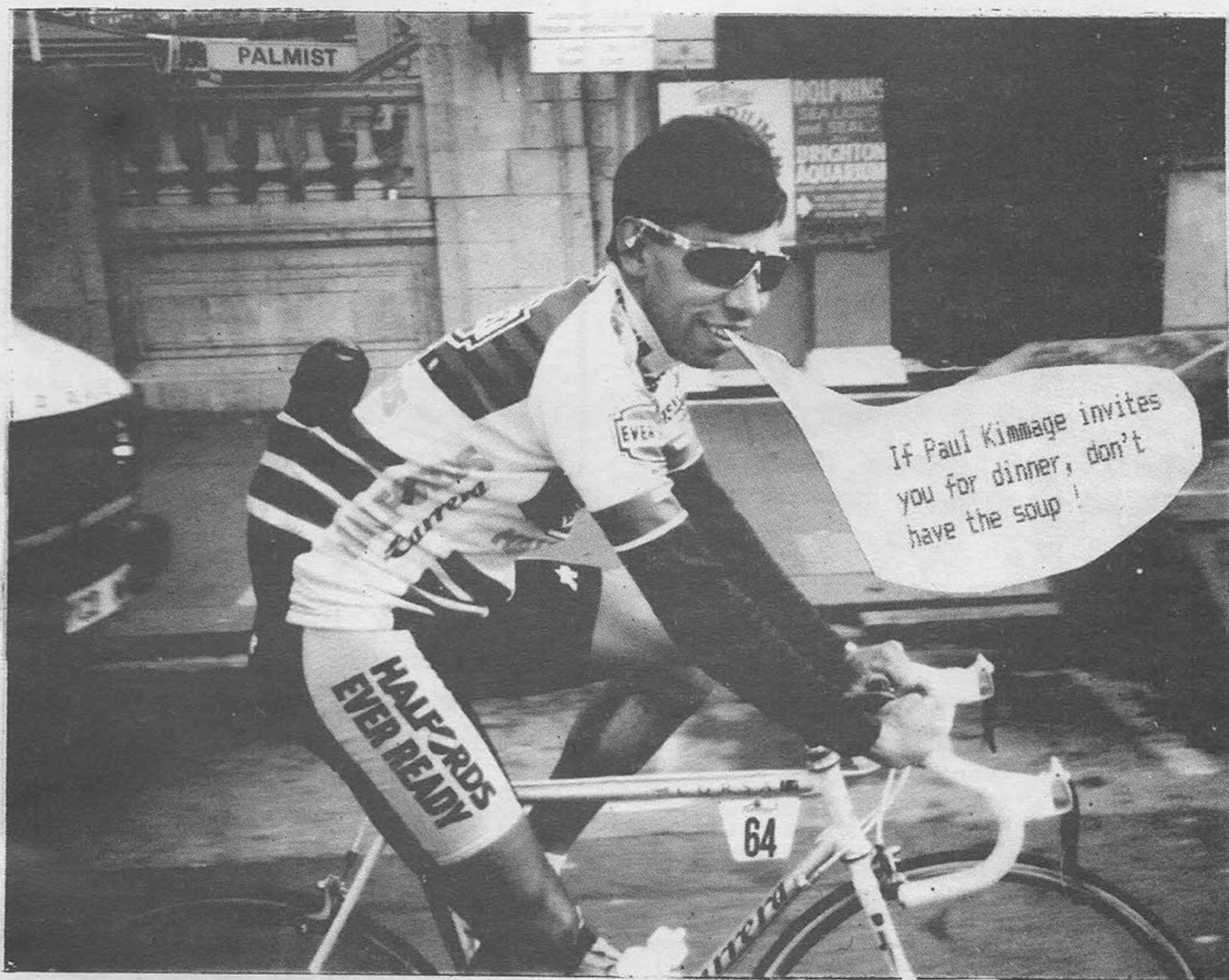


'WELL PHIL'

the cycling fanzine



THIS MONTH :-
JELLE NIJDAMS TOUR DIARY.
THE WELL PHIL TOUR AWARDS.
NEW WAYS TO GET FICP POINTS.
THE WORLDS WORST JERSEY.

NO 5

50p

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PO BOX 311, SWANLEY, KENT, BR8 8UB.

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SPORTSPAGES: CAXTON WALK, 94-96 CHARING CROSS RD,
LONDON WC2H 0JG

CONDOR CYCLES: 144-148 GRAY'S INN ROAD, LONDON
WC1X 8AX.

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No 1 HAS SOLD OUT,

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DOSH AND SAE TO THE PO BOX.

FANCY WRITING FOR THE WORLDS GREATEST CYCLING
FANZINE ? THEN SEND YOUR LETTERS, ARTICLES TO US.

SUBSCRIPTIONS : 2.90 FOUR ISSUES.
5.00 SEVEN ISSUES.
7.00 ELEVEN ISSUES.

CHEQUES AND PO'S TO WELL PHIL.

THOSE WHO SHOULD REMAIN SILENT (BUT DON'T)

OFF THE FRONT: Colin Batchelor;

HAVING A DIG: Tony Dale; ON A RIDE: Andrew Lale

THE BREAK: Lance Liddle, Cliff Hawkins,

Doug 'Sunglasses', Sid Springsteen.

MAN WITH THE PEN: Dave Williams.

Hello and welcome to yet another Well Phil. First thing to say is sorry this issue has taken longer than I intended. This is due to the fact that the printers have just been changed and we now have to get the 'art work' to them about two weeks before the thing's printed. Hopefully everything should sort itself out for next month. You'll notice a few changes this issue; first of all, nice paper, and secondly some cartoons via the pen of Dave Williams. Hope you enjoy them both.

Below is a table of 'Hit the Bars' favourite fanzines (HTB is a top notch football fanzine), you'll notice that WP is in at number 8. I doubt if this means much to most people, until you consider that HTB is a football 'zine and there are over 300 football zines in the country, so we must be doing something right, despite what the 'comic' says.

A Tony Doyle fan club! Yes there's a Tony Doyle fan club at last (address & details later in WP). This is great news as far as the growth of the sport goes. With clubs for Malc Elliott and Tony Doyle kids coming into the sport (not to mention everyone else) will be able to send away for stuff about the riders they see on TV and read about in the press. All this can only be good for the image of the sport and it's self promotion. Keep up the good work. One last thing, thanks to everyone who's sent in articles for WP. I'll get around to using them all, so keep 'em coming.

HTB Fanzine Chart

- 1- The Absolute Game
- 2- AWOL
- 3- The Memoirs Of Steth Bottomley
- 4- Leyton Orientear
- 5- Voice Of The Valley
- 6- King Of The Kippax
- 7- The Onion Bag
- 8- Well Phil
- 9- The Lad Done Brilliant
- 10- Elmslie Ender

THE WELL PHIL 1990 TOUR AWARDS.

THE TOUR IS NOW OVER. THE PRIZES HAVE BEEN WON AND THE MONEY SHARED OUT. BUT THERE IS STILL THE VERY PRESTIGIOUS WELL PHIL AWARDS TO BE MADE - HERE THEY ARE.

The 1st

'Richard Keys - who the bloody hell are you' award. To Gary Imlach.

The 2nd

'Padro Delgado, I've been half asleep and missed something' award. To Pedro Delgado.

The 6th

'Sean Yates hardest working rider in the bunch' award. To Sean Yates.

The 4th

'Kwantum, Superconflex, Buckler award for winning loads of stages'. To Buckler.

The 2nd

'Totally stupid and pointless haircut award'. To Robert Millar. and Massimo Ghiretto.

The 2nd

'I'm not feeling well and I want to go home to my mummy award'. to Jean Francoise Bernard (again) and Laurent Fignon.

The 1st

'Worst team jersey in the bunch award'. To Castorama.

The 1st

'Just why is this team in the race?' award To

SEUR
and
Potsbone.

The 10th

'Tour publicity caravans most pointless rubbish', award To Mini Velo.

The 2nd

'Handing out the most junk'. award To Z for their carrier bags.

The 8th

'In my day riders would not have been allowed a ten minute lead' award. To Bernard Hinault

The 10th

'Scientific innovation is what makes this sport great' award. To Z. For their collection of bars. 7-11. For their 3rd brake lever.

The 4th

'Best Tour coverage'. award. To Winning. (even if it does cost 1.25 a week.)

The 3rd

'Look, lets just face it Mottet is never going to win the tour' award. To Charley Mottet.

The 1st

'Greatest loss to the Tour publicity caravan' award. To The girls from Cafe de Columbia.

The 7th.

'Best place to have a party'. award To Alpe d' Huez. (again)

THE NEW FICP POINTS SYSTEM

OVER THE LAST FEW MONTHS THERE HAS BEEN SOME CRITICISM OF THE FICP POINTS SYSTEM.

IN PARTICULAR THE FACT THAT RIDERS WOULD NOW MUCH RATHER PLAY SAFE AND PICK UP POINTS FOR COMING IN 5TH OR 6TH THAN TO GO ALL OUT FOR A FIRST.

WITH TEAMS ENTRY TO THE BIG TOURS NOW BASED ON THESE POINTS RIDERS HAVE A LOT TO GAIN BY PLAYING SAFE, BUT APART FROM MAKING LIFE TOUGHER FOR THE AVERAGE RIDER WHO NOW HAS THE ADDED PREASURE OF CHASING POINTS WHAT PURPOSE DOES THE FICP POINTS SYSTEM SERVE? WELL PHIL HAS JUST FINISHED AN INDEPTH STUDY OF THE FICP POINTS SYSTEM AND HAS COME UP WITH SEVERAL RECOMENDATIONS, THESE ARE.

Firstly, FICP points will be given for non-road events. These will include all world champion track events. This will help track riders obtain sponsorship and also push more riders onto the track thus helping it's growth. Points will be awarded for a victory and for placings in six day events, again the same arguement follows.

Secondly. It's far too easy for riders to gain FICP points by following the wheels of others. 'IE: you can sit in a break and be sure of say 4th or 5th with the associated points rather than make a do or die effort to get away and win the event.

We propose that from next season additional points are awarded for attacking riding. These would be judged as the old Tour 'Most aggressive award' was, with more points being given for attacks that succeed than ones that fail.

Thirdly. Participation in the major events of a season will be based on some category other than the points of a teams five highest riders. The other catogories will be performance of that team in recent

events of a similar type, performance of the team in the event a year ago, performance of the team over the whole season and size of bribe paid to the event organiser.

Fourthly. Points will be awarded for things other than finishing position in a given race. Points will also be deducted for similar reasons.

These additional points will be decided at the start of a season but our team of investigators makes the following sergestions for the 1991 season.

POINTS WILL BE AWARDED FOR.

- Looking 'Cool' on a bike.
- Having a decent haircut.
- Being nice to the fans.
- Being nice to the press.
- Starting on time.
- Having a good team jersey. (All team jerseys to be submitted to the press four months before the season starts, to allow the fans to vote on their quality).
- Smiling a lot.
- Telling a good joke when interviewed.
- Showing some other entertainment skill on TV, ie: a nice singing voice, a few magic tricks, etc.
- Being interviewed by Paul Sherwen.
- The ability to wear a pair of reflective glasses without looking a total twat.
- Telling jokes at the expense of the Toshiba squad.
- Inviting the fans back to your room for an all night party, the night before an important stage.

POINTS WILL BE DEDUCTED FOR THE FOLLOWING.

- Having a crap jersey.
- Being nasty to the fans.
- Being nasty to the press.
- Starting late.

Having a naff haircut.
Not having lots of British riders in your team.
Not having a fan club.
Being a poor disco dancer.
Appearing on Wogan.
Being interviewed by Gary Imiach.
Having a pair of flared trousers.
Not buying a copy of Well Phil.
Being nasty to small furry animals, ie Robert Millar.
Having a bald Italian on your team.
Listening to Dire Straits.

We hope that the above suggestions will be taken up at this years UCI conferance and will play a major role in our sport in 1991.

FAN CLUBS, FAN CLUBS, FAN CLUBS

MALCOLM ELLIOTT SUPPORTERS CLUB.

49 Moone Lane
Clitheroe
Lancs
BB7 1BG.

For 7 pounds you get a yellow t-shirt with a pic. of Malcolm on the front. Loads of signed photos, team photos, stickers, regular updates to tell you what Malcs up to plus chances to win the various jerseys that Malcolm wins ie: points jerseys etc.

TONY DOYLE FAN CLUB

54 Brampton Close
Corringham.
Stanford-Le-Hope
Essex
SS17 7NR

cost 3.25p not sure what you get as I've only just sent off my cheque, but it looks good. Watch this space for more details.

THE WORLDS WORST TEAM JERSEY...

YES AFTER MONTHS AND MONTHS OF SIFTING THROUGH ENTRIES, ACCEPTING BRIBES AND FIDDLEING THE RESULTS, THE WELL PHIL CRAP JERSEY COMPETITION IS OVER.

OUR PRIZE OF SPRINTER, A SIGNED PHOTO OF MALC AND A SHEET OF WELL PHIL HEADED NOTE PAPER BROUGHT AN AMAZING RESPONSE, WELL MORE THAN THE NUMBERS LIMIT IN A ROAD RACE ANYWAY.

AND SO HERE IT IS. THE WINNER OF THE FIRST EVER WELL PHIL COMPETITION IS -
JO PICKERSGILL FROM CASTLEFORD.
(YES JO YOU'RE FAMOUS AT LAST !)

AND WHEN WE'VE ADDED THE RESULTS TOGETHER THE WINNERS AND LOSERS WERE :-

BEST JERSEYS.

- 1/ Z
- 2/ BANANA FALCON
- 3/ PDM
- 4/ PANASONIC
- 5/ HELVITIA

WORST JERSEYS.

- 1/ CASTORAMA
- 2/ TOSHIBA
- 3/ WEIMAN
- 4/ TVM
- 5/ 7 - 11.

SOME INTERESTING JERSEY COMP FACTS :-

CASTORAMA SCORED ALMOST TWICE AS MANY VOTES AS TOSHIBA.

7 - 11 WAS 7TH BEST AS WELL AS 5TH WORST. TWO VOTES FOR 'MY CLUB JERSEY' AS BEST WERE DISQUALIFIED AS NO ONE HERE KNEW WHICH CLUB YOU WERE ON ABOUT.

MORE OF THIS MADNESS SOON.

The following is reproduced with acknowledgement to the 'Belle Revue' magazine, and especially to the author - CLIFF HAWKINS.

.....ooOoo.....

SPOKESPERSONSHIP

(Or, how to appear good at cycle racing without doing much training)
(With acknowledgement (but only a little bit) to Stephen Potter)

Given that your opponents' first impressions of you will usually be visual, the most important rules concern your clothing and equipment:

1. You must travel to races in something that is both distinctive and looks as if it is used solely for cycle race support. A van or estate car is good, provided that it is emblazoned with your Team's (note: it is "Team" - not "Club") name and sundry cycling stickers.
2. You must, of course, wear a skinsuit, whatever the weather is like. You don't need to worry about your protruding stomach; you can pretend that it's really several layers of clothing. Your suit should be in fluorescent pink and/or orange: the more garish the better.
3. your skinsuit must be covered in the names of your Team and sponsors. It's easy to form a "Racing Team", whether or not you and the other two members have actually won any races. You need several sponsors, even if all they give you are a few secondhand tracksuits. Thus, instead of belonging to the Raynes Park Wheelers, your skinsuit (and Start/Result Sheets) now proclaims you to be a member of the West London Racing Team/Johnson Cycles/Aif's Cash and Carry/My Little Pony.
4. Whilst you are warming up, your skinsuit should be covered by a track suit and thermal top (even in July). You also need thermal leggings and a cap. All of these clothes must of course have your Team's name on and be complete with the "Assos" label, even if they come from British Home Stores. The purpose of all these clothes is for you to remove them at the start, to give to your Coach (see below). Your Coach will then give you your aerodynamic helmet with "Assos" printed on it (but be careful not to smudge the writing if you only added it that morning). The helmet will have a mirror-lensed visor attached, so you only need to wear sunglasses (with the lenses painted gold) if it's actually raining.
5. Your time trial bicycle must, of course, be low-profile and painted in fluorescent colours. It should have some distinguishing feature such as a bent and/or split seat-tube. The compulsory disc wheel should be a very expensive one - preferably Campagnolo. Your Team's name can easily be printed on it. Whether or not you use clipless pedals is up to you; they are too common now to have any posing value unless they are very unusual. You would probably do better to use conventional pedals, to demonstrate your "lighthearted" approach. Similarly, there's not much point in having a 56-toothed chainring these days, although the chainring should be one of the new solid ones. Are your L-shaped cranks still lying around the attic somewhere? If so, get rid of them; the quickest way to lose credibility in cycling (as in most things) is to own something that is only just out of fashion. For road racing use an old, tatty bike that you can imply has been over L'Alpe D'Huez at least five times. What should you use for track racing? Nothing, naturally; the "path" is inextricably associated with plus fours and old people with names like Lauterwasser and Debosscher. Avoid at all costs.

Once these tips have enabled you to make a favourable first impression, the rest relies on your behaviour. Still, all is not lost; here are some guidelines:

1. When you arrive at the Event HQ make sure everyone notices you; hoot the horn, rev the engine, run over a disc wheel. It doesn't matter what you do, because once you've got everyone's attention you hail all the best riders there, with cries like, "Looks like a good morning, eh Glenn?" or, "Sorry to hear about the dope test, Pedro". The onlookers will be impressed with your intimacy with the stars. As you don't actually halt your progress across the car park while you shout to these people, no-one

will realise that the stars haven't a clue who you are.

2. While you get ready, keep up a loud stream of banter with whoever comes into earshot (and this should be most of the people in the car park). This is when your Coach becomes important.

3. There are two acceptable types of Coach. The first is some-one who has actually got some idea about how to make people cycle faster. This Coach is always male and usually aged about 95. He probably represented Great Britain in the 1924 Olympics but now has difficulty getting out of the car. You don't need to follow his advice, as his sole task is to impress the onlookers. The second type of Coach is more versatile. This Coach knows nothing about cycling and cares less but has the essential qualities of being young, attractive and of the opposite sex. He/she should be dressed in clothes completely unsuitable for cycling (for example, a miniskirt and high heels for a female Coach or a three-piece suit for a male Coach). The implication is that your cycling ability has so impressed your Coach that he/she is prepared to spend a precious day away from the film set/dealing room. This Coach's specific duties number three; massaging your legs before the race, holding a sunshade over you while you warm up on rollers, and helping you remove your warm-up clothes at the Start. The rest of the time, your Coach stands decoratively around, smoking and looking bored but admiring.

4. What you actually do in the race itself is unimportant; it's how you present your performance afterwards that matters. If you've done badly, imply that it's a miracle that you've even got out of bed that morning. This can be done by "collapsing" in your car (don't forget to utilise your Coach to ensure that everyone knows about it) or loudly talking about your recent course of Lassa Fever vaccination. If you've done well, merely imply that it was all too easy: pretend that you're going to cycle home. What you in fact do is get your Coach to collect you five miles down the road and drop you off at the nearest Accident and Emergency Dept.

5. Even marshalling can incorporate Spokespersonship. When you get roped into helping out at a race because your Entry was returned, you can pretend that you had no intention of riding because you're either injured or this Race doesn't fit into your Coach's plan for your Season. Before, during and after the Race, give as much advice to as many riders as possible.

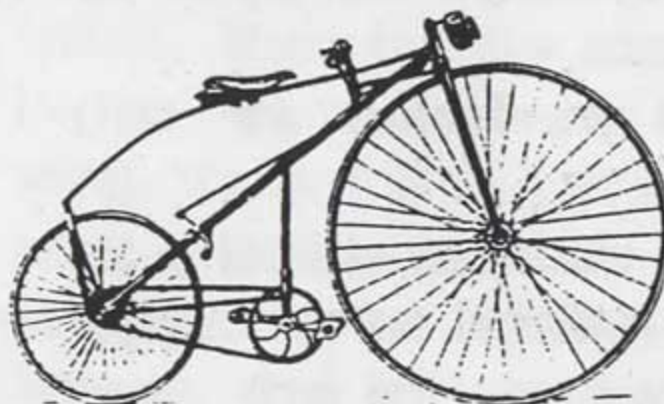
6. How should you go about training? This is a purely optional activity; as explained above, the goal of Spokespersonship is to improve your apparent ability, not your actual ability. So, you can pretend that you prefer to train alone, "because it's harder". If you do decide to train with other people, make sure that it's only occasional - almost a favour to them. In this case, in terms of your training performance, follow the same rules as for your racing performance.

7. In the unlikely event that your Racing Team has enough members for club nights, you need to consider what your involvement should be. In general, appearances should be rare and of the nature of a Royal Visit. You musn't sit on any Committees or contribute to magazines (although a special Christmas article can be forgiven!)

By following these simple rules, you will find that other cyclists will accord you respect far in excess of the level that your racing performances deserve. You have reached the stage of Graduate Spokesperson. To attain the next stage - Spokes-mastership - simply send a cheque for £200 to The Institute of Chartered Spokespersons (c/o me) to receive your manual with associated video and relaxation tape.

Cliff Hawkins (Fellow of the Royal Society of Spokespersons and Director of the Institute of Chartered Spokespersons. Newly-appointed to the Saddle of Spokespersons at the University of East Acton)

CLIFF HAWKINS



I bet you thought Channel 4 were the only people to use a fortune teller to predict the future.

Not so. Well Phil has at great expense, employed Beryl-Rose-Lee, fortune teller to the stars, to gaze into her crystal ball and tell us just what will be going on in our sport in 100 years time.

The mists are clearing, I can see many cyclists, I can see a date, it's January 2090. I can see a large oval track with cyclists on it, I can see cameras and lights I can hear an announcement.

Hugh Porter (Yes he's still doing it !)

'Welcome to the final night of the 99th Luton 6. Where tonight Britains great track pairing of Tony Doyle the 5th and Brian Kelly-Roche have won their 10th six day race of the season beating the Finish team of Sean Leswelk O'Yates and Colin McSturgess, by just one lap. What an amazing race, and now it's over to David...'

It's getting misty, no the mists are clearing, I can see a man running through mud, he's carrying a bike on his back, no it's not a bike it's a tandem and there are two men. Wait they've stopped and they're putting on rainbow jerseys, they've just won the tandem mountain bike cyclo cross world championships (see we told you, Ed).

It's getting misty again, it's still misty and now it's raining, it's Belgium or an early season 10. No it's an early season 10. Wait I see a sign. It says 'M25 Cyclists only'. Wait I hear a voice

'One day someone'll beat the 100 record'

It's getting misty again, the mists are clearing, we're still on the M25, I can hear another voice.

'Look I told you Tri-bars are still banned'.

The mists are closing in, wait it's the early season classics. I see a newspaper report. It's the story of the early season

classics, the headline is 'World champions form fails in classics' (That's news ?).

Wait there's another item here, 'Riders complain about too many events in the UK', it goes on 'Today riders protested about the high number of early season classics taking place in the UK where they described the conditions in April and May as 'far too harsh'. Riders later complained that races of over 100km were far too long and a new formula for the season long world cup should be arrived at.

It's getting cloudy again, I see some long races, I see a three week race in early May I see the word Kelloggs. The mists are forming, the crystal is getting cloudy.

Wait I hear voices 'And the winner of the Tour de France this year, the 6th time this brilliant rider from China has won this historic one week race yet again. Despite the increase in the number of riders to 47 no one was able to challenge Ho Tang Wang who won both stages, and the prize for fewest positive dope tests'.

The mists are closing in, the mists are closing in.

At this point Beryl-Rose-Lee fell to the floor frothing at the mouth, but before the men from the funny farm took her away to join the Airmarshal-Kirk squad we extracted these few gems from her.

5 things that will be news in the year 2090.

- 1/ The Castorama jersey has been voted the worst of all time.
- 2/ The Cook Islands will have 5 world champions.
- 3/ A Frenchman still to win the Tour de France after a 90 year gap.
- 4/ Tri-bars still banned.
- 5/ British teams still restricted to 8 riders a team.

THE WELL PHIL GUIDE TO.....
STARTING A PROFESSIONAL TEAM !!!

With talk about the need for expansion of the professional racing scene in the UK coming thick and fast, (sometimes thick being the operative word) one big question remains. Just how do you start a professional team. Or perhaps more to the point why would you start a professional cycling team ?

We all know that the main purpose for a cycle teams existence is to advertise and if you read Well Phil on a regular basis you'll know whats best to advertise. But how do you set the whole thing up ?

The first thing you need to do is extract as much money from the sponsor as you possibly can. Remember the more money you have the higher the wages, the higher the wages the better the riders you can attract, the better the riders you can attract the more money your sponsor will give you and so on. Why did Stuttgart not get a ride in this years Tour ? Easy, because Kuiper was not paid enough to make the effort to talk his way in (Don't you beleive all that stuff about FICP points). Money is of course vital to a cycling team. How many teams have you seen fold over recent years due to lack of cash ? Quite a few I'll bet.

Talk your sponsor into giving you as much as possible, promise him the world, promise him the Tour de France, sleep with him only for gods sake GET THAT CASH.

SPEND SPEND SPEND

So you've got your millions, what do you do with it ? What do you buy ? Who do you buy ? and where do you get them ?

You'll need riders. What sort of riders ? Well there are two sorts of riders. Firstly ones with lots of FICP points that are high up in the world rankings and have won lots

of big events. And there there are cheap ones, riders so crap that they can just about sit on a bike without falling off.

Which ones do you want ?

Obvious really if you ask me, you want the

cheap ones. Why ? Well you'll only have a limited budget and so you'll only be able to afford, say one LeMond and one Miller before you're skint, but with cheap ones you'll be able to get, oh lets say 50 for the price of the average LeMond. Ladys and Gentleman, what a bargain, what a deal ! Just think with 50 riders for the price of a Lemond you'll still have change for other essentials and what's even better you'll be able to enter just about every event that ever takes place in the course of a season. With 50 riders theres no chance that you'll ever be short of men through illness and injury and you can enter a full team in every event.

50 riders will also give you and your sponsor massive publicity. No one'll believe how stupid you've been.

So now you've got your riders what else do you need ? You need good back up staff, mechanics, soigneurs and public relations people. Here spend like there's no tomorrow, offer high wages and you'll have the best coming. You see, a team is often judged not on the quality of the riders but in a world where the media is everything on the quality of its relations with the press. So the better your back up, the better the visiting journalists will be treated and the better your team will be reviewed and of course thats more publicity.

A good public relations team will lay on press events like they're going out of fashion. Drinks that flow like water are the best way to a journalists heart and a journalists heart is the best way to free publicity known to man.

Soigneurs: women are best for this job by a long way, why ? Well most journalists in

the sport are male and of course will get very excited by the prospect of meeting a 'woman in a mans world', so providing that you have several pairs of underpants on standby you're in for yet more good publicity.

And that is of course the crux of the matter, publicity. Publicity for the sponsor, for you and for your riders.

HINTS AND TIPS NUMBER FIVE.

HOW TO BE A DOMESTIQUE !

Great cyclists are born, or so we're all told. Training, good food and determination can make an average rider into a good one, but it will never make a good rider into a true champion.

If you're lucky enough to be born a Roche, Lemond or a Kelly you can win most of the time even when the odds are against you. But it's most of the time that's important. What about the times when there are 100 other riders out to beat you ?

At times like this even the greats need help, they need their domestiques.

Would Greg Lemond have won this years tour without the help of a Z team that must rate as one of the most powerful ever to enter the race ?

So you're not born a champion but you still want to 'do your bit' as a professional cyclist; what can you do ?

Well, the answer is become a domestique.

In the good old days the domestique worked for the team leader and no one else. Nowadays with FICP points for just about everything from coming 6th in a Milk Race stage to having a pair of pink socks the situation is slowly changing. But don't worry, the domestique is not an endangered species; well not for a few years anyway.

So you've become a domestique, what special skills do you need to get to the top of your chosen profession ?

Well the first thing you need is a total lack of any personal ambition as far as winning races goes. A good domestique will never try to win an event unless his team captain tells him to do so. A true domestique would rather let someone else from his team win rather than himself.

A typical scene from the 1981 Giro comes to mind here. Three riders, all domestiques, from the Gis team had broken away on stage 14. As they went under the 1km to go flag they began to slow down until with only 50 yards to go they all stopped riding, each was unable to take the stage without instructions from his team leader and each

would prefer another rider from the same team to win. That's the mark of a true domestique.

The first thing a domestique needs is very strong arms. In fact if his arms are stronger than his legs so much the better. There are four reasons the average domestique needs arms like a boxer. These are a) Giving hand slings to the team sprinter at the end of a race.

b) Pushing the teams star rider up mountains, so he can save his strength for something else (like meeting cycling groupies).

c) So that he'll have to be able to carry several times his own body weight in bottles of water, bags of cakes, boxes of Mars bars and even several changes of clothing (usually shorts -especially if the team leader used all his strength fighting off cycling groupies).

He must be able to carry this not just on the flat, but also up 1 in 6 climbs in 38 degrees of heat, whilst pushing his team leader and telling him jokes to keep his morale up.

d) The final use for a strong pair of arms is to keep angry fathers, brothers and husbands away from his team leader.

Apart from carrying anything the team leader wants, the domestique must be able at all times to ride alongside of or in front of his leader.

When the early seasons winds blow across Belgium and Holland it's the domestiques who shelter the team leader, so that he'll have plenty of strength when he needs to climb off and go back to his hotel. A good domestique will shelter his leader from the wind by riding along side or in front of him and will take the full force of the wind, sleet, rain or snow and thus keep his patron dry and rested ready for the final surge (back at the hotel!).

Vigilance is another important factor that a domestique has to master.

It's no good sleeping at the back of the bunch when all your team's rivals are clipping off the front.

A domestique must be ever watchful for the break and when it goes must slip into it and do bugger all.

A real domestique worth his place on a team will never work in a break. He'll just sit on the back and pose for the cameras, not only having a rest himself but also getting good publicity for his sponsor.

Should a break go without his team leader the domestique will have to tow his team leader across to it. This can be quite a complicated task, with different team leaders preferring their own way of getting across to the break. For example, Sean Kelly usually does it all himself. Riders from Belgium and Dutch teams prefer the traditional method of sitting behind a domestique and getting a conventional 'tow', whilst Jeff Bernard climbs off and goes home.

The final and perhaps hardest part of a domestiques life is the ability to pack. A skilled domestique will be able to pack at just about any point in a race and be able to say with a totally straight face that he 'Has done his bit and it's up to the team leader now' or 'He's just using the event

as training for next weeks big event when his team will need him'. Skilled domestiques use these excuses week after week and use them so well that no one notices.

Knowing where to pack is also a skill that few can master. Good places to pack are - at a feed, as there will be plenty to eat and the chance of a lift home, - on a circuit, close to the team's hotel ie: in the Wincanton packing on the climb would have been stupid as you'd still have to ride back to the hotel, - but perhaps the best place to pack is wherever there happens to be a camera as not only does this give you a chance to tell your tale of woe, but more importantly as far as the team goes your sponsor is in for several minutes of free publicity and that, if the team leader fails, is what being a domestique is all about.

Utter confusion at the end of a Kelloggs stage. As WP goes to press the 3rd stage of the Kelloggs has just ended.

Millar and Dernies have just ridden an extra lap of the finishing circuit, Fondriest thinks he's won the stage, confusion rules supreme!

It calls to mind the end of the 1988 race when the leading break did an extra lap of the Westminster circuit and finished up sprinting for the line twice, with of course a different result each time.

Look for god sake employ someone who can count, 1,2,3 is not too difficult is it? All I can say is for a man who has just 'lost' a stage Fondriest looked quite pleased with himself.

THIS MONTHS CASTORAMA JOKE.

Q: How do you confuse a Castorama rider?

A: Ask him the way to the winners podium.



RM
08/99

ROBERT MILLAR

JELLE NIJDAMS TOUR DIARY.

Yes just like Winning, Well Phil has a big name under contract to bring you the inside story of this years Tour.

And when we say big we mean big, our man is Big Dutch star, Jelle Nijdam.

Known to his mates as 'Not very small Jelle'.

Jelle kept a diary of the Tour day by day (original eh?) and here we reprint some extracts from Big Jelles big diary.

DAY ONE. Futuroscope time trial 6.3km.
Hello my name's Jelle and I ride for the BUCKLER team, Jan Raas is our manager. Every one's always nervous at the start of a Tour and today was no exception. The queue for the riders toilet was amazing, my bad luck was that I got stuck behind Eric, who as Jan says is 'a big man with a big job to do'. Christ, he took ages.
A good start for our team BUCKLER.
Big Eric was 5th and big me was 9th. So all in all a good day for BUCKLER.

STAGE ONE. Futuroscope - Futuroscope 138.5km.

A great day for BUCKLER.
My old mate Frans Massen who rides for BUCKLER, scored his first stage win of the year and of course as this is the first stage the first stage win for BUCKLER.
Frans got away with three others and built up an amazing 10 minute lead. All we had to do was sit back and let someone else do all the work. Just like a normal day really.

STAGE TWO Futuroscope - Futuroscope 44.5km.
Those bastards Panasonic won today, Buckler came in 8th.

We had a lot of trouble today, mainly due to big Eric. Now that he's in a different team from Peiper he actually has to ride into the wind. It's so long since he's done this that the poor guy got totally confused

and spent the whole race shouting 'Allen Allen go through for me' at poor Toine. He tried to get me to ride for him but I told him to Buck(ler) off.

STAGE 3. Poitiers - Nantes. 228km.

Thank god we've left F'scope, what a dump. It reminds me of the Toshiba team, massive, unfinished and a waste of money.

Oh yes I was 7th today a great result for BUCKLER.

STAGE 4. Some pokey little French town to some old historic thing, 203km.

Museeuw won today. I hate it when he wins. The worst thing is the next day the whole of the Lotto team try to sell their Lotto cards in the bunch. When we say 'sorry we can't buy any, we haven't got any money' they reply 'Well we have 'cos we won yesterday, ha ha ha'. Its not that so much, as how can someone who's almost bald beat a team with a fine head of hair, like BUCKLER?

STAGE 5. Christ alone knows where - don't ask me I'm lost as well. A large number of km's.

We won we won we won, up your's Lotto, right up yours Painasonic. Gerrit is god, well almost as much of a god as me. Yes BUCKLER win. Thats another win for BUCKLER.

STAGE 6. I won I won, what a rider, god I could be a second Rik van watsit, if not a first Jelle van watsit. Loads of after tour contracts now, I'm so well off and Painasonic aren't so there.

After todays win several young women tried to get into me room. Our manager Jan Raas says we should look after ourselves during the tour and not get worn out by anything other than racing. So I took him at his word. I let them in and then just layed back and thought of Holland. Hey Rooks, bet your not getting any of this are you.

Oh yeah just in case I forget, BUCKLER, BUCKLER, BUCKLER.

STAGE 7. Don't ask me where to look I've been racing for a week how the hell do you expect me to know where I am ? Still worn out by yesterdays activity, the stage was quite tough as well.

STAGE 8. I'm bloody lost to I'm still bloody lost. Painasonic won today, pardon me whilst I throw up.

Even worse was the early start, up at 5.30. Jan has decided that we're not winning enough this year. 'In my day we'd have won 37 yellow jerseys and 15 stages by now !' So it was early breakfast and then out for a 'swift' 100 km. The worst thing was that as we returned to the hotel Charly Mottet was just getting back as well. He'd been to some allnight dive full of loose women and strong drink, lucky blighter. All day long he kept fidgiting on his saddle and scratching his nuts. That'll teach him. BUCKLER, BUCKLER, BUCKLER.

STAGE 9. ??????? - ???????

What a night. I shared a room with Ed last night and had to sleep on the floor, putting two beds together was the only way Ed could get to sleep.

The worst thing was that Ed talks in his sleep I am now a world expert on stamp collecting and cake making (Ed's two great interests in life).

STAGE 10.

Why do I do this ? I could have been a male model, just like Englands Paul Sherwen.

Stage 11. Very high start to Very long and hard climb. Too many km's

This entry has been censored due to offensive language.

Alpe-~~###^##-D'Huez~~. Too ~~!!&###\$#~~ long, too ~~(###&!!~~ steep, too ~~&^^%###~~ hot, not enough Dutch people giving me a push.

Finished up climbing with ~~\$(@(\$##&~~ of TVM and ~~##e###~~ of ONCE. AT 5 KM to go some ~~z\$^###!!~~ ran along side shouting 'UP UP UP'

in my ear, great thats just what I need. I've climbed Bloody A D'H and all you can say is 'UP UP UP'. Great. Thanks. Why can't you ask me if you could do the ride for me, why can't you push me all the way up, why can't you let me sleep with your girlfriend ?

STAGE 12. Can't I go home Mr Raas, please - I told you I should have gone home. 33.5km.

Greg Lemond ! Why does this man have more handlebars on one bike than we do on our whole team ?

Stage 13. Bloody hell Ed look at the size of that woman standing by the side of the road - If you wanted a urine sample you could have asked me at the start and no I will not drink any low alchole beer to make me go. 149 km.

Look if we have to share a hotel with PDM I do not want a room opposite Alcalá, ok.

All night we're kept up with a constant flow of people in big hats coming to and from his room. Half of them are drunk and come into our room by mistake (I'm sharing with Gerrit De Vries today). They pull Gerrit out of bed, throw their hats on the floor and insist he dances on them ! They then feed me with hot spicy food which will have only one effect. Pardon me I must make a phone call "Mr Raas, could I have 8 extra pairs of shorts fo tomorrow please".

STAGE 14. Look I've won my stage, what the hell an I still doing here - My god Ed thats the worst pair of flairs I've ever seen. 205 km.

Woken early this morning by Ed. One of his 'fans' and I use the word with some reservation, gave him a pair of the latest fashion trousers, 35 inch flairs, and the sod wakes me up at 6 am to show me. He wants to wear them on todays stage but thank god Jan says no.

STAGE 15. Patrick Tolhoek talks in his sleep - I'm sick of bloody pasta. 170km. I can safely report that Pat talks in his sleep. He kept me awake all last night talking about his pet fish. The poor lad misses them, last year he brought them on the Tour with him, but Eric got a bit peckish one night and ate them. He's never been the same since. (Eric that is).

STAGE 16. Look I don't like climbing can't I miss today's stage? - Why are you hitting me Mr Raas? 215km.

Martinez-Torres, he's a little git he really is. There I was flogging my guts out and he came past at twice my speed and shouted 'How's it going fatty?', git, just wait 'till the flat mate, just you wait.

STAGE 17. ?????? to ??????

Don't ask me about today, ok, just don't ask me.

STAGE 18. YES THE ROADS FLAT THE BLOODY ROADS FLAT AGAIN - FLAT I TELL YOU, FLAT. 202km.

This is more like what a tour should be nice and flat, nice and fast. Hey you climber, up yours.

STAGE 19. Almost home - Look it's nearly over, can't we have some decent beer instead of this BUCKLER stuff? 182km.

A big visit from our sponsor last night. He brought crates and crates of the bloody stuff. God have you drunk it? Have you? no I bet you haven't. Why me? eh? Why me? Why did I get chosen by my teammates to drink the stuff. Low bloody alcohol beer, great that's just what I need to cheer me up after nearly 3 week racing. Why couldn't Fosters sponsor us?

STAGE 20. One more night with Tolhoek and I'm off - Yes Jan I would still like a contract for next year. 45km.

He was at it again last night. Talk, talk, talk, yack, yack, yack. Can't he shut up? Last night it was about his collection of socks. It's bad enough having to listen to all this when he's awake but at night?

STAGE 21. Where's the bar, to, look if I want to sleep in the gutter I will. 182km. It's over for another year, thank god. I love it, but thank god it's over. What am I talking about? The annual Jan Raas 'thank you to his riders' night out. This is the last time I'm going to a Macdonalds for a post Tour party. I look a total dickhead in a Ronald MacDonald paper hat. I mean, Gerrit doesn't even like milk shakes. Why can't we be like everyone else and go to a night club? Still, wasn't such a bad night, I was given an extra bag of chips for winning a stage. You see riding the Tour does have it's perks. See you next year, and remember BUCKLER.

A FEW RANDOM THOUGHTS..

The question on every body's lips is will Well Phil now be called "Well Greg" after our dynamic on the spot reporter Paul Sherwin used those very words to open up Chan 4's TdF coverage as seen through the unstinting gaze of Paul who we will be told quite frequently over the next three weeks rode le Tour seven times.

Did you read the report of the Le Tour de Switzerland* in Le Comique? Stage 8 was a hoot !..... 'A small bunch of nine riders that included all the top ten contenders'!.....

The intense coverage in all of the media about this 'ere world cup (football one) gives the general impression that it's great but thank God it's over for another four years. Ten would do me.....

However this brings me to the so called cycling world cup. Do we need it?

Did Sean Kelly benefit by winning the inaugural event? Was not the scene better without it?

The team emphasis is stupid as, unlike most sports whereby teams have years of tradition behind them, cycling teams are very ephemeral, even the jerseys change from year to year. I doubt if anyone anywhere is bothered about world cup cycle races particularly the Wincantons and North American races.

Locally we had a McEwans Low Alcohol Criterium around the streets of Newcastle. Prior to the event I primed myself with one of the promoters rivals more alcoholic brews - Tetleys Bitter. This put me in the mood for an evenings sport - then it rained! It rained in torrents until about the last lap which Chris Walker won. In between I ensured that the house of Tetley would remain solvent as well as occasionally swimming out of the pub to applaud Malcolm Elliott who was always at the front of the action and Tony Doyle who, although off the back, still gave it his best shot...Thanks boys. Joey dns.

The reason I haven't entered the crap jersey contest is because I have already shelled out for the understandably slim Elliott autobiog. In fact I took mine back to the shop complaining that they had missed the question mark after the title but the girl I spoke to said the title was correct so, I didn't argue but came away with Graham Watsons TDF book. This is a splendid book but what I want in a Tour book is a book that makes it clear there was life before Hinault - even life before Mercyx. Contrary to contemporary opinion I am an Anquetile man.

Getting back to 'Sprinter' - its quite readable - imagine if Cannish wrote his autob..... Lets have a contest to suggest the title. Here are a few.....

Slipstream / Life In The Fast Lane / Draftsman....

It strikes me, at this moment in time, Raleigh are getting as good a deal from Cannish as the 1984 Olympic squad.

Looks like I might miss the Junior Worlds as some Philistine - correction some bastard (Philistine might have suggested I was Accusing a reader of 'Well Phil') has just Roy Knickmanned my car. Cleveland is a dangerous place to get to from where I live by bike. It would mean using the A19 which is a VERY DANGEROUS road. To give you an idea just how dangerous it is they hold evening '10's' and as you know they don't hold them on quiet country lanes - not if you want a personal best / injury.

Not content with banning Tri-Bars it is rumoured the RTTC are also banning Mars Bars and Saloon Bars.....

With the advent of DISC wheels wouldn't you have thought that more RECORDS would be broken.....

Richard Keys has gone ... enter Gary Imlach Come back Richard all is forgiven

As I write the news comes through that Millar has abandoned Le Tour. Sad but inevitable - that he had to work as hard as he did for Pensec and Lemond is sad sad as he would certainly have beaten the former and put in a strong challenge to the latter if team considerations hadn't been involved. The least Greg can do in recompense(c) is give Robert the name of his barber.

The crap Jersey Contest !!!!

Best Jersey.

1. The Black Unsponsored Garment.

Ideal for the man without a star. It is economical, no need to wash it, the rider can probably save a hyperthetical weeks wages on laundry bills - if he races every day he's quids in.

There are disadvantages - towards the end of the season his presence and position in the bunch become more and more obvious and solo breaks into a headwind are doomed as the bunch can tell with each breath just how far he is ahead. It is also good for the promoters as you can guarantee plenty of action with all the riders trying to get away.

2. The Crown Printers - Chafes.

A collectors item get one if you can - it will never be seen again on the road. (Paul Curran may have one for sale)

3. Percys Direct Discount.

A truly unique garment only one in existance. Steve Joughin is the present owner of this objet d'art

4. The PDM one

The most popular jersey ever - it is owned by cyclists who don't have a cassette player and cassette players who don't have a bike.

5. Weimann.

I don't really like it but have to vote for it because of its local connections up here on Tyneside. It actually is the most talked about jersey around here even with soccer fans. eg "Ah ye gannin ta the match?" (Are you going to the soccer game)

"We I mann" (yes)

Worst Jersey

1. World Champions Rainbow Jersey

Surely with all the colours of the spectrum to choose from they could have come up with something better than this.

2. Castorama.

What can I say cept I'd sooner drink Castor Oil than wear a Castorama jersey - come to think of it I would sooner drink Castrol Oil than wear this thing.

3. Z

When it first came out this was the one that turned cycle top design around. Its Superman motif was marred only by the fact the team didn't have any supermen. It has one or two now but alas because it was a trailblazer it now looks a little bit dated.

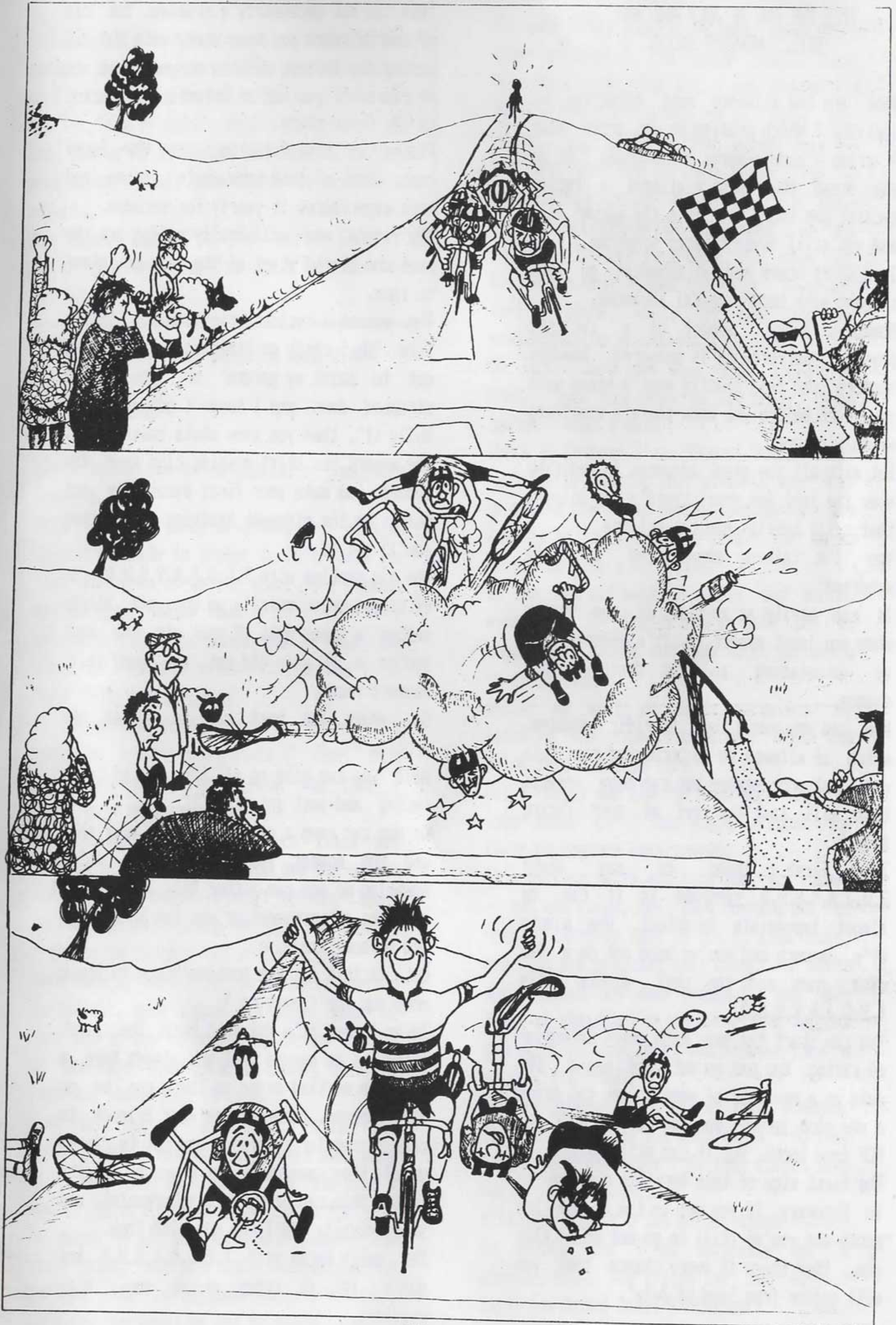
4. TVM Jersey.

Its invisible - like have you ever seen it in the action?

5. Toshiba.

And I thought La Vie Clair was bad

Lance Liddle



IT'S THE END OF JULY AND YOU STILL HAVEN'T RACED.

What are the ailments most affecting us cyclists? Which problem do you dread most? Cramp? Saddle-sores? Diarrhoea? Or do you dread the worst ailment a racing cyclist can know: The 'It's the end of July and you still haven't raced syndrome'.

In a sport where medical advances go hand in hand with technological advances, nowadays every aspect of a cyclist's physical performance is measured. Nowadays doctors can tell exactly what's wrong with you even before you know there's something wrong with you.

But with all the great advances in medicine over the last few years there's one ailment that still baffles medical science.

Yes I'm talking about 'End of July syndrome'.

It can strike at anytime, it can strike when you least expect it. Its effects can be devastating and can destroy your season.

How can you avoid this horrific problem, which if allowed to go unchecked can ruin not just your season but can have effects that will last the rest of your racing life?

The first thing to say about E.O.J.A.Y.S.H.R syndrome is it can be almost impossible to detect. One minute it's January and you've been out on a few club runs and the next minute it's T.E.O.J.A.Y.S.H.R.

You can start the year with every intention of racing. You can go out and spend 100 quid on a new pair of wheels, you can order a new club jersey, you can buy the RTTC and BCF hand books. But it can still strike.

The first sign of this horrific problem is in February. If you get to the end of the month and you've still to go out on a club run, then there is every chance that you will suffer from 'end of July'.

This is not necessarily a problem. You can of course catch you know what, without it having any lasting effects on you, that is of course if you had no intention of racing in the first place.

Riders in this situation are the lucky ones. Most of them know what's coming and have experienced it yearly for decades.

The riders who will really suffer are the ones who at the start of the year do intend to race.

The moment a cyclist starts to say things like 'Oh I can't go training today, I've got to paint my garden' or 'the bike's stripped down and I haven't got time to build it', then you know what's coming next. The moment you start missing club runs, the moment you make your first excuse for not going on the mid-week training run, then you'll get it.

The big problem with T.E.O.J.A.Y.S.H.R. is it creeps up so quickly on you, one minute you're a super fast 19 year old the next you're a 70 year old vet and you still haven't raced.

So, what's the best way to combat the problem?

Well you can give up all thought of ever racing and just join the CTC.

Or you can keep a watchful eye on your self and the moment you feel 'end of July' sneaking up you can either kill yourself and save the embarrassment, or you can in fact go and do some training.

But is this not the problem? how to train when you don't want to?

To be honest it's not that hard. The first thing is to ensure that you always have a bike in working order so there can be no daft excuses. Secondly ask your friends to call at regular intervals and not to leave until they manage to get you out on the road. This can prove very embarrassing and so eventually you'll go out with them.

The watch words with E.O.J.A.Y.S.H.R are don't let it creep up on you, stay vigilant.

E.O.J.A.Y.S.H.R has ruined thousands of careers over the years. Think how many Tour de France winners the UK would have had if not for 'end of July'. Dozens I'll bet. But now we're all aware of this horrific problem we can all join forces to beat it's effects.

Now where was I? Oh yeah sorry lads I can't come training I've got a fanzine to get out.

TONY DALES BRIGHTON RACE DIARY.

THE WINCANTON.

Ah Brighton sun & fun capital of southern England.

Here I am in sunny Brighton, my mission should I decide to accept it is to tell you just what goes on at the start of a classic and an almost major Tour.

An early start on Sunday saw me out and about by 7 to meet other Philites and to be told 'Greg isn't riding'

It seems that young Lemond has a two inch gash in 'a very nasty place!'. Does this mean he's punctured already and that I don't have any spare wheels?

And so having found out which teams are staying at which hotels (you see our editor does have his uses), I start to hang about in the hope of a scoop. Well if not a scoop a chance to touch a few of the stars.

Here come Z, here's Duclos-Lassalle, here's Cornillett, here's poor old Wayne, home at last and no one notices him, no one rushes up and says 'good luck old chap', still I take his photo just in case.

What the crowd want is a Robert Millar and nothing but a Robert Millar will do. Here he comes. God he's small, God his bike's small. We all rush up with things for him to sign, we all say good luck Robert. He stays quiet, nods and looks worried. Oh no perhaps the cornflakes were off this morning, perhaps he had to share a room with Arroyo, we'll never know.

So what other superstars were about this fine morning? The Selle Italia team, household names that lot. I ask around but no one knows who's who, so on their exit we all just smile at them, except for one kid who asks one of their number for an autograph, causing near panic in their ranks. Can they write their name? We ask under our collective breath. Yes, they can. Well I can only assume the rider involved, Tafi I think, wrote his name and not washing machine or something similar.

Oh look there goes Sean Yates along the road, "Good luck Sean" we all shout, Sean smiles - what a guy.

There go Chateau D'ax, 'Bugno, Bugno' cries our Editor, having just given up any hope of seeing his hero. He then passes out and has to be revived by the threat of being forced to ride a Kirk bike.

So we now all wait on Kelly and Roche, minus one WF Editor who's gone off to engage Nick Barnes and some dutch mechanics in conversation.

Whilst we wait we amuse ourselves by watching the team helpers pack food and drink into the team cars.

Did I really see the TVM team pack some Yop into their car? This would account for their performance this season.

It's getting quite exciting now, no riders - but who cares, bell hops running out of hotels carrying bags of ice to team cars, big fat men greeting each other in Dutch and Flemish (for some reason if you hang about at the start of an event long enough you start to talk Dutch and Flemish like a native, its true).

Strange liquids being poured into biddons, strange food being put into boxes - do they really eat that stuff? Oh look theres Sean Yates - he's eating.

I thought I took a lot of pointless rubbish to events, but I am obviously not a professional. The Z team car had several empty cardboard boxes in the back - great, just what are these used for? Would they

throw them away? No they were still there as the car drove off to the start.

Here come some riders, at last, it's PDM, where is he? Where is he? Here he is. 'Good luck Sean' we all shout. Sean smiles, signs a few photos, jumps on his bike and rides off. 'Good luck Sean' we all shout again. This is great fun, much better than standing in the rain at the start of a Scottish prov event (only just mind you!). So now it's back to the team helpers. Come on guys, keep us amused for God sake.

I am told that a press to make a Kirk bike costs 300,000 pounds. Why I relay this information to you I'm not sure, other than the fact I just can't believe it. I mean is this sort of investment going to change the way bikes are built?

The Lotto team ride by, we all wave and shout 'Good luck'. No names this time, I mean which one is Sammy Moreels?

And here he is at last, Stephen Roche. we all go mad 'Good luck Stephen', 'Good luck Stephen'. He says thank you to everyone, signs loads of photos, signs loads of team and club caps, signs cycling mags, signs a few odd limbs and even I'm sure signed someones pet dog. He smiles a lot, chats to a few people and seems just about the most relaxed rider I've ever seen. Then he's on his bike and off. 'Good luck Stephen' we all shout.

THE KELLOGGS.

The Wincanton had at it's start the feel of a major event, almost a stage start in the Tour. The Kelloggs, by contrast, feels very low key. I've seen more people for a Brighton start in the Milk Race!

Still same hotels, mostly the same riders, mostly the same fat Dutchmen, mostly the same cartons of Yop. But wait whats this, a BCF squad jersey? Oh no a British pro composite team. Great move, but why a BCF squad jersey? Could not the FCA have provided them with something else?

Oh look the Airmarshall Kirk team, I didn't know there were so many of them. The team helpers try to stick an Airmarshall Kirk sticker onto their team car, it falls off. Perhaps they should stick one onto their bikes. Or maybe they should stick their bikes on the car and ride the sticker, it'd look nicer.

The great Keith Lambert is washing the Banana team van. This guy has to be manager of the year, he does so much work behind the scenes. John Herety is here. Oh no he's got a pony tail. Well when I say pony tail, it would be a pony tale if it was longer. At present it's more of a dust cap on the back of his head. I wonder (to my self I must add) if you could inflate his head by attaching a pump to it.

So here we all are and here are Stephen and Robert, and we all go through the same process as a couple of days ago.

At last they're out, the Ever Ready squad, (the only branch of Halfords that I have ever seen give any indication that they sponsor a cycling team was the one in Brighton!) lets go and stare at them!

There's Tony, 'Good luck Tony', theres Joey 'Good luck Joey'.

Why is it only the continental team cars that seem to be full of pointless rubbish?

The British seem to have kept every thing down to a bare minimum.

In conclusion: Good luck rider X, Good luck rider Y, Don't drink Yop, Kirk bikes are very, very odd, team cars full of rubbish, fat men from Europe - I hope you enjoyed it all.

HELP HELP HELP HELP

HAS ANYONE A SPARE COPY OF KENNEDY BROS
'TOUR 80' (ZOETEMELK) FOR SALE?
IF SO PLEASE DROP WELL PHIL A LINE OR RING
LANCE LITTLE ON : 091 4834980

THE WELL PHIL GUIDE TO ALL THATS GOOD IN THE WORLD OF FANZINES...

RUGBY LEAGUE..

THE TANGERINE DREAM. 50p & sae from : 29 Roseacre, Blackpool,
Lancs FY4 2PN.

FLAG EDGE TOUCH (Hull KR). 30p & A5 sae : 19 Staines Close, Grasby
Road, Hull HU8 9DH.

WALLY LEWIS IS COMING (Wakefield Trinity) 50p & A5 sae from :
8 Lincoln Street, Wakefield WF2 0EB.

THE LIONER (Leeds). 50p A5 sae from : 15 Richmond Hill Close, Leeds
LS9 8JU.

TRY, TRY, TRY (Wigan). 85p inc from : 4 Linley Road, Pemberton, Wigan.

FOOTBALL.....

WHEN SATURDAY COMES (General) 80p & A4 sae : 1 - 11 Ironmonger Row,
London EC1V 3QM.

HIT THE BAR (General) 60p A4 sae : C/O 10 Grafton Street, Blackpool
Lancs, FY1 3RE.

RODNEY RODNEY (General) 50p sae : PO Box 19 (SEPDO) Manchester M195RZ

MORE THAN A GAME (General) 50p sae : 56 Springdale Road, Broadstone
Dorset, BH18 9BX.

THE ABSOLUTE GAME (General - Scottish) 50p sae : PO BOX 303,
Southern D.O. Edinburgh, EH19 1NE

AND SMITH MUST SCORE (Brighton) 50p sae : 88 Friars Oak Road, Hassocks
West Sussex, BN6 8PY.

THE DONKEYS TAIL (Gillingham) 50p sae : 43 Fox Street, Gillingham,
Kent.

BRIAN MOORE'S HEAD (Gillingham) 50p sae : 11 Watts Avenue, Rochester
Kent, ME1 1RX.

BRIAN (Notts Forest) 50p sae : 6 Grays Inn Buildings
Rosebury Ave, London, EC1R 4PH.

THERE'S ONLY ONE F IN FULHAM (Fulham) one pound, sae : PO BOX 154,
Epsom Surrey, KT19 9TB.

EAGLE EYE (Crystal Palace) 50p sae : 30 Manor Court, York Way,
Whetstone, London N20 0DR.

53 MILES WEST OF VENUS (Preston North End) 60p sae : 206 South Meadow
Lane, Broadgate, Preton, PR1 8JP.

THE MEMORIES OF STETH BOTTOMLEY (Port Vale) 50p sae : PO Box 418
Longton, Stokeon Trent, ST3 6SB.

LIGHT AT THE END OF THE TUNNEL (Dartford) 50p sae : 19 The Terraces,
Dartford Kent, DA2 6BX.

FORTUNE'S ALWAYS HIDING (West Ham) 50p sae: PO Box 664, London SW116AL.
LEYTON ORIENTEAR (Orient) 40p sea: 1 York Road, Leyton, London E10.

THE PROCLAIMER (Hibernian) 50p sea: Box 70, c/o 67 York Place,
Edinburgh.

MY EYES HAVE SEEN THE GLORY (Spurs) 75p sea: PO Box 844, London
E16 4HE.

CHELSEA INDEPENDENT 50P sae: PO Box 161 Harrow, Middx, HA2 6NZ

CRICKET....

JOHNNY MILLER 96 NOT OUT . 60p A4 sae : 10 Kirkstall Close, Willington
Trees, Eastbourne, BN22 0UG

THE CRICKETERS ANDRAK. 80p sae: 20 St Johns Mansions, London E5 8HT.

cuit, it was little more than a minute on the lone chaser Soren Lilholt of Denmark, with Britain's Rob Holden, the Milk Race winner who rides for the Banana-Falcon team, just in front of the bunch.

EH? - A GUARDIAN CLASSIC.
-?



10 THINGS THAT MAKE YOU FAMOUS.

- 1) Winning the Tour.
- 2) Winning the Worlds.
- 3) Having a ponytail.
- 4) Being banned for using Tri-Bars.
- 5) Getting your name in Well Phil.
- 6) Being sponsored by Durex.
- 7) Talking to John Herety.
- 8) Knowing you could do a better job than Gary Imlach / Chris Mann.
- 9) Spitting in the soup.
- 10) Drinking the soup after someones spat in it.