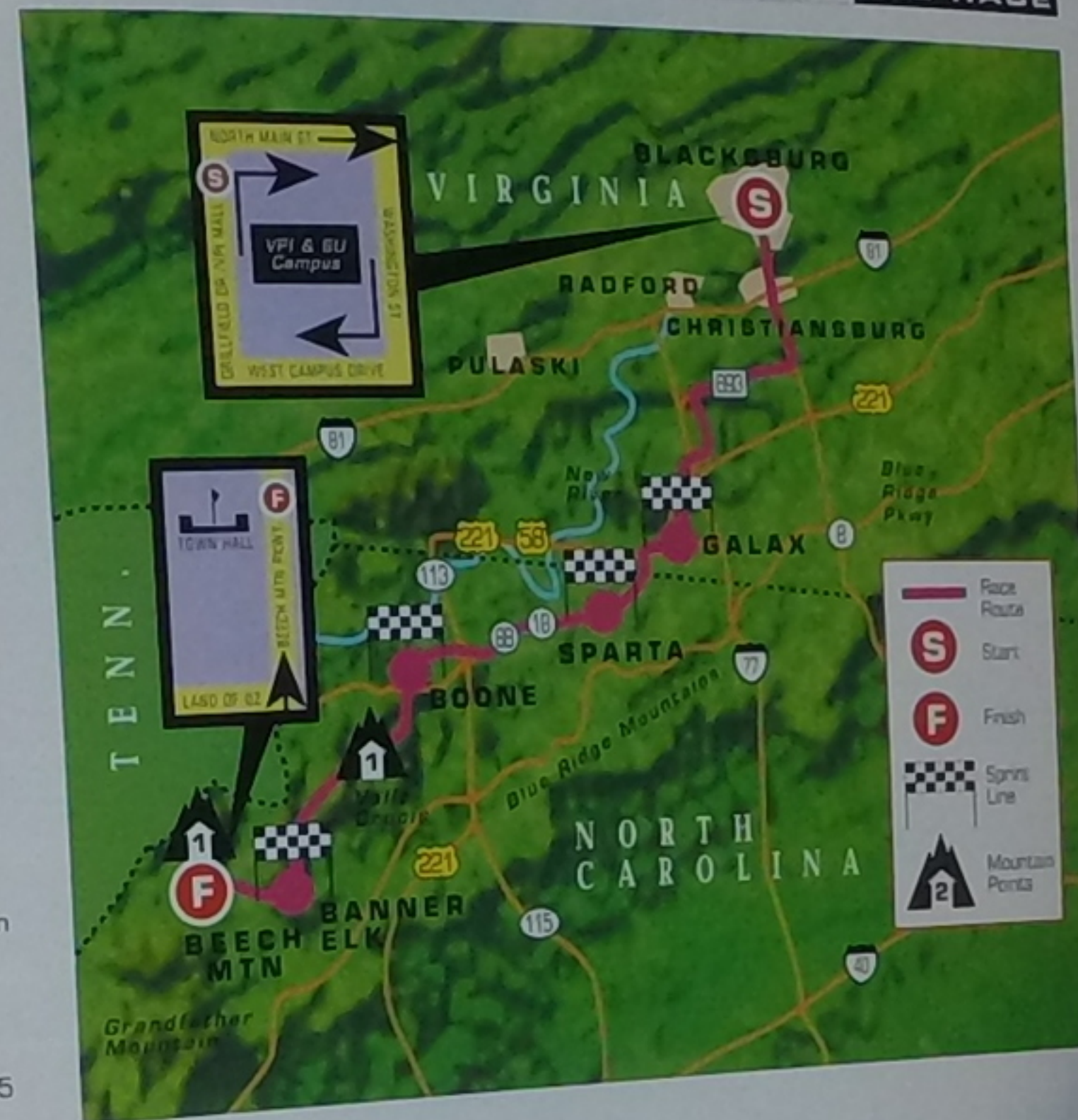
COURSE DESCRIPTION: Most likely the "make or break" stage, this rugged marathon road race will start on Virginia Tech campus in Blacksburg (elev. 2,035 feet) and descend into the New River Valley. Cyclists will face the most grueling test up Valle Crucis, a 7.8 mile climb from 2,400 feet to 4,100 feet elevation outside Banner Elk. After a steep descent into Banner Elk (elev. 3,420 feet), cyclists will face a staggering 3.7-mile climb to the summit of Beech Mountain (elev. 5,058 feet), the highest point in the Tour's history.

START/FINISH DETAILS:

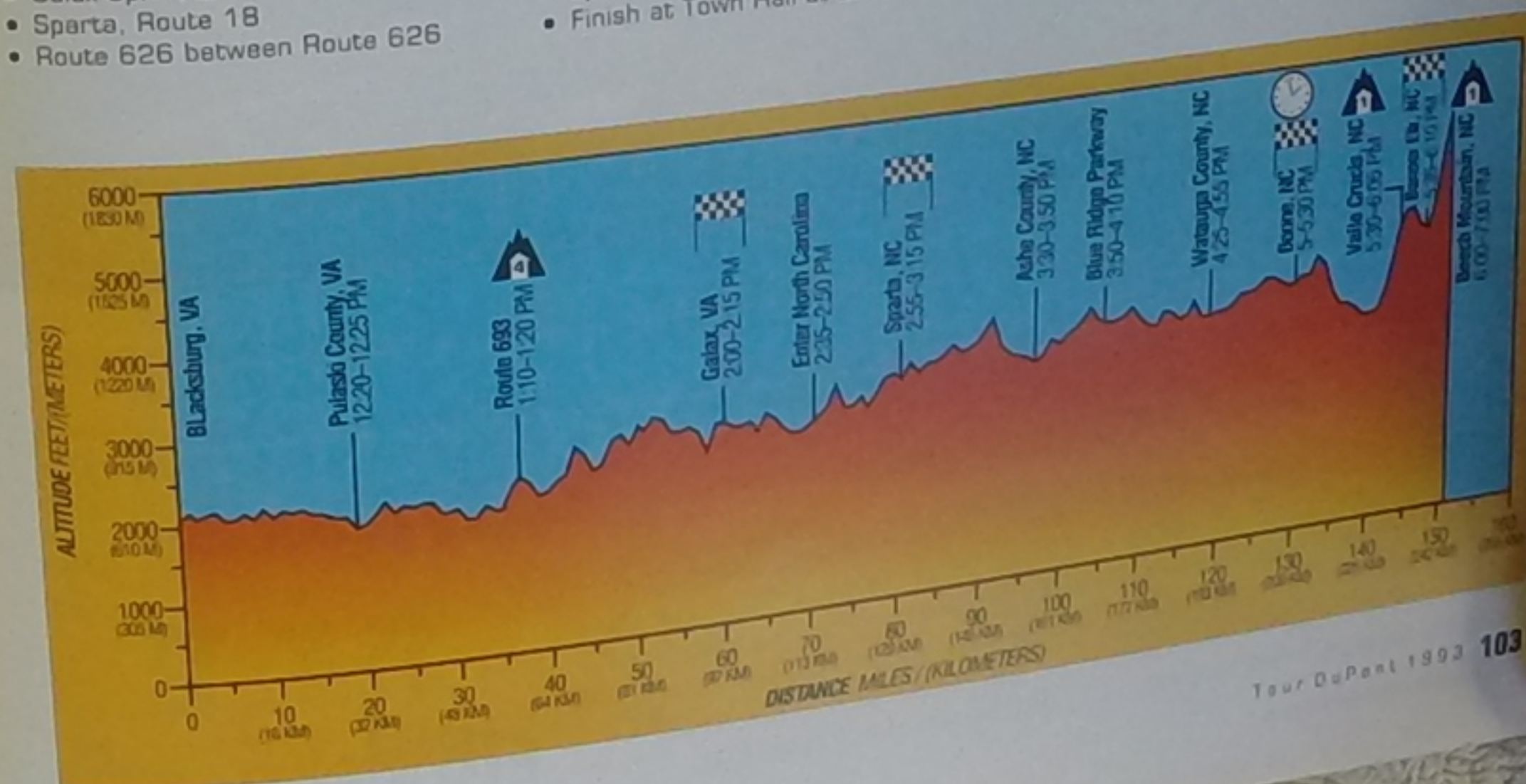
Start location: Virginia Tech Mall
Finish location: Route 184 North in front of Town Hall
Start time: 11:30 a.m.
Finish time: 6:00 p.m.
Special: Roads up to Beech Mountain will begin closing around 5 p.m. It is recommended that spectators either reach the bottom mountain before 5 p.m. or park at the bottom and climb to a good vantage point.

PRIME VIEWING SPOTS:

- Virginia Tech Campus Mall (Start)
- Galax Sprint Line, Route 22
- Sparta, Route 18
- Route 626 between Route 626



- & Route 622,
- Feed Zone between Route 621 & Route 626
- Boone, Route 421, Sprint Line
- Valle Crucis, Route 194, King of Mountain
- Banner Elk, Route 194
- Anywhere along final climb (Hwy 184) up to Beech Mountain
- Finish at Town Hall at Beech Mountain





EVERY MAY, PEACHTREE STREET BECOMES A FIRST UNION EXPRESS LANE.

Every May, more than 100 of the world's elite cyclists converge on Atlanta's famed Peachtree Street. They come to match their speed and endurance against each other and 120 miles of Atlanta terrain.

They come as national amateur and professional teams to raise the stakes of cycling for the coming of 1996. They come to win. Speed. Strength. Performance. The First Union Grand Prix.

It represents everything we, at First Union, believe. About banking. About service. And it's right here. Every May. In Atlanta. On Peachtree ... another First Union express lane.



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International Cycling Productions, Inc.

Beech Mountain, NC

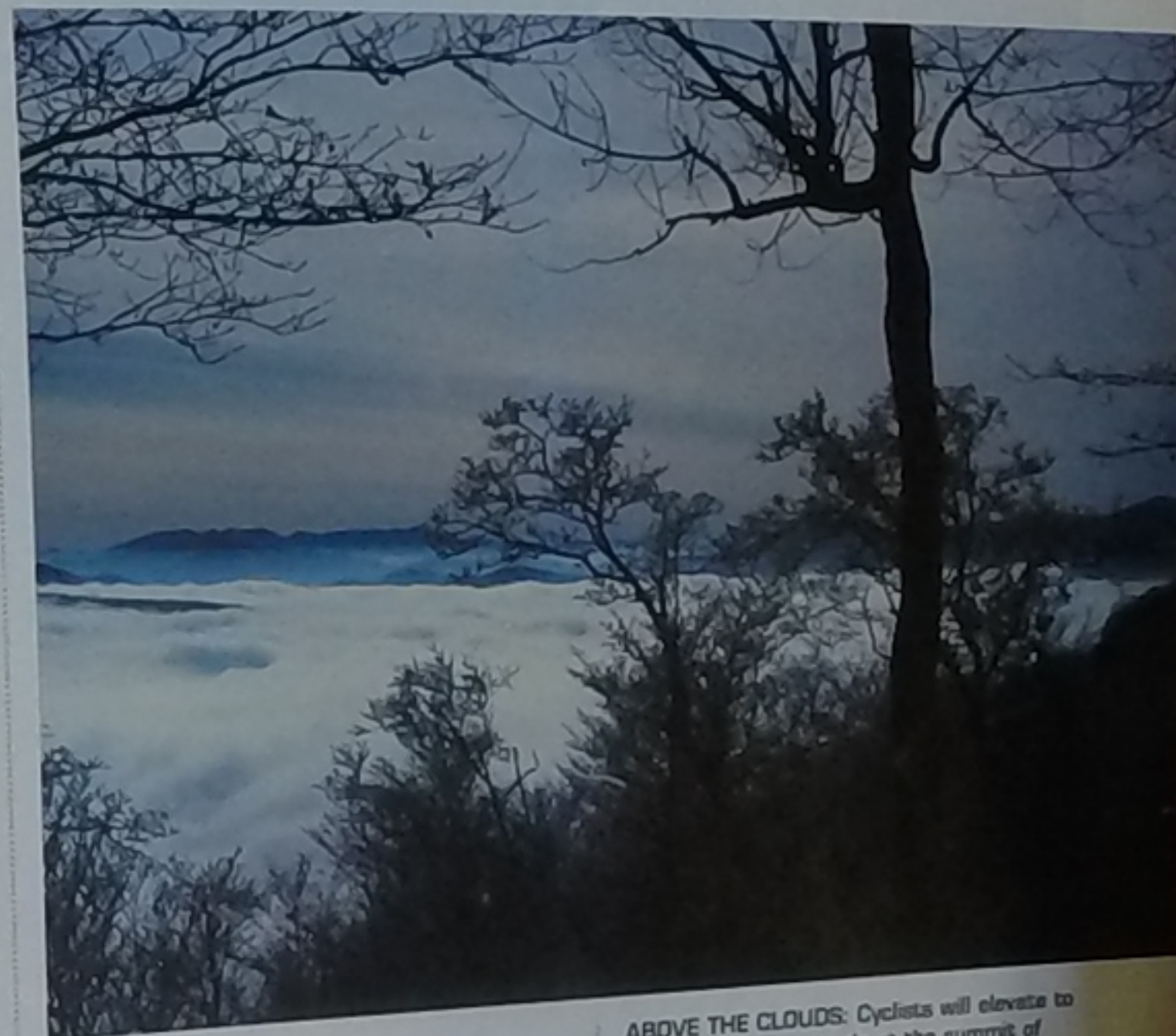
THE ONE ROAD TO BEECH MOUNTAIN will offer the most challenging four-mile leg of the 1993 Tour DuPont and some of the most spectacular scenery in Eastern America.

Weather has always played an important part in the life of Beech Mountain. When Avery County people had only natural refrigeration, Monroe Dugger, a man ahead of his time, brought a wagon, a team of mules, and workmen to the top of Beech Mountain and dug ponds to collect spring water which would freeze into solid ice. The ice would then be cut into blocks and stored in sawdust until summer, when ice was a real luxury.

Today, those same springs supply Ski Beech with 100 million gallons of water which is used for ice skating and to produce 400,000 tons of snow, enough to cover 100 acres five feet deep and keep skiers happy from November until March. Ski Beech's frozen water adds approximately \$18 million to the economy every year. The fun and excitement is enjoyed by up to 25,000 people on weekends.

For the next 50 years, after Mr. Dugger's ponds ceased to exist, Beech Mountain's climate was enjoyed by wildlife until Dr. Tom Brigham, a man who was to become the Johnny Appleseed of southern skiing, approached Grover Robbins, a North Carolina developer who liked to play golf. They together formed the Carolina Caribbean Corporation and built the ski area, golf, tennis and swimming complexes. They developed 4,000 acres for residential and sport purposes. Today, Ski Beech controls winter sports. The Beech Mountain Club operates the many other sports facilities, and the Town of Beech Mountain assumes responsibility for everything else.

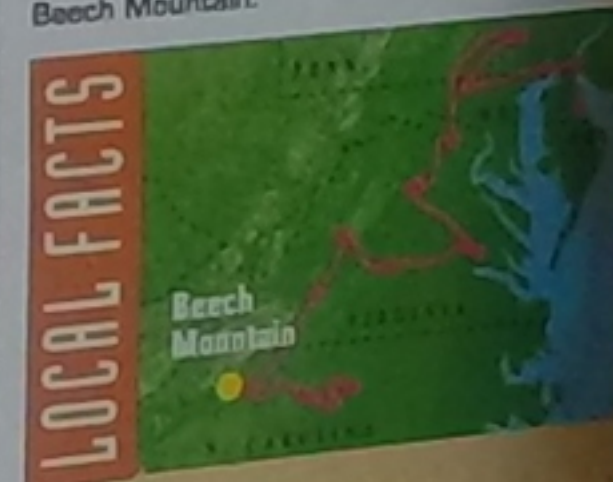
Like most real towns, Beech Mountain has a mayor, police chief and excellent



ABOVE THE CLOUDS: Cyclists will elevate to a land above the clouds at the summit of Beech Mountain.

**Unlike most towns
there are no schools,
no banks, very few
air conditioners and
over 65 miles of
streets with no
stoplights**

public works department, interesting shopping, superb restaurants and accommodations. Unlike most towns there are no schools, no banks, very few air conditioners and over 65 miles of streets with no stoplights. People who come to Beech Mountain are accustomed to views that overlook millions of acres and a summer climate that rarely exceeds 75 degrees Fahrenheit.



LOCAL FACTS
Founded: 1981
Population: 245
Attractions: Skiing, 18-Hole Golf Course, Hiking, Storytelling Festival, Oktoberfest, Winterfest 47th Annual Roasting of the Hog, 4th of July Festivities, Street Dances
Stage Date: May 14-15
Stage Description: Stage 9 Finish 150-mile (243km) Road Race, Stage 10 Start, 140-mile (220km) Road Race at Banner Elk, base of mountain.

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ENERGY YOU
WASTE
THE MORE
ENERGY
YOU HAVE.
PERIOD.

On road or off, Tri-Flow™ makes pedaling easier and shifting smoother. Rich in premium oils and TEFLON™, its unique formula fights friction for the U.S. Cycling Team and NORBA Mountain Bike Team. In fact, tests prove it lubricates three times better than the leading brand. So now that you know Tri-Flow provides superior lubrication, you don't have to waste energy looking for anything less. Period.

U.S. Cycling Team



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STAGE 10 THE RACE



Stage 10

BANNER ELK, N.C. - WINSTON-SALEM, N.C.

142 miles (228 km)
Saturday, May 15

COURSE DESCRIPTION: Mostly a downhill race, cyclists may reach speeds of 55 to 60 m.p.h. en route from Banner Elk to Winston-Salem. After a detour around the Pilot Mountain region, popularized by the television sitcom "The Andy Griffith Show," cyclists will race into

the financial district of Winston-Salem. Cyclists will hit more sprints (4) than at any other stage in the Tour, making the race fast and furious en route to the first stop in the Piedmont Triad.

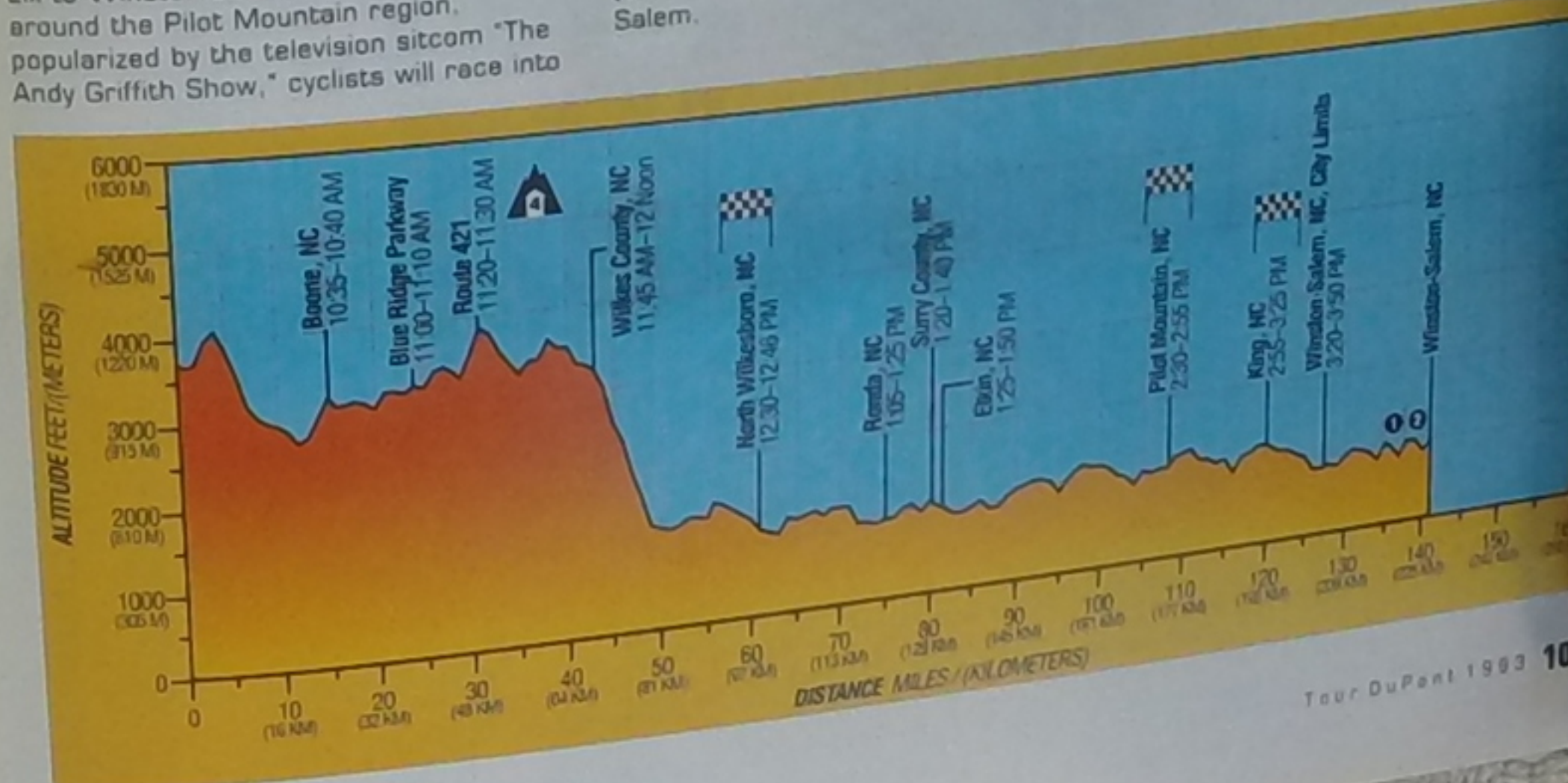
START/FINISH DETAILS:

Start location: Lees-McRae College Administration Building, Route 194
Finish location: 5th and Cherry Streets
Start time: 10:00 a.m.
Finish time: 4:00 p.m.

Special: Cyclists will do two 5-kilometer (3.1 miles) circuits in downtown Winston-Salem.

PRIME VIEWING SPOTS:

- Start at Lees-McRae College
- Rte. 421 & Blue Ridge Parkway
- Business Route 421 at Gordon, North Wilkesboro Sprint Line
- Route 52 South, Main Street & Elkin Street Sprint Line
- Pilot Mountain Sprint Line
- King Sprint Line
- Old Salem
- Main and 2nd Streets





△ STIX LITE I
Used by the 1991 Men's World Champion. Weighs only 126 grams per pair.

△ Ti SKEWERS
6AL 4V titanium skewer rods. 2024 aluminum washer with knurled lock nut. Lightweight stainless springs. Weighs just 47 grams per pair.

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6AL 4V titanium bolt with 2024 alloy washer and knurled nut. Available in black, silver, purple and blue. Weighs just 11 grams.

Weights just 163 grams per pair

Stainless steel threaded insert.

Take Control.

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Lightweight 6061 T6 aluminum. Meticulously TIG-welded for maximum strength. Hard anodized finish. Knurled handles for better grip. Multiple hand positions.



1991 Men's and Women's World Cup Champions won riding with Control Stix Lites.

Control Tech components are used by World Champions. Our super-light components are engineered so you can fly up any mountain. And control the competition. So check out our components at a Control Tech dealer nearest you.

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Extended-reach design for added comfort and leverage. Multiple hand positions. Knurled handles provide positive grip.

Weights just 178 grams per pair.



Recessed quill bolt design reduces weight.

Engineered from aircraft-quality 6061 T6.

Extruded handlebar clamp is both light and strong.

△ CONTROL STEM
Available in 0 and 10 degree rise, 120mm, 135mm and 150mm lengths. 25 degree rise model available in 80mm, 100mm and 120mm. Fits Standard, O.S. and Evolution headsets. 0 and -15 degree road models available in 90mm to 140mm lengths.

For a free 1992 catalog, fax your name and address to: Control Tech, (206) 395-0899. Made in the USA.

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CONTROL POST

Exclusive design features rib-stiffened seat mast, which is both strong and lightweight. Extruded 6061 T6 aluminum. Durable, hard anodized finish. Available in 350mm length in standard and oversize diameters.

Weights just 280 grams

TOUR HOSTS THE RACE

Banner Elk, NC

ON MAY 15, THE BEAUTIFUL high country surrounding Banner Elk will host one of the longest stages in Tour DuPont history, a 140-mile ride into Winston-Salem, N.C..

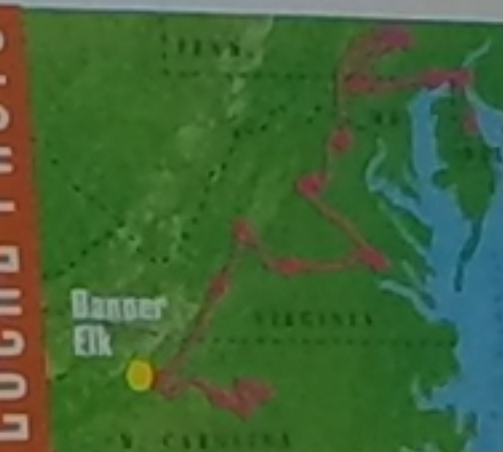
Within minutes of the village of Banner Elk and the campus of Lees-McRae College, visitors can experience history, culture, shopping and adventure. Banner Elk has been described as a "very friendly, one stoplight, mountain town worth visiting," but it is amazing how much you can fit in one small mountain town. Golf, tennis, skiing, hiking, horseback riding, whitewater rafting, fishing, great

restaurants, antiques, fabulous clothes, elegant jewelry, bed and breakfasts, the Woolly Worm Festival and much more.

Both Lees-McRae College, known as "The Campus in the Clouds," and Banner Elk are located in a scenic valley and are surrounded by such towering natural skyscrapers as Beech Mountain, Grandfather Mountain, Sugar Mountain and Hanging Rock.

There is activity the year around, but the area really comes alive around December as "The Christmas Tree Capital of the World" because of the large number of Fraser firs grown here and marketed all over the world.

LOCAL FACTS



Founded: 1911

Population: 1,000

Attractions: Woolly Worm Festival, Lees-McRae College, Grandfather Mountain, Blue Ridge Parkway, Ski Beech, Sugar Mountain Resorts

Stage Date: May 15

Stage Description: Stage 10, start, 140-mile (220km) Road Race

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and an **ABSOLUTE FIT**



The Etto SML SYSTEM has a unique patented construction and design. To get a perfect fit, adjust the helmet with the Allen key provided.

The Etto SML SYSTEM features a thin hard shell cover of ABS plastic with a liner of polystyrene. It is extremely well ventilated and light!

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THAT'S IT!

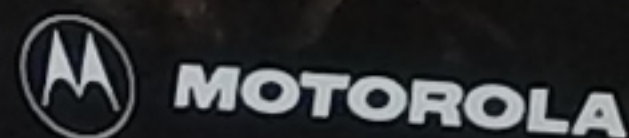
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Quality Means The World To Us.™

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STAGE 11 THE RACE



Stage 11

PIEDMONT TRIAD, N.C. (HIGH POINT-KERNERSVILLE-GREENSBORO)

Time Trial, 36.5 miles (59km)
Sunday, May 16

COURSE DESCRIPTION: The race's finale should reach peak excitement on the flat to slightly rolling 36.5-mile individual time trial. This test will begin in

High Point and route through Kernersville to downtown Greensboro. The race is the longest time trial in the Tour DuPont's history.

START/FINISH DETAILS:

Start location: Hamilton and Ray Streets (High Point)

Finish location: Greene and Belmeade Streets (Greensboro)

Start time: 1:00 p.m. (1 min. intervals)

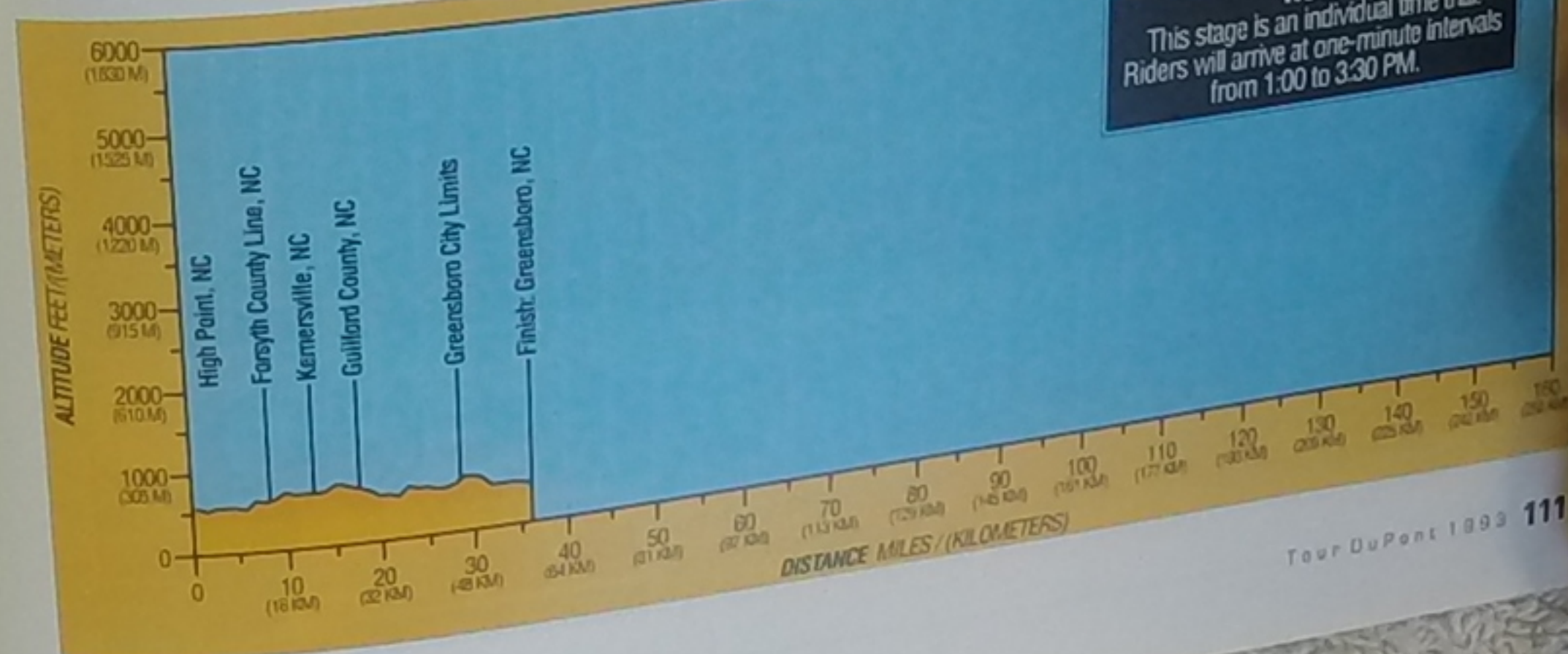
Finish time: 3:30 p.m.

Special: The final awards ceremony

(approximately 45 minutes in length) will take place on the street underneath the finish line banner.

PRIME VIEWING SPOTS:

- Start in High Point at Hamilton Street & Ray Streets
- Kernersville, Main Street
- Along Greene & Belmeade Streets, throughout Greensboro
- Anywhere along above roads

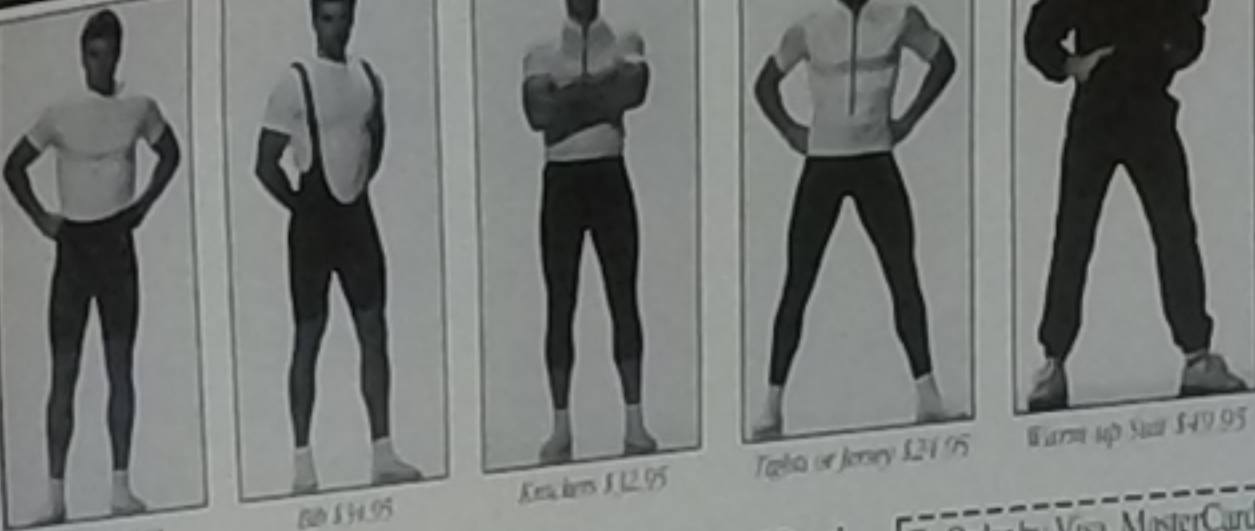


NOTE:
This stage is an individual time trial. Riders will arrive at one-minute intervals from 1:00 to 3:30 PM.

Tour DuPont 1993 111



Buy America's Top-Rated Shorts for \$26.95



Bicycling Magazine tested racing style shorts for 11 key points of quality and fit and gave American Cyclist's the top rating for shorts in our price range. "A 104-mile ride the first time I wore them confirmed their on-target design."

- PRICE:** For just \$26.95 you get top-rated materials and professional quality.
- DURABILITY:** Made in America, with excellent workmanship and 1st class thread.
- COMFORT:** American Cyclist's shorts have 4-way stretch 80/20 nylon lycra with an 8-panel design, 1 1/2" wide zipper elastic band on waist and legs, the chamois is bonded to a seamless foam and mesh pad with a 100% cotton easy strip. They are comfortable and they fit.
- 100% GUARANTEE AND "CRASH REPLACEMENT":** (i.e. If not satisfied, return for immediate refund! 2nd defects in manufacturing or materials are replaced immediately. If it is with your shorts, jersey or tight as a crash, wash them, and send them to us with a check for \$21.00 for Knicker, \$29.00 for Bibs, we'll send you a new item at the next time.
- EASY ON/OFF:** Call our TOLL FREE number, tell us your size and your order will be processed and shipped usually within 1-3 weeks.

Our new Warm-up Suit (Knicker) Tight and Bibs are made with the same quality and workmanship as our Bibs. The jersey is made of light weight lycra, has a drop collar of 3" elastic in the back, 3 reinforced rear pockets and a 1/2" zipper to keep you cool. The Warm-up suit is made of light weight black nylon, and fully lined with a cotton polyester.

*Bicycling Magazine May 1992

max and can be purchased separately. Also, check out our no nonsense sock offer. We now have a super deal when you purchase any item on this page. Just \$2.75 per pair or 4 or more pairs \$2.50 each. (One size 9-13).
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This is the first time in the five-year history of the Tour DuPont that North Carolina is included in the course. The 1.2 million people of the Piedmont Triad are eager to make Tour DuPont visitors feel welcome.

The Piedmont Triad is a curious and eclectic conglomeration of geography, nature, people, three cities, and a cultural and sporting bastion. Piedmont basically means, "at the foot of the mountains." Triad refers to the three principal cities of Greensboro, High Point and Winston-Salem, and the 11 counties that bind this rich and diverse area together.

Situated in a prime location, between the mountains and the coast, the Piedmont Triad includes the counties of Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Randolph, Rockingham, Stokes, Surry, and Yadkin. Commuters travel daily from town to town for work, shopping, recreation and entertainment. Yet each of the three major cities retains its own identity. Each of the smaller communities takes pride in its own heritage as well.

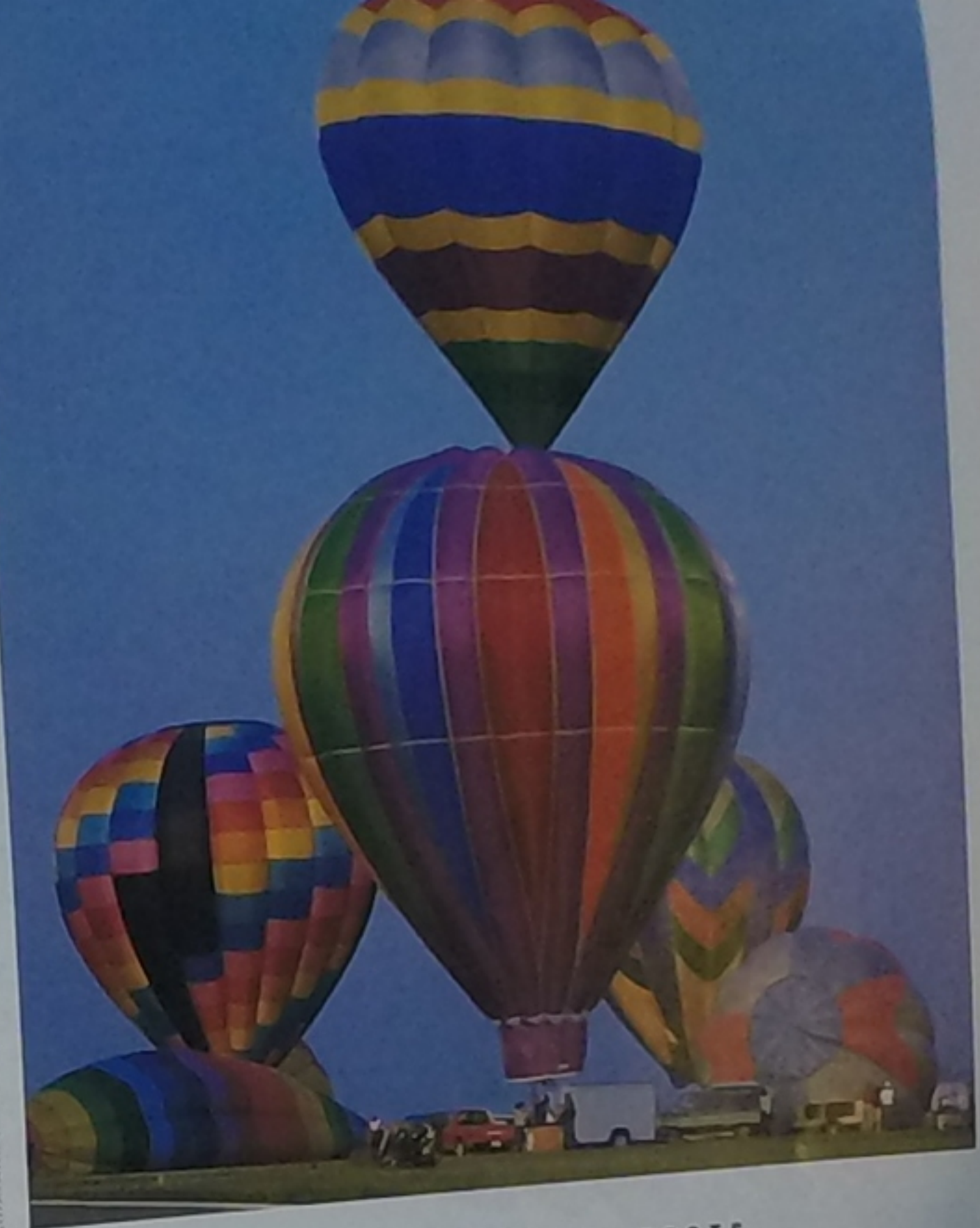
THE THREE CITIES IN THE PIEDMONT TRIAD

GREENSBORO is the largest of the three cities. It's home to major corporations and three of the world's textile giants.

The University of North Carolina at Greensboro draws students from throughout the Triad as do the many cultural and historic landmarks, which chronicle Greensboro history from the revolutionary war to the civil rights movement.

Greensboro is also a well-known stop on the PGA tour, with its K-Mart

UP AND AWAY: The Triad's annual Balloon Festival is another national draw. (Robert Cavin).



THE RACE TOUR HOSTS

Piedmont Triad, NC

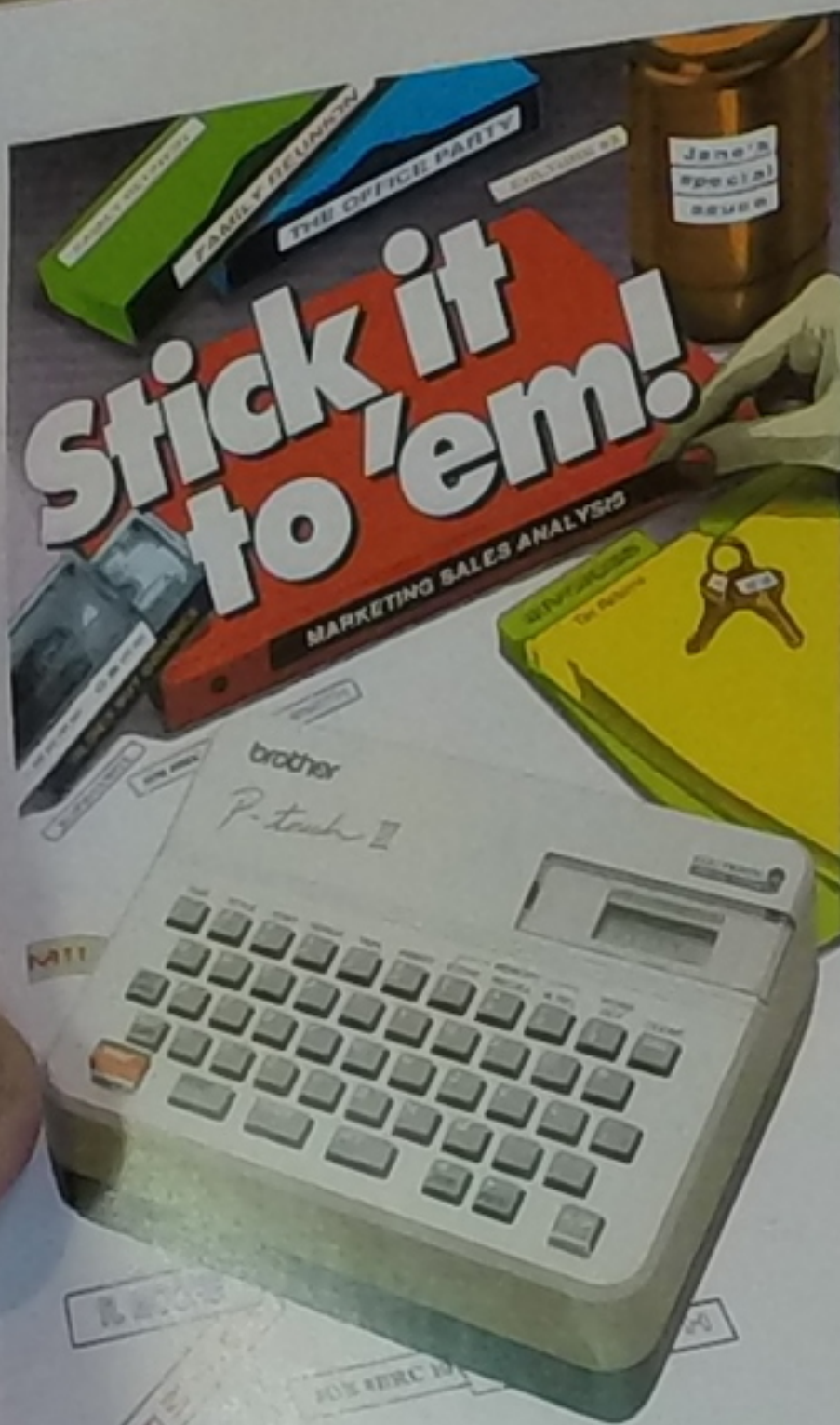
Greater Greensboro Open tournament each spring. The Open attracts top golfers from across the nation and thousands of spectators.

HIGH POINT is the smallest of the three Triad cities, but twice a year its population takes a quantum leap, when buyers from all over the world converge on High Point for the International Home Furnishings Market. More than 60 percent of the nation's furniture production takes place in the Triad, with 125 manufacturing plants in High Point alone.

High Point, like the other two cities that make up the Triad, has its share of recreational and cultural activities.

The North Carolina Shakespeare Festival is a summer tradition, as is the Oak Hollow Boat Races in July. The High Point Museum and Historical Park includes a restored home and blacksmith shop. The Furniture Discovery Center details the origin and manufacturing of home furnishings.

WINSTON-SALEM is a beautiful blend of history, commerce, art and education. It is the oldest city in the Triad. Old Salem, a restored 18th century village near downtown, is recognized as one of the country's most authentic historic sites and serves as a living reminder of Winston.



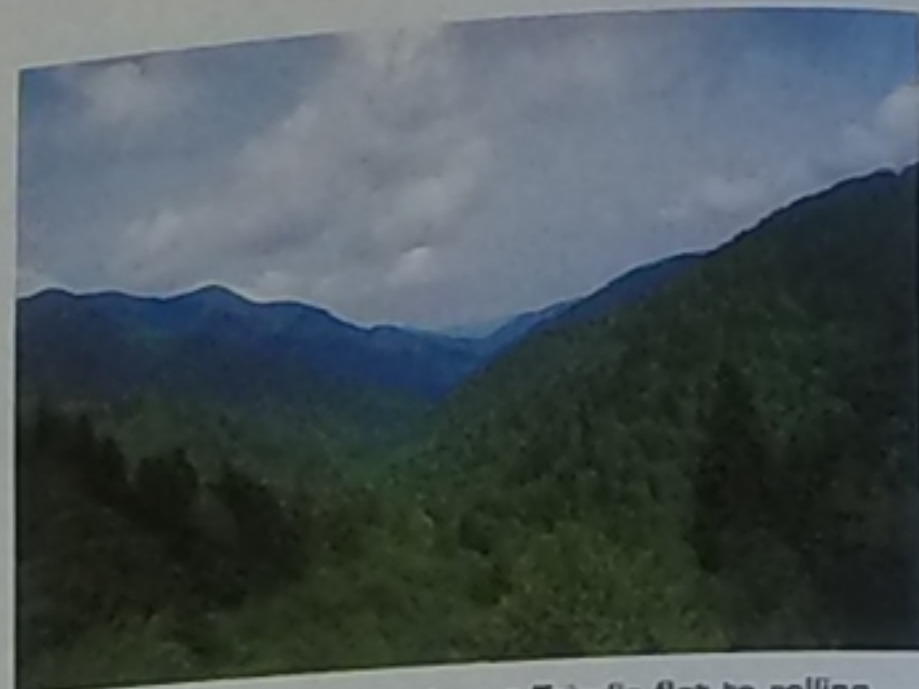
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DIVERSE REGION: The Piedmont Triad's flat to rolling landscape is ideal for cycling. (Robert Cavin).

Salem's Moravian ancestry.

This art loving city has several museums, a hands-on visual arts learning center, and a performing arts center which features several pre-Broadway productions a year with top stars.

THE TRIAD'S RURAL FLAVOR: GLITZ & GRITS

Even with the amenities of the three larger metropolitan areas, the more rural flavor of the Piedmont Triad is just down the road a bit. It's the perfect combination of glitz and grits!

Factories and farms co-exist in communities throughout the region. A drive along any highway in the Piedmont Triad will yield enchanting glimpses of stately homes and weather-beaten barns, fertile fields and modern industrial sites. There's always a surprise around the next bend. The region's natural beauty is explanation enough as to why the Piedmont Triad is thriving. From the views atop the Blue Ridge Parkway and Pilot Mountain, to the exotic animals at the NC Zoological Park, there is much to see here.

All along this meandering landscape are people who haven't forgotten the meaning of Southern hospitality. Therein lies the Piedmont Triad's most valuable assets.

REGIONAL COOPERATION: KEY TO THE TRIAD

To ensure and protect the region's continued economic vitality and sustain the high quality of life in the Piedmont Triad, area elected officials, civic and business leaders joined together in 1987 to form Piedmont Triad Horizons. Horizons promotes and facilitates cooperative planning and action among the 11 counties of the Piedmont Triad to achieve regional goals and opportunities.

Then there's the Piedmont Triad Partnership, which was formed in 1991 to recognize the importance of a nationally focused marketing and advertising organization to recruit new business to the region. The Partnership is engaged in an aggressive national public relations and marketing plan, designed to dramatically increase the Piedmont Triad's visibility in the national and international corporate arena.

"Promoting the region as a whole, instead of one city versus another, gives us a distinct advantage when competing with other areas in the country," said Walter McDowell, the Chairman of the Piedmont Triad Partnership.

Another group that complements the regional cooperative efforts of Horizons and the Piedmont Triad Partnership is the Piedmont Triad Chambers Group, Inc. The mission of

HOMEBOYS

Three-time Tour DuPont competitor **Thomas Craven** knows the rolling hills in and around the Piedmont Triad like the back of his hand.

Craven has been cycling the streets of Winston-Salem since he was a young kid when he rode to soccer practice. He so enjoyed the ride from Glade Street to Shafner Park, that pretty soon he just skipped soccer practice and kept on cycling.

Therein lies the origin of Craven's passion for pedaling.

Now he does it for a living, as a member of the Chevrolet/L.A. Sheriff Cycling Team competing in the 1993 Tour DuPont. This is the 28-year-old Craven's third appearance in this premier cycling event, but it's the first time the race winds up in his home town.

"It's made a big difference in the way I'm approaching this. I'm really excited about trying to win the stage coming into Winston," Craven said.

"That's like winning the Super Bowl or the World Series right there in your

own home town, right there in front of your friends and family, everyone you grew up with."

Craven says he's equally thrilled with the international exposure the Piedmont Triad will enjoy as a result of the Tour DuPont's presence here. "This is the biggest thing that's ever going to come to Winston-Salem as far as a world-wide professional sporting event. This race is bigger than the Olympics. These riders have already been to the Olympics."

One of those Olympic veterans is **Jim Copeland**, teammate and neighbor of Craven right here in the Piedmont. The 30-year-old Copeland moved to Winston-Salem in January of 1992.

"It's a great feeling to know that the biggest tour, the biggest race in the United States is not only coming to our state, but our home town," Copeland said. "It gives you a real optimistic feeling about doing well, you know, the home town advantage. It gives you extra energy to push for a victory."

41

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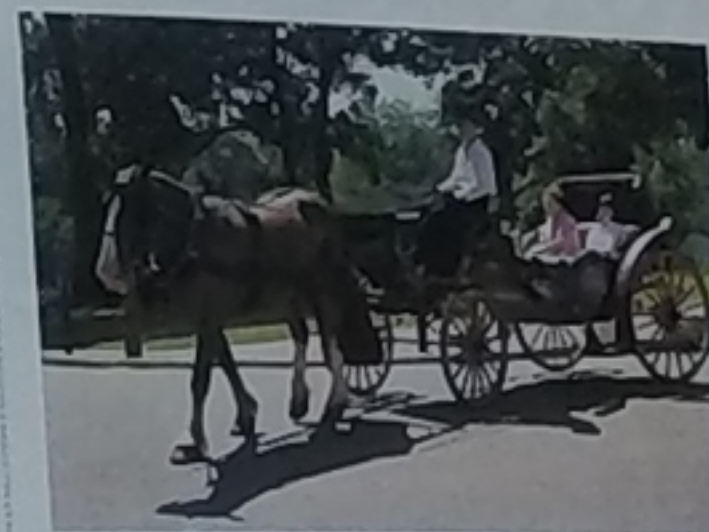
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There's always a surprise around the next bend. The region's natural beauty is explanation enough as to why the Piedmont Triad is thriving.

this 39 member group, made up of representatives from 20 different Chambers of Commerce, Visitors and Convention bureaus, and economic development organizations, is to promote the unity and prosperity of the region.

One of the working committees of the Piedmont Triad Chambers Group is the Sports and Entertainment Committee. This Committee was



OLD AND NEW: The Piedmont Triad's marketing vision is new and highly progressive, but the area retains its Southern roots. Horses and carriages remain an occasional sight in Winston-Salem. (Robert Cavin)

largely responsible for recruiting the Tour DuPont to the Piedmont Triad. When committee members got wind that the Tour DuPont was considering moving the finish to the Charlotte area, they asked Tour DuPont organizers to consider the Piedmont Triad area. Within days, Tour DuPont reached an agreement with the Piedmont Triad.

"Here we were, doing this study and

TOUR HOSTS THE RACE

lo and behold, we came right out of the chute with an international event," said Charlie Patterson, chairman of the Piedmont Triad Sports and Entertainment Committee.

Piedmont Triad Horizons, The Piedmont Triad Partnership and The Piedmont Triad Chambers Group have all made significant contributions to the regional vitality of the Piedmont Triad.

Those who ten years ago may have not taken regional cooperation seriously, now understand how much can be accomplished when eleven counties work together.

Here's what it all comes to: A 36-mile time trial, featuring a weary but determined group of international cyclists. Their legs will burn as they race through the Piedmont Triad, their eyes will be on the grand prize: \$40,000, a Saturn Automobile, and the Tour DuPont championship.

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There's talk now that "steel is back." It seems that after years of picking exotic materials for their frames (and their riders' pockets in the process), manufacturers are relearning what the true Masters of the craft have never forgotten... That steel is real.

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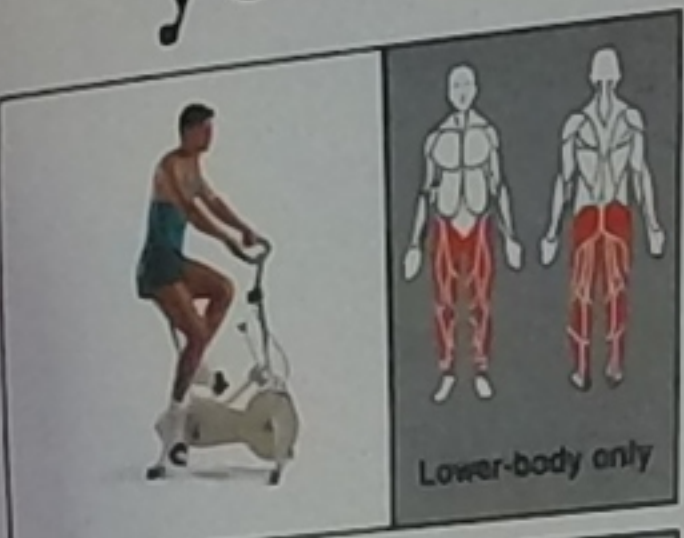


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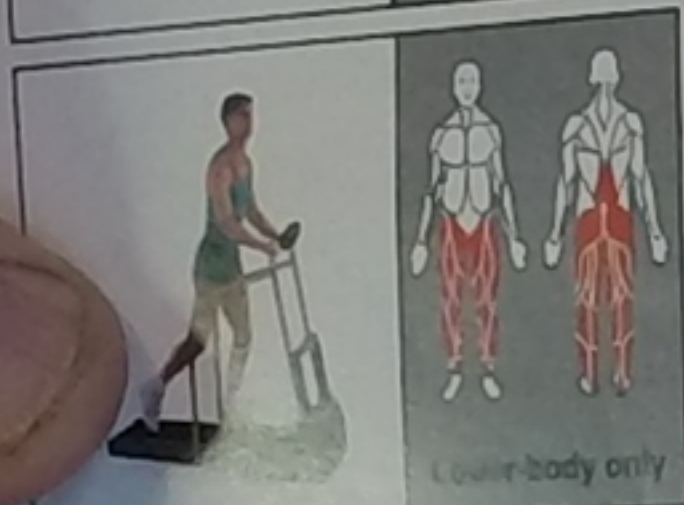


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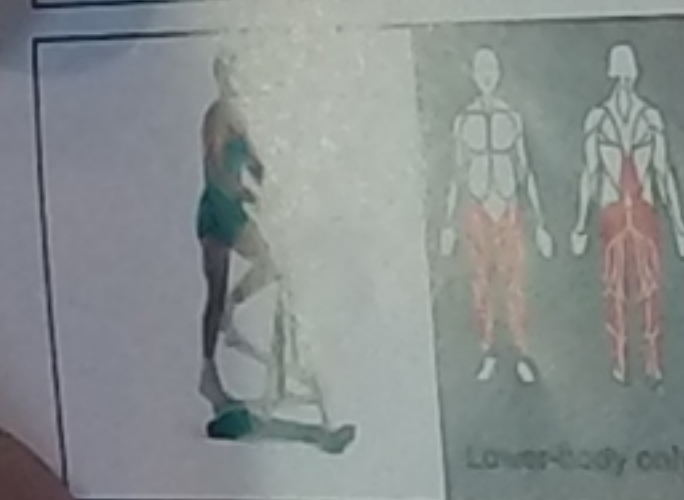
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Training for the Tour

TRAINING

By THOMAS CRAVEN

Racing and training in the United States used to be a handicap when competing against European cyclists. However, when the Europeans come to race the Tour DuPont, I believe American riders will have the advantage. For me and my Chevrolet/LA Sheriff team mates, it's a chance to prove ourselves against riders that we have sometimes only read about in the cycling magazines. When we're racing on our soil, eating our food, and in my case this year, heading for my hometown of Winston-Salem, North Carolina, we should feel as strong as 10 men...sometimes!

One season ends and, for me, the next begins with a good rest, usually three weeks of having absolutely nothing to do with cycling. Gradually I begin activities that are fun, but far removed from road cycling. I like to in-line skate, lift weights, and go mountain biking with my non-competitive friends. I keep active without feeling that I'm training.

Training Begins During Christmas Season

My official training for a new season begins in the middle of December. This year I stayed with a program of strength training in the mornings and aerobic activities in the afternoons. On Mondays, Wednesdays and Fridays I did weights and then went mountain biking or for a two-hour road ride. Tuesdays and Thursdays were in-line skating or hard mountain biking in the mornings and a killer "stair workout" designed by my personal strength coach, Charlie Williams. These stairs aren't in a gym



I ride so hard that my heart rate bounces around 200 beats a minute for five minutes, and my teeth and even eyeballs hurt from the strain. Is this a healthy way to make a living?

on a machine, however, but the concrete staircase in the 26-story Wachovia Building in Winston-Salem. We run up and down them as many as seven times—that's 182 flights of stairs, in about 45 minutes. It's a great way to get your heart rate up.

On weekends I joined up with any and all serious cyclists in Winston-

Salem on the regular group rides, going for two to three hours, depending on the weather. These rides included men and women, recreational riders, serious amateurs, juniors to old vets, my father, and the other professional riders in town: Brian McDonough, Sue Yeaton and my Chevrolet/LA Sheriff's team mate, Jim Copeland.

I followed this program until the third week of January, when I left a cold and rainy North Carolina for the sunshine of California and the team training camp in Santa Barbara. The first part of camp is getting new bikes, new racing uniforms and other clothes and accessories that even pros get excited about every year.

The riding is hard and long, up to seven hours a day. Even though we are on a team, it's just like in a group, there always seems someone out to break every legs. It's usually not me. Hegg, who I guess is a pro, has frustration from the game by pound.

Best Preparation The Major Races

As the season progresses, we concentrate on the major races, and think about preparation. Because it is hard to train for the typical 100+ mile distances in the Tour DuPont, we always add some extra mileage. When we race early criteriums of 30 to 40 miles, we ride 50-60 miles beforehand, and then add some more miles afterwards so we can get used to both speeds and distances. It's hard to do, but it's also fun to be over at some poor soul suffering the end of just 40 miles, punting 100 miles on the computer and "All in a day's work!"

Tour DuPont 1993 11

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The Tour DuPont is a stage race consisting of 10 days and a prologue, so we as a team must ride as many multi-day events as possible in preparation. That is one of the disadvantages of racing in the United States. There simply aren't enough demanding multi-day races. There are plenty of races on the weekends, but Saturday and Sunday can't prepare us for 10 races in a row.

Last year our Chevrolet/LA Sheriffs Team entered the Tour DuPont with one goal—a stage win. On four days we came close, with three third places and one fourth place. Then, on the last day, Steve Hegg turned on the afterburners and wasted the entire field to win the final time trial in Washington, D.C. Some people said he was just "fresher" than the others, but any map will show that we all rode the same distance.

Getting to the last day of the Tour DuPont is a challenge. Just riding 1,100 miles in 10 days isn't exactly easy, and when you add rain, twisting and unfamiliar roads, and the always unpredictable Europeans, we've got our hands full! The energy the Tour demands and the stress which results are enough to make me think twice about what I'm doing. I ride so hard that my heart rate bounces around 200 beats a minute for five minutes, and my teeth and even eyeballs hurt from the strain. Is this a healthy way to make a living?

The Hidden Trick: Proper Eating

There is a well-recognized benefit of this sport: We get to eat a lot. As the Tour DuPont progresses, eating becomes less a pleasure and more a chore and necessity. A former team director, Mike Farrell once told me when I said I was not hungry, "It's a stage race, Thomas, you gotta eat to survive!" That is true, but "you gotta eat" what's good and what's good for you.

Fortunately, our Chevrolet/LA Sheriffs Team co-sponsor, UNIPRO, provides us with an electrolyte replacement drink, Endura All Sport and Endura Optimizer. In addition, we have Avocet Clif Bars. The drinks

There are times when an isotonic pH regulated glucose polymer isn't exactly what I'm craving

and bars seem to help our racing and training recovery times, but there are times when an isotonic pH regulated glucose polymer isn't exactly what I'm craving.

The typical Tour DuPont race starts with breakfast—cereal, fruit, muffins, bacon and eggs—whatever we like. Then a little coffee, conversation and the good stuff, like pasta, chicken and rolls. That's not lunch; it's just filler. With 160 miles ahead of us, and 160 the day before, getting enough in the belly in time to let it start digesting often seems like the real race. Nutritionists, doctors and just about

everyone else tell us to eat a diet high in carbohydrates and low on meat. I've even read not to eat meat days before an event because it does not provide enough energy for the space it takes up. But this is stage race, and you have to eat meat to keep the protein inside burning. Carbohydrates are an excellent source of energy for two hours, but we have seven hours on the bike.

During the race itself I like to carry most of the food I will eat for the day from the outset. I will take pannines, small turkey sandwiches with jelly and cream cheese on a little dinner roll, soft and easily wedgable (easy to jam down your throat without really chewing when some European attacks) sandwiches. I like dried fruit, especially apricots, dates and raisins, a couple of Clif Bars, and depending on how I'm feeling, some cookies. All of these items are exchangeable during the race with the other teams, so if I see someone eating something that looks really good, I can usually make a trade with what I've brought



HIGH CARB: Two-time Tour de France winner Laurent Fignon loads up [Vandystadt/B. Bade].

along. Just like brown bagging in elementary school!

In my water bottles, I like to have one with plain water and the other with Endura, and I generally alternate between them when I drink. Depending on the temperature, I try to drink one bottle an hour and eat a handful of food every half hour. If I don't put myself on that kind of schedule, I might forget, and the results aren't fun. I have to play catch up with my food, and that can bring me to a sprint line, or some gnarly climb, trying to work hard and eat simultaneously. Breathing and eating do not mix.

After the day's race is over the next two hours are critical for recovery. It is in this "carbohydrate window" that my body is most efficient at turning the food I've stuffed into it into the stuff that helps me recover for the next day. We drink and eat upon finishing.

Dinner is usually the most sociable time of the Tour, with lots of talking and rehashing of the day. If you don't eat, people notice and say "Not Hungry? You'll only last two more days." Lucky for me I am always hungry, and since the food is so good at all the stops during the Tour DuPont, it is easy to eat.

The Tour DuPont is tough to prepare for and tough to race. It is a demanding, grueling event that most people can only imagine. I don't let the fact that some of the European riders come into the Tour DuPont with several stage races already in their legs concern me. For me, it's the Super Bowl and the World Series. It's a USA thing, and this year it is a hometown thing. I'm ready to race!

(Editor's Note: Thomas Craven will compete in his third Tour DuPont, as a member of the Chevrolet/LA Sheriffs team. He was the first winner of any stage of the Tour and one of only a handful of Americans to win a stage of America's top cycling race.)

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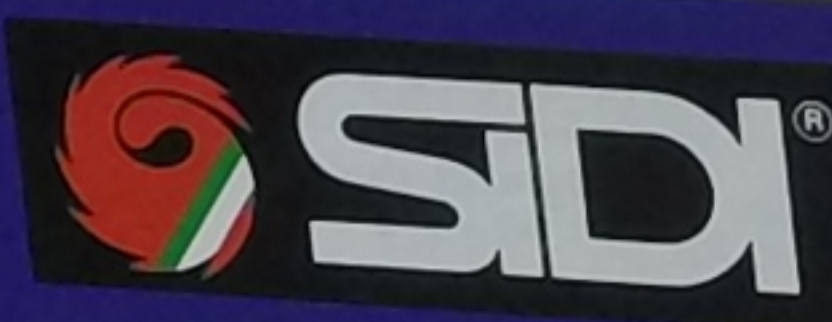
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Truly a state-of-the-art shoe featuring superlative technical advancements. SIDI sets the standards for cycling shoes. Developed, tested and proven by the professional Peleton, it is the shoe of choice of world class riders like Indurain, Breukink, Alcalá, Kelly, Fondriest, Chioccioli and Fignon.

I wasn't nervous until I stepped onto the time trial ramp of the Prologue in Wilmington. At that point, it hit me. I said to myself, 'Wait a second, this is a real, real big race,' as I looked down the ramp and out to the rows of people lining the street.

As the youngest rider in the Tour DuPont, and as a member of the U.S. Olympic team, 1992 was quite a year. The memories of my first Olympics and first Tour DuPont will remain with me for the rest of my life.

Both experiences were the culmination of training to achieve the ultimate level as an amateur cyclist. When it came to the Tour DuPont, it was the first time I had a chance to prove myself against many of the world's top cyclists.

I started racing when I was 10 years old, competing in novice races while my dad and brother raced with the more experienced riders. By the time I was 12 years old, bicycle racing had become real important to me — not just racing, but winning.

Looking back, it's not very easy to concentrate on bicycle racing when you are young. Most of my friends were into basketball and football. While I enjoyed those sports, bicycle racing was still my priority. The drive to win made it easier to train, and nothing matches the feeling of coming across the finish line first.

While I've read or talked to many cyclists my age who have been inspired by cyclists like Greg LeMond, Alexi Grewal or Davis Phinney, my primary role model was my brother, Rich. Rich met with good results, winning at the U.S. Olympic Festival and placing high at national championships. I always wanted to impress him when he would come home and ask me how I had done in local New York races.

At age 16, I competed with the Junior National Team. In 1990, I

YOUTHFUL EXUBERANCE: George Hincapie powers ahead during his breakaway in Stage 6 in 1992. (Allsport/Mike Powell)



In the Race at 18

THE TOUR DUPONT'S
YOUNGEST RIDER
SHARES AN AMATEUR'S
PERSPECTIVE OF
AMERICA'S TOP PRO
RACE. BY GEORGE
HINCAPIE, AS TOLD
TO STEVE PENNY.

finished seventh in the road race at the Junior World Championships, and, in 1991, I won three medals when the event was held in Colorado Springs. I realized that I might have a chance at playing a role on the senior team in 1992 and a shot at racing the Tour DuPont.

Our coach last year, Chris Carmichael, told me I was going to race in the Tour DuPont about a

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