

# CYCLING WEEKLY

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## CONTENTS

Nissan Classic	3-10
Road races	12
Time trials	13
Three Peaks	16
News	17
Letters	18
Sturgess Interview	21
Olympic colour	22-23
Road races	24-26
Touring	28-29
Cologne Show	30-33
What's On	34-35
Results	36-37

## COVER PICTURE

A South Korean policeman keeps a watchful eye on the men's Olympic road race. Full report of the race and other Olympic news on pages 19-27.

Picture by Phil O'Connor,  
Sporting Pictures (UK) Ltd.

**BACK COVER:** Mike Bradbury, the national veterans cyclo-cross champion, on his way to finishing second to Tim Gould in the Three Peaks cyclo-cross.

Picture by David Worthy.

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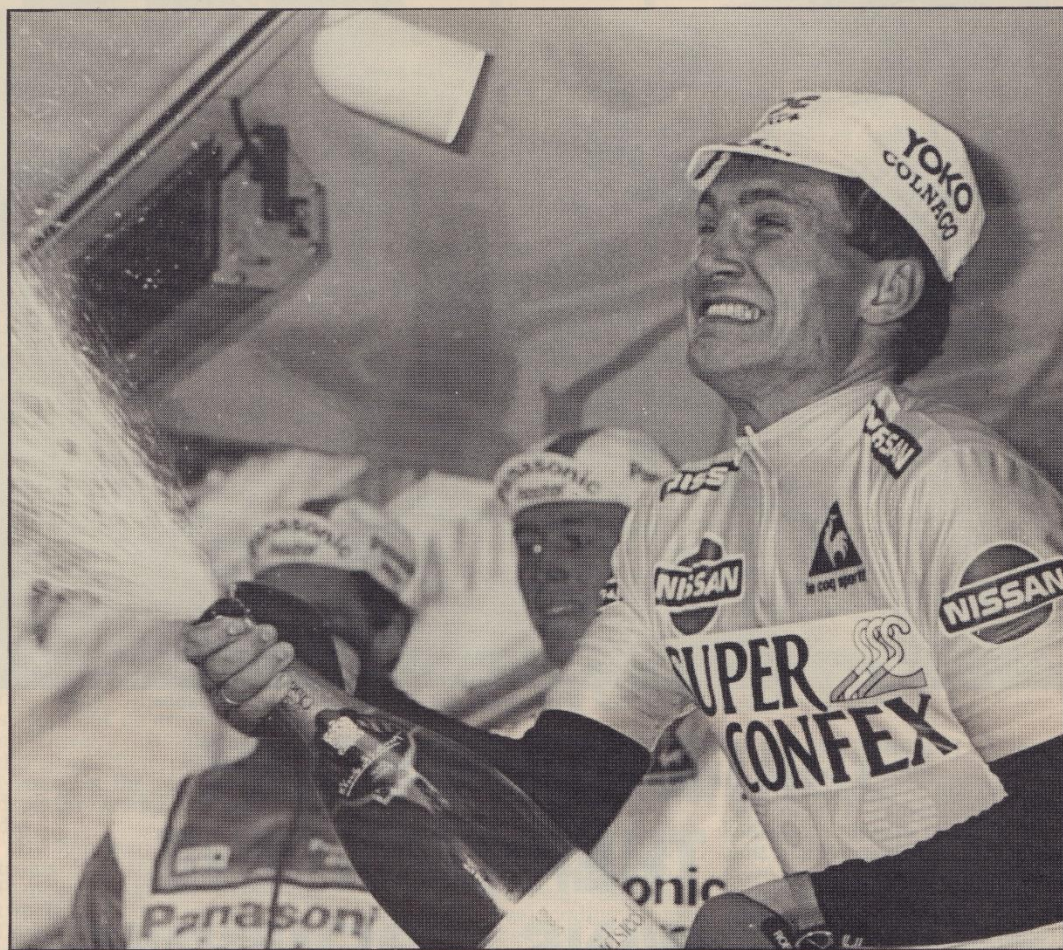
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## NISSAN INTERNATIONAL CLASSIC



West Germany's Rolf Golz sprays his victory bottle of champagne after winning the Nissan Classic in Dublin by six seconds from Britain's Malcolm Elliott.

West Germany's classic star Rolf Golz (Superconfex) outwitted and outsprinted Malcolm Elliott (Fagor-Ever Ready) to win the five-day Nissan International Classic by six seconds in Dublin on Sunday.

In a dramatic climax to the race, Golz became the fourth rider to don the leader's yellow jersey when he assumed control on stage four at Cork.

Elliott, who had ridden above himself to lead the race until then, could not match Golz as his Fagor team lost control on the final stage around Dublin.

Third was Ireland's favourite Sean Kelly (Kas-Dublin Bus) at 15 seconds, the winner of this race for the last three years since its inception. But this time he just did not have the same form.

Adrie Van der Poel (PDM) won the points classification on the last day, after a controversial decision robbed double

# KELLY ONLY THIRD AS GOLZ WINS THE NISSAN

REPORTS KEITH BINGHAM PICTURES STEWART CLARKE

stage winner Phil Anderson of the lead. Confusion reigned on the finishing circuit when a traffic jam of race vehicles held up the main field including Anderson.

Van der Poel sneaked away to gain valuable points. France's Martial Gayant, yellow jersey holder in the Tour

de France, won the mountains title, and Belgian's ace sprinter Eric Vanderaerden won the Hot Spots competition.

Ireland's other star, Stephen Roche, was never in the hunt, and injured his hand in a fall on the penultimate stage.



## NISSAN INTERNATIONAL CLASSIC



The ceremonial start outside the GPO in Dublin.

### Stage 1, Dublin - Boyle, 116 miles.

Six cold, wet hours on the road left the 105-rider field damp and stiff on this opening 116-mile stage from the east coast to the west last Wednesday.

The strong head-wind rendered the cream of Europe's professionals helpless, as the lateness of the season, combined with their still busy programme, saw them apply what is best called "Economy of Effort" to the task.

In other words, they left the racing to near the very end, only switching into attacking mode for the three Hot Spot sprints.

When finally the tough four-mile finishing circuit at Boyle split them, they went up like a box of fireworks thrown in the fire. The field split into over 15 groups in the wake of the long hero who won the stage, Christophe Lavainne of Systeme-U, who became the first yellow jersey of the fourth Nissan International Classic.

The 25-year-old Frenchman, 76th in this year's Tour de France, attacked from a leading group of about 16 men on the second ascent of Mail Coach Hill just outside Boyle, with five miles to go.

He was chased home by Tour of Britain winner Malcolm Elliott (Fagor) 32 seconds behind. Elliott whipped his tired legs into a late sprint up the short finishing hill, to hold off Holland's Adrie Van der Poel (PDM) third, Sean Kelly (Kas-Dublin Bus) fourth, Phil Anderson (TVM-TNT) fifth, Rolf Golz (Superconfex) the winner of the recent Paris-Brussels, sixth, and world road race silver-medallist Martial Gayant (Toshiba) seventh.

Few riders expected this open-

# A QUIET START THEN LAVAINNE WINS FIREWORKS FINISH

ing stage to have such a killing finishing circuit. After hours of limited action, it required an alert mind and willing legs to recognise and deal with the late moves which shaped up the race nicely for Kelly, bidding for his fourth win in a row.

By all the laws of stage racing, Lavainne and the seven men quick enough to get on his trail, would now command this race. For the next group of six, which included Stephen Roche (Fagor) placed 12th, finished over a minute behind the winner.

Thereafter the rest could be written off. They came in dribs drabs, 11 men sprinting for 14th place over two minutes down: in there Robert Millar (Fagor) and Nikki Ruttiman (Weinmann-La Suisse).

A whole pack of losers with nothing better than 30th place to sprint for contained such world-beaters as Eric Vanderaerden (Panasonic), ex-world champion Greg Lemond (PDM), plus Milk Race winner Joey McLoughlin (Z-Peugeot), Canada's star Steve Bauer (Weinmann - La Suisse) and Laurent Fignon (Systeme-U)

the former double Tour de France winner.

They lost more than three minutes in the space of 12 miles. It gets worse. Jean-Francois Bernard (Toshiba) leader in the Tour of Italy, stage winner in the Tour de France, lost over eight minutes in a group of 23 riders.

Charly Mottet (Systeme-U), winner three days before of the Grand Prix des Nations time trial was also there. But did he care that much? Probably not, his legs still stinging from that record breaking win in the Nations.

PDM's Johannes Draaier won the first Hot Spot after nine miles. He beat Bauer and new pro Simon Cope (Emmelle-MBK).

Then the big fish took over, as Vanderaerden outspurted Kelly for the next Hot Spot at Mullingar after 43 miles.

Thirty miles later this pair were outsmarted by Van der Poel who won at Longford, but Kelly beat Vanderaerden to go top of the Hot Spots classification.

In between these brief hostilities enjoyed by the thousands of school children thronging the roadside, attention focused on

### HEAVY ROAD, STRONG WIND

Malcolm Elliott did well to take second place on the first stage and he too had an answer to critics who said they went too slowly.

"The roads were heavy. It was the wind. We have enough knowledge to know that attacks into the wind get you nowhere. I was as tired as after a Tour stage.

At the end of the day, it is the guy who is first over the line - that is what counts. It is not a time trial.

A time triallist might say I can go faster than that for a '25'. "It's like a sprint on the track. It is over 1000 metres but timed for the last 200.

"I was surprised just how tired some of the riders seemed. I certainly am not going so well. I do not expect to do anything."

Fignon who was having problems at the rear of the field. He had called for his team car after only three miles, for a talk.

Then one mile before the feed at Edgeworthstown (63 miles) he needed a doctor to tend his left knee. The doctor obliged with a spray. No sooner was he back in the field then he was looking over his shoulder again, beckoning further assistance. The soigneur massaged his knee. Then it was the mechanic's turn, for Fignon discovered that his bottle cage was loose.

It alternatively rained and shined, and the narrow twisting lanes of the beautiful Lough Key Forest Park, although providing relief from the N4 main road, failed to split which had hardly



risen above 20mph for 90 miles. But in the lovely town of Boyle, the race boiled over as Gayant burst away to take the first prime. Then Lavainne's explosive attack detonated the race.

**Christophe Lavainne, France (Système-U)** 116m in 5-53-8; 2, Elliott (Fagor-Ever Ready) at 32sec; 3, Van der Poel (PDM); 4, Kelly (Kas-Dublin Bus); 5, Anderson (TVM-TNT); 6, Golz (Superconfex); 7, Gayant (Toshiba) all st; 8, Da Silva (Kas-Dublin Bus) at 1-13; 9, Pedersen (PDM); 10, Earley (Kas-Dublin Bus); 11, Winnen (Panasonic); 12, Roche (Fagor-Ever Ready); 13, Peiper (Panasonic) all st; 14, Szostek (ADR) at 2-2; 15, Mann (Raleigh-Banana); 16, Dubois (Système-U); 17, Pedersen (RMO); 18, Museeuw (ADR); 19, Siemons (TVM-TNT); 20, Carlsen (Fagor-Ever Ready) all st.

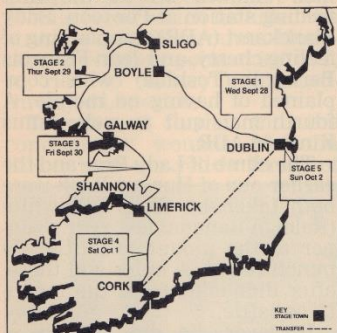
**Overall.** - **Christophe Lavainne, France (Système-U)** 5-52-58; 2, Van der Poel at 33sec; 3, Elliott at 34sec; 4, Kelly st; 5, Anderson at 42sec; 6, Golz; 7, Gayant, both st; 8, Pedersen at 1-12; 9, De Silva at 1-13; 10, Earley; 11, Winnen; 12, Roche; 13, Peiper all st; 14, Szostek at 2-12; 15, Mann; 16, Dubois; 17, Pedersen; 18, Museeuw; 19, Siemons; 20, Carlsen all st.

**Points.** - Lavainne 15pts; 2, Elliott 14; 3, Van der Poel 13; 4, Kelly 12; 5, Anderson 11.

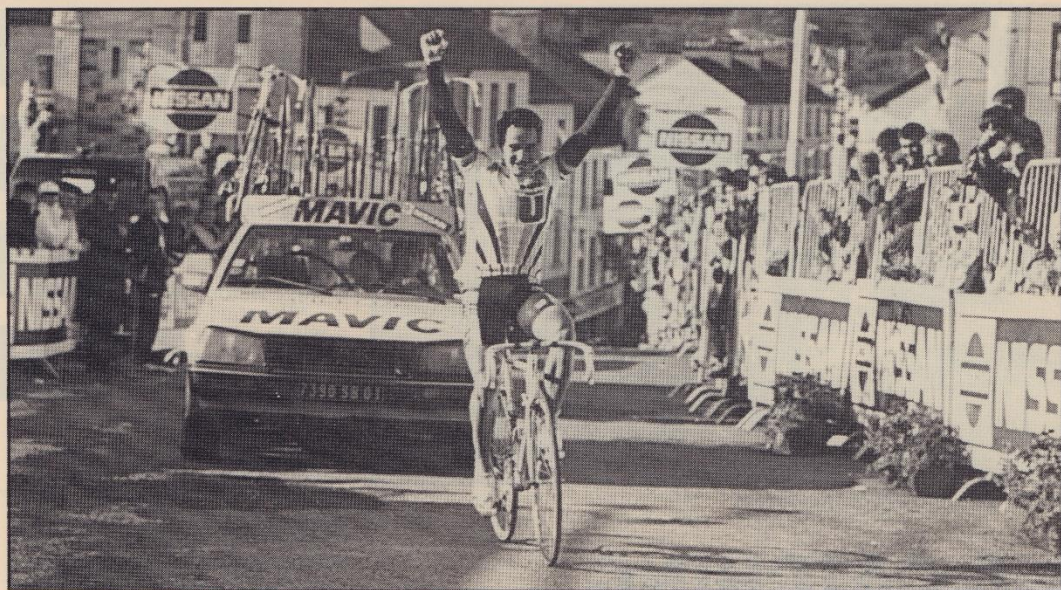
**Hot Spots.** - Sean Kelly 6; 2, Vanderaerden (Panasonic) 6; 3, Van der Poel 5; 4, Draaier (PDM) 5; 5, Bauer (Weinmann-La Suisse) 3.

**Mountains.** - Martial Gayant 19pts; 2, Lavainne 18; 3, Kelly 15; 4, Van der Poel 13; 5, Earley 12.

**Team.** - Kas-Dublin Bus 17-41-54; 2, Fagor-Ever Ready 17-42-53; 3, Système-U 17-43-18; 4, PDM 17-44-5; 5, TVM-TNT 17-44-18.



Canadian star Steve Bauer poses with an Irish gard outside the GPO building in Dublin.



In an explosive finish to the first stage, Christophe Lavainne comes up to the finish line at Boyle after 116 miles against a strong head-wind.

As Belgian ace Eddy Planckaert sailed into Dublin - he might risk his neck in elbow-to-elbow sprints but he draws the line at air travel - his intended rivals discussed their chances in the Nissan on the eve of the race's departure from Dublin last Tuesday.

By 5pm that day, all but three teams had signed on. Besides Planckaert and his ADR team, two British-based squads, PMS-Dawes and Emmelle-MBK, still had to cross the Irish Sea.

Race Controller Alan Rushton proudly announced that 160 press were covering the fourth Nissan International Classic, that Irish television (RT) were covering the entire last stage - five hours of live bike racing, and that sponsors Nissan had supplied £1m worth of race vehicles for the five-day race. Among the guests were five Chinese cycling officials. They had come to learn how to organise a big race with a view to running one in China.

In describing the race there was repeated emphasis on the look of the thing, of the spectacle, of the views around Dublin Bay, to keep TV producers happy.

Pat McQuaid, race director, anticipating criticism of last year's race when riders went on a go-slow in protest at the severity of the conditions on the first stage, added: "Because of criticism from the riders last year, that the course was too difficult at this time of season, the race this year will be flatter - easier, but it could be windy. It will certainly be more competitive."

Perhaps the riders can tell us how they will react to meeting the same conditions that put the race 90 minutes behind schedule last year.

Australian Phil Anderson (TVM-TNT) answered "In strong winds a small break might get away - like in Paris - Brussels

## FIVE HOURS TV ON LAST STAGE

recently - but the field will pull them back before the end. No one will want to go hard before then."

World number one, Sean Kelly (Kas-Dublin Bus) bidding for his fourth win, went on at length about the difficulty of racing into strong winds: to sum his remarks up - no one in their right mind would sacrifice his chances to just to keep up appearances.

"This will be a sprinters race," added Anderson.

To which the third celebrity on the table - ex world road race champion Stephen Roche, Dublin's own hero riding for Fagor-Ever Ready - added a nice touch of Irish crack with: "If it comes to a sprint, keep out of Bauer's way".

Bauer, the fourth star at the press conference, smiled a rueful smile as the crowded room laughed at the reminder of Bauer's clash with Claude Criquielion who bit the dust in the finishing straight sprint for the world road title last month.

Roche should worry. In his condition, he did not anticipate getting into any tussles with the elite of Europe's roadmen sprinters, the greatest assembly of fighting men for a stage race outside mainland Europe.

"I was OK up to the World's," said Roche, asked if he now had finally got back to form after his injury-ridden season. "Then I had tooth problems," he added. "I've been up and down, up and down. It's not so good," he said - his mouth turning down.

There are more top teams this year. There's Anderson for TVM, Bauer for Weinmann, Kelly for

Kas, me in Fagor, then Planckaert, Vanderaerden, Fignon, there are may be 30 guys going to be up there. It will be a more open race."

The meeting ended with Irish Coffee served all round, and the whiskey in it wouldn't blunt Bauer's sprint, he decided as he sipped the potent brew. No, he didn't mind being reminded of that disastrous world title race, he said.

Has he got over the disappointment of disqualification?

"Well, I've got over losing the world title," he replied: that's how sure he was his finishing effort would net gold. "But not from the accusations that I deliberately knocked Criquielion off."

"I would never deliberately knock anyone off. It was an accident. Criquielion is going ahead with a lawsuit, so I've now got to defend myself."

It was suggested - jokingly perhaps - that living in the victim's own country as you do would mean you wouldn't be safe out shopping. Was there any bad feeling from neighbours?

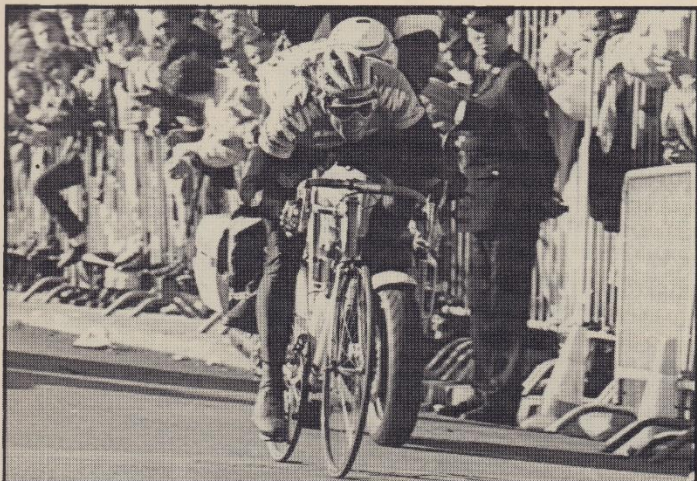
"No, I think people recognised it was an accident. People have been very good. I've had lots of letters of support, and just a few accusers, from the kind of people who can only see one point of view," said Bauer.

He had anticipated unsavoury reaction at a recent classic. "At Paris-Brussels we took a few precautions, but there was no need."

It is ironic that his team's new sponsor for 1989 will be a Swiss insurance company.



## NISSAN INTERNATIONAL CLASSIC



Anderson sprints to victory at Galway

## NO CATCHING ANDERSON

Stage 2, Sligo - Galway, 149 miles.

For five hours they toured, admiring the scenery. Then, wham, as if struck by the devil, the race surged to life in the Connemara mountains above Galway Bay after 108 miles.

From a docile, weary-looking troop roaming the narrow mountain roads, 100 men suddenly had the taste for battle.

Free of the nagging headwind at last - it became a side-wind - conditions changed dramatically as the field was torn into three echelons.

Drama followed drama as race leader Christophe Lavainne (Système-U) punctured in the leading group of 45 when in sight of the second feed at Maam Cross.

He panicked and changed a wheel with team-mate Pascal Dubois. It was a fatal mistake that cost time. Instead, he should have ridden the flat rim a few hundred yards to the team-car parked at the feeding station. Lavainne was a troubled man, he had lost two team-mates. Laurent Fignon had abandoned the race after only 10 miles that morning, complaining of a sore knee. Jean-Louis Peillon had recently crashed. Lavainne was attacking the group he himself had just been forced to vacate. He had no team to help. Charly Mottet, though, saw him puncture and stopped. But the rest of them, the whos'-who of bike racing, were not blind either and seized their chance.

Away tore Sean Kelly (Kas-Dublin Bus), Malcolm Elliott (Fagor-Ever-Ready) third overall; Adrie Van der Poel (PDM), second overall; plus Eric Vanderaerden (Panasonic) and Phil Anderson the man who would go

alone to win the stage and become the new race leader.

With the might of the Superconfex pounding the pedals as well - big Gerrit Solleveld prominent - no one who was dropped stood the remotest chance of getting back.

It was at the Maam mountain prime (104 miles) taken by Adrie Van der Poel from mountains classification leader Martial Gayant (Toshiba) that many riders felt a sense of foreboding.

Peillon crashed on the 50mph descent through peat bog country and then it was all change as the wind forced them into three groups and Lavainne's race fell apart.

Others in that leading express included Stephen Roche (Fagor-Ever-Ready), his team-mate Robert Millar, plus Joey McLoughlin (Z-Peugeot) and his team-mate Adrian Timmis. Then there was Rolf Golz (Superconfex).

Kelly was well-represented with full Kas support, for Thomas Wegmuller, Acacio Da Silva, Eric Caritoux and Martin Earley were with the master.

Elliott had good company, too, in Roche, Millar and John Carlsen.

Mottet went back for Lavainne and led a desperate chase, the pair of them driving the third group hard until it clawed up to the second group. Mottet and Lavainne threaded their way through in an attempt to pick the pace up again.

Ahead the leading 45 had split in two as Vanderaerden sprinted for the Hot Spot at Oughterard (117 miles). Van Der Poel was second, with Elliott third.

Then suddenly, Mottet and Lavainne were spent forces. They

## 'IT WAS PRETTY HARD'

New race leader at Galway was Phil Anderson, who won two stages of the 1986 race.

Anderson, 30, winner of the Tour of Denmark in August, explained how the race finally got into gear after 108 miles and how he broke away to take the stage victory alone.

"We started riding in the side-winds which split it up. If you weren't at the front, you just got lost."

Was it hard?

"Yeah, it was pretty hard, but not too hard, you know. It was hard in the finale, it always is."

How did he get away?

"A couple of riders got away and I bridged the gap and just went straight past. There were too many sprinters like Kelly and Vanderaerden in the field so to win I had to get away. I went clear about one mile before Galway," (10 miles to go).

Did he attack to take the yellow jersey or the stage?

"I went for the stage win."

He finished with a good advantage, to take the jersey, can he keep it?

"I might, I have a strong team."

were dropped from the group they had fought so hard to control. Meanwhile there was a regrouping at the front.

It had been a devastating 12 miles of hostilities during which Lavainne found himself a numbing 2-30 behind, all hope gone. Wegmuller was stringing out the leaders, tailed by Solleveld and the rest in a long whip-lashed line astern at twice the speed they had gone the day before.

Vanderaerden was especially vigilant, snatching any chance to get away but he was not to be allowed out.

As Galway Bay came into sight below them, two men went out front only to be passed by Anderson in full flight. He entered the 3.3-mile finished circuit at Galway with a 35-second lead on 19 men after another split in their ranks cast off 20 tired men.

All the main characters, bar Solleveld and McLoughlin, held their place in the front group.

There was no catching Anderson, his long hair bursting out from under his racing hat. Sporting black tights to keep warm from the winds of the Atlantic, he maintained his advantage for the three laps to be given a rousing cheer from the large crowds as he crossed the line.

A long, snaking line of chasers were given the old one-two by ace sprinter Vanderaerden who snatched second place 31 seconds later. Golz was third and Van Der Poel fourth, but Kelly was a disappointing ninth in this bunch, with Elliott one place ahead.

Several groups trailed in from between five minutes and 24 minutes behind.

For Kelly, though, it was doubly disappointing. He lost his Hot Spots jersey to Vanderaerden. Anderson also took over the points classification as well as the yellow jersey from Lavainne who finished the day 58th, eight minutes down.

The biggest disappointment to the sponsors was when three big shots abandoned the race. First

to go was Fignon after 10 miles on the climb of Ladies Brae, a remote narrow road into moorland hills above Sligo.

He complained of knee problems. Then two more expensive men climbed off at the first feeding station at Pontoon, Eddy Planckaert (ADR) complaining of feeling chesty, and Jean-Francois Bernard (Toshiba) who complained of having no morale. A fourth man quit as well, Janus Kuun of ADR.

The climb of Lady Brae and the earlier one of Hungry Rock were both taken by Chris Lillywhite (Raleigh-Banana) last year's winner of the mountain's title. He punctured at 50 miles and thereafter didn't figure in the mountains battle.

However, he did enough in taking fourth at Lenaane (93 miles) in the shadow of the beautiful Partry Mountains, to move up to fourth in the mountains classification, but finished the stage in 76th position 17 minutes down.

The course was not difficult, climbing steadily through magnificent country where rainbows greeted the field after each regular shower. Through Ballina, Pontoon, Castlebar they promenaded, greeted by thousands of cheering fans, until finally, in the fifth hour they at last began to race with such shattering effect.

Phil Anderson, Australia (TVM-INT) 149m in 6:37-12; 2. Vanderaerden (Panasonic) at 31sec; 3. Golz (Superconfex) 4. Van der Poel (PDM); 5. Museeuw (ADR); 6. Van Vliet (Panasonic); 7. Szostek (ADR); 8. Elliott (Fagor-Ever Ready); 9. Kelly (Kas-Dublin Bus); 12. Lurvik (Z-Peugeot); 13. Carlsen (Fagor-Ever Ready); 14. Da Silva (Kas-Dublin Bus); 15. Van Houtdonck (Superconfex); 16. Roche (Fagor-Ever Ready); 17. Caritoux (Kas-Dublin Bus); 18. Winnen (Panasonic); 19. Millar (Fagor-Ever Ready); 20. Earley (Kas-Dublin Bus) all st.

Overall - Phil Anderson, Australia (TVM-TNT) 12-30-42; 2. Van der Poel at 25sec; 3. Gayant at 41sec; 7. Da Silva at 1-12; 8. S. Earley; 9. Winnen both st; 10. Roche st; 11. Museeuw at 2-11; 2. Szostek at 2-21; 16. Wegmuller at 2-58; 17. Vanderaerden at 3-3; 18. Caritoux at 3-24; 19. Van Vliet at 3-25; 20. Lurvik st.

Points - Anderson 26; 2. Van der Poel 25; 3. Golz 4, Elliott 22; 5. Kelly 19.

Hot Spots - Eric Vanderaerden 22; 2. Van der Poel 9; 3. Kelly 9; 4. Walker 8; 5. Draaijer 5.

Mountains - Gayant 49; 2. Van der Poel 46; 3. Lavainne 25; 4. Lillywhite 25; 5. Earley 20.



# WEBSTER WINS AFTER BRAVE, LONE BREAK OF 96 MILES

Stage 3, Galway – Limerick, 126 miles.

The so-called cream of Europe's pros shall sneer no more at us home-based cashmen, decided Darryl Webster. He decided the night before that someone should "show 'em" and he volunteered for the tough mission: to go out front all day where no one had dared go before. He attacked and began a magnificent, brave lone 96-mile break which included the struggle over Silvermines Mountain, the highest point at 900 feet, to ride to victory in crowd-thronged Limerick.

To rub salt further into the continentals' wounds, Malcolm Elliott took the yellow jersey of

race leader as once again a puncture robbed the overnight leader of the top place. It was a double-success for the British riders, with Webster (PMS-Dawes) gaining a maximum 19-minutes lead which made him race leader on the road by some seven minutes after 76 miles, by then he had been out front for 46 miles.

Predictably, no one reacted before Silvermines Mountain eight miles later, some 46 miles from the finish. On that descent overnight leader Phil Anderson (TVM-TNT) punctured and the rest of the top men once more took off like scalded cats, some 20 men descending on the main N7 road off the narrow mountain

track, to take up the pursuit of Webster in earnest. Too late to stop him winning the stage by over five minutes, it was the yellow jersey they were after and Kelly (Kas-Dublin Bus) tried so hard to take it.

He led out the chasing group, taking paint off the barriers on the right side of the road and he was roared home ahead of Elliott who took third place 3-30 behind Webster.

Elliott, who has a fine head for figures, had been calculating the bonuses needed to take the lead as the chasing group fled after Webster on their three circuits of Limerick. Third place was good enough to give him the yellow jersey by two seconds from Kelly. Elliott also led on points, with Kelly second. "This yellow jersey is the kiss of death. Lavainne had it and punctured, Anderson had it and punctured. You watch, I will puncture tomorrow," said Elliott.

The race was still wide-open. In third place only four seconds behind was Holland's Adrie Van der Poel (PDM). Eight men were within one minute of the new overall leader.

It was a splendid day, a little cold perhaps, but the sun shone from a clear blue sky and the air was as clear as crystal, the wind slight compared with the previous two days.

Only three miles out from the

start in Galway, the field was shaken into action with a series of attacks which, although brought under control, made a pleasant change.

PMS-Dawes stole the limelight at the first Hot Spot at Loughrea, where Nick Barnes outsprinted Thomas Wegmuller (Kas-Dublin Bus).

Paul Kimmage (RMO) won the first of the day's mountain primes, at Hill Bar (27.4 miles), closely followed by the two main protagonists for the mountain's classification: Van der Poel second overall, and the leader, Martial Gayant (Toshiba).

Webster marked time a little longer. Then at 30 miles, he went clear. It was the start of a lucrative day's work, for he was to win the four remaining mountain primes, and two Hot Spots before claiming the stage victory, too.

In his wake, the main field dawdled, forced to race only as Van der Poel and Gayant fought their private war for mountain points as Webster drew further and further ahead. No one knew of his time trialling record, nor his success as an amateur in the French Circuit des Mines where he was second overall.

At the Woodford prime (34.7 miles) Webster was 2-35 ahead and had the view of Lough Derg to himself as he descended to the lakeside. Van der Poel was second, Gayant third. Webster crossed the 3½-mile long climb of Knocknagower (second category, 53.4 miles) a massive 14 minutes in front.

Van der Poel continued to dictate to Gayant, going second overall in the mountains competition, and then assuming the lead at the next climb, at Portroe (70 miles) where Webster's lead had grown to 18 minutes. Webster had put eight miles into them on the road as the race crossed to the Tipperary side of Lough Derg, glinting in the sunlight.

Tremendous crowds greeted his lone arrival at Nenagh (76 miles) where the public had the longest wait, 19 minutes before the field filed through.

Told how far behind they were, some of the riders in the bunch cheekily asked "Is there a commissaire with him?" – they thought he had been towed to that advantage.

In fact, Webster, a couple of times, for a few seconds only, took hold of the side of the team car. Nothing he did compared with the rider who went off the course the day before and was given a lift in a vehicle back to the field, pulling back 20 minutes. No names.

When he got over the steep 2½-mile 1-in-9 gravel-strewn Silvermines Mountain still 18 minutes ahead. Webster knew he could hold out.

It was a marvellous effort and on the wide main road, he got down to some steady time trial.

Continued page 8



Jubilant Darryl Webster wins at Limerick



From page 7

ling to enter Limerick 6-30 ahead. The reaction of the chasing group, speeding away from the unfortunate Anderson left with a flat tyre, brought Webster's lead down rapidly to deny him the yellow jersey. He would move up from 42nd to 22nd overall.

Webster could have been higher but for going off course at the entrance to the circuit, following motorcycle marshals. He lost an estimated two minutes, but it did not upset him and he powered three laps of the city before tens of thousands of spectators to cross the line with tears streaking down his face: oh the relief of it.

Kelly took second place from a group of 26, while Anderson in his sweat-stained yellow jersey finished over nine minutes down in 30th place. The main field finished over 27 minutes behind. Despite Van der Poel's aggression on the climbs, his strength deserted him on Silvermines where Gayant led the chasers, with Van der Poel managing only seventh. Gayant retained his lead in this competition.

**Darryl Webster, Great Britain (PMS-Dawes)** 126m in 5-19-0; 2, **Kelly** (Kas-Dublin Bus) at 3-30; 3, **Elliott** (Fagor-Ever Ready); 4, **Pedersen** (PDM); 5, **Da Silva** (Kas-Dublin Bus); 6, **McLoughlin** (Z-Peugeot); 7, **Szostek** (ADR); 8, **Van Lancker** (Panasonic); 9, **Van der Poel** (PDM); 10, **Gayant** (Toshiba); 11, **Leclercq** (Weinmann-La Suisse); 12, **Earley** (RMO); 13, **Pedersen** 14, **Golz** (Superconfex); 15, **Dubois** (Système-U); 16, **Carlitoux** (Kas-Dublin Bus); 17, **Poisson** (Toshiba); 18, **Lurvik** (Z-Peugeot); 19, **Peyramaure** (Z-Peugeot); 20, **Pedersen** (RMO) all st.

**Overall.** - **Malcolm Elliott**, Great Britain (Fagor-Ever Ready) 17-53-33; 2, **Kelly** at 2sec; 3, **Van der Poel** at 4sec; 4, **Golz** at 13sec; 5, **Gayant** at 20sec; 6, **Da Silva** at 51sec; 7, **Earley** st; 8, **P. Winnen** (Panasonic) st; 9, **Roche** (Fagor-Ever Ready) at 1-1; 10, **Van Hooydonck** (Superconfex) at 1-50; 11, **Millar** (Fagor-Ever Ready) at st; 12, **Szostek** (ADR) at 2-0; 13, **Van Vliet** (Panasonic) at 3-4; 14, **Lurvik** at st; 15, **Carlitoux** (Kas-Dublin Bus) at st; 16, **McLoughlin** at 3-9; 17, **Pedersen** (PDM) at 5-20; 18, **Peiper** (Panasonic) at 5-24; 19, **Anderson** (TVM-TNT) at 5-35; 20, **Van Lancker** (Panasonic) at 5-37.

**Points.** - **Elliott** 35, 2, **Kelly** 33; 3, **Van der Poel** 32; 4, **Anderson** 26; 5, **Golz** 25.

**Hot Spots.** - **Eric Vanderaerden** 25; 2, **Webster** 10; 3, **Kelly** 9; 4, **Van der Poel** 9; 5, **Elliott** 8.

**Mountains.** - **Gayant** 76; 2, **Van der Poel** 71; 3, **Webster** 34; 4, **Earley** 30; 5, **Anderson** 30.

Sean Kelly accomplished a triumph of sorts in winning the bunch sprint for second place at Limerick. "God", as he is affectionately called, gave the Limerick crowd palpitations as he leapt up that finishing straight hugging the barriers to beat Elliott, the man who won there last year. A multitude of voices reached for the high octaves at the sight of the rugged Irishman taking command.

He was in a fine mood. Questioned immediately afterwards, and asked if he thought he might take the overall lead, he said: "After the first stage I thought the race was over (Lavainne had the jersey) but he punctured. "Yesterday, when Anderson got away I thought it was really over. He was so strong, but now he's punctured. If the leaders keep on being eliminated by punctures then it's possible I can take over the lead tomorrow easily." Kelly laughed.

"If the punctures continue, I might do it yet," he added. The next question found his serious nature again. Was he pleased with his form?

"My form is not so good. You could see that in the hills. I'm not really in top shape."

Why?

"I think the biggest mistake I made was to continue in the Tour de France after crashing. I think that was the biggest mistake of my life (Kelly fell before the Pyrenean stages and struggled on). I was hurt and I pushed myself so hard just to finish. It was really a big mistake because now I am paying for it. I was OK for a while afterwards, and at the World's. In the last few weeks I have not been riding well."

**Phil Anderson** felt cheated of his overall lead at Limerick, blaming poor race organisation.

He and mountain's leader Martial Gayant reached the top of Silvermines Mountain ahead of Kelly and Roche, then Anderson's tyre went flat on the descent.

"If they are going to have a

## KELLY GIVES THEM SOMETHING TO CHEER ABOUT

race they should run it properly," he said later in his hotel. "I had to wait five or six minutes to get a spare wheel. In the end I got it from a team-mate. I did not see a support vehicle for 30 kilometres."

"That kind of mistake is disappointing in an international race. I had great hopes of keeping my lead to the finish. I just hope that they learn something from this," said Anderson, adding bitterly, "but then perhaps they are happy because the Irish are in a good position now."

**For a man who said he stood no chance of doing anything,** Malcolm Elliott was doing pretty well in this Nissan Classic.

With Stephen Roche's orders ringing in his ears, Elliott took a vital bonus at the Hot Spot sprint after 117 miles, one lap from the finish at Limerick.

Then he took third place in the final sprint, beaten by Sean Kelly who snatched second place after the chasing group finished over three minutes behind stage winner Darryl Webster.

Elliott, showing remarkable powers of recovery, added up the bonuses gained, and hazarded a guess that he had taken the yellow jersey moments before judges confirmed him right.

He praised Darryl Webster's fine winning effort. "Some of the riders were surprised that he stayed away all day, but I wasn't surprised," said Elliott. "I was talking to some of the lads at the start and they said that Darryl had volunteered to have a go. As he wasn't too much of a threat overall, it was worth a chance. We thought he would come back until we heard that he had a margin of 19 minutes. I knew he would stay clear. It was a good ride."

"The race behind started on Silvermines Mountain. That's where the race gathered momentum. When Anderson punctured, it just went crazy in the front group."

**Asked what made him attack,** Webster said: "None of the British pros seemed to be attacking and I think the Continentals were taking the mickey really. So I thought I would take the race to them."

Did he go off course on the finishing circuit?

"I didn't go off course. The marshals took me off course."

"I attacked not just for myself, but on behalf of the British pros,

to show the foreigners we could do something."

"There's nothing to fear from them. They are nothing special."

"I knew that with my lead getting on for 20 minutes on that last climb I could stay away to the finish, but if I got caught I knew I would be well placed in the King of the Mountains, if not leading it." (He moved to third overall).

"Always on my mind was the way I had to ride it. That 12-hour I won in England taught me how to tackle this, that was to keep the gears down and never panic. In fact, never race, never go flat out. Keep an even tempo," said the man who can count 51 championship medals at various disciplines, and which includes 23 gold medals.

Asked how he rated this performance, Webster said: "It's my best ever road race win."

**When is a race not a race.** That was the question after the first stage of the Nissan when the world's best pros averaged only 19.8mph for 116 miles.

Are we being conned? Is this a fast clubrun? ask race followers. Why did Rolf Golz of Superconfex chase down the Dutch amateur Richard Mulder who attacked after 19 miles? Were the pros afraid of being shown-up?

Could Panasonic's Allan Peiper give an explanation?

"Head-wind and bad weather. It was flat all the way," answered Peiper. "There was no tactical advantage in wasting energy, wasting your team. We have only five-man teams. You don't want to lose anyone this early. You have to stay as fresh as you can."

Did he not think that to go as slow as 18mph was taking things a bit far?

"Yes, may be," he said. "Look at it this way. If there had been more difficulties, more hills, you might have had a different situation."

"It was so long, so flat and it was the first day - so no one had a tactical advantage."

"I think a lot more will happen on day two."

Some say that the season is too long for the pros, too many races, so that the Nissan suffers the result.

"Well, yes, it is a long season. This race is not over yet. We are talking about the first stage. We will see a lot of action yet. Everyone wants to win here."



A great welcome at Edgeworthstown



## NISSAN INTERNATIONAL CLASSIC

# GOLZ GIVES ELLIOTT THE SLIP TO GRAB RACE LEAD

Stage 4, Shannon - Cork, 111 miles.

Just as the Fagor team seemed to have it all wrapped up after chasing down every move against race leader Malcolm Elliott, West German Rolf Golz (Superconfex) gave him the slip and escaped his clutches to snatch the yellow jersey in Cork.

He attacked to join a late move by ex-race leader Phil Anderson (TVM-TNT) who avenged himself for the previous day's disaster by winning his second stage with a thrilling sprint.

Anderson beat non-working breakaway companion Michel Vermote (RMO), second, Johann Museeuw (ADR) third with Golz fourth. For Golz, lying fifth overall overnight, it meant promotion to top of the classification with a five second lead from Elliott who finished in the chasing group, placed 16th, 21 seconds behind.

After battling with his main adversary, Sean Kelly (Kas - Dublin Bus) at every Hot Spot en-route, successfully beating him every time to add seven seconds lead to his overall time, Elliott was unable to counter Golz's attack when it came in the fifth hour of the touch stage.

Those seconds Elliott won also distanced Golz from 13 seconds down overnight to 20 seconds as the race sped into troublesome head-winds after the Glen of Aherlow climb (52 miles).

All Elliott's work was undone in the last 10 minutes of racing by quick-thinking Golz who has won two classics this year: Fleche Wallonne and Paris - Brussels, plus a stage of the Tour de France at Nancy.

A great finish and wait for it, a great start. It may have been cold, cloudy and windy at the Shannon start, but the dismal conditions meant nothing to a field of men who by this fourth day of racing could clearly see what had to be done to either change the overall standings or to control them. Now there was everything to gain and everything to lose depending upon choice of tactics.

When Fagor's Sean Yates attacked after 1.6 miles, this was a rude awakening indeed. Not a man to let loose alone - remember his lone win in the Nissan last year - Yates now rates full atten-

tion from rivals who on this occasion were taken by surprise, Elliott had only just fired his first salvo in winning the first Hot Spot after one mile.

At Yates shot away, his captain Stephen Roche fell heavily. Team-mate Robert Millar waited for him. Roche picked himself up and declared "The road is hard, but so am I."

He quickly rejoined the bunch before it was properly underway in pursuit of Yates.

Yates stayed clear for 31 miles, taking the first mountain climb of Gallows Hill above Limerick at 13 miles, when he had a two-minute lead.

He dismissed this 3½-mile heavy climb on his big chainring, only dropping to the inside ring near the summit.

Yates caused all sorts of aggro as the cross-winds split the field into two echelons before they, too, turned left off the main road up Gallows Hill.

Thomas Wegmuller (Kas) led the chase. A remarkable work-horse, Wegmuller was to mount as many as 10 attacks this day in an effort to control the race for Kelly.

After 10 miles Acacio Da Silva, Kelly's other strongman, retired with a painful back.

At 40mph Yates scattered the loose gravel on the four-mile descent into Limerick, where once again tremendous crowds lined both pavements through the city, and the streets rang to shouts of encouragement and loud applause accompanied his impressive passage.

Those same voices quivered and then rose in tumult as Kelly and Roche were sighted in the leading chasing group powering over the River Shannon bridge in pursuit.

Yates denied Kelly this Hot Spot in the town, and Eric Vanderaerden (Panasonic) the leader in this classification, won the sprint for second with Kelly out of it.

A series of attacks by Wegmuller ate into Yates' lead as the Swiss towed the main field until at last Yates was in their sights. Then Yates stopped to relieve himself, and his manager told him to wait because the field would soon catch him anyway.

The race slowed, 20 dropped men regained the pack, but another eight retired. They included

## CAN GOLZ HOLD ON TO LEAD ON FINAL DAY?

Rolf Golz leaned patiently on his bike in front of the podium at Cork, awaiting the judges decision on whether he had taken the yellow jersey.

Asked if Elliott and Kelly had been marking him, Golz replied: "They had been looking at me because I had tried to get away once before. I think they were not strong enough to stop me, but they were not close to me when I attacked."

At last the judges declared Golz was the new race leader. Could he hold his lead on the final day?

"It will be very hard for me because there are other Hot Spot sprints and Elliott and Kelly are very fast in the sprints. I just hope I can get some bonifications and stay in

first place."

Asked if he could outwit the pair of them again in Dublin, as he did in Cork, Golz said: "No, in the yellow jersey it is not possible. Everyone will be looking at me."

Golz, 26, has a fair turn of speed and was a noted track rider as an amateur. At the world track championships in 1982 he won a silver medal in the 4000 metres individual pursuit. In the 1984 Los Angeles Olympics he took silver again in the pursuit, plus a bronze medal in the team time trial.

As a professional he is more recently remembered for his stage win in the Tour de France this year, and for winning two classics, the Fleche-Wallonne and Paris-Brussels.

Nick Barnes (PMS-Dawes) and Patrice Esnault (RMO).

Into County Tipperary the field was alternatively shaken into high speed by sporadic attacks, then allowed to enjoy a relative calm before being jerked into a single line again. It was becoming an uncomfortable day where vigilance was the key word.

They approached each Hot Spot and mountain climb with caution, the respective leaders and challengers on their guard. It was Dave Mann (Raleigh-Banana) who snatched the Tipperary Hot Spot from mountain's leader Martial Gayant (Toshiba). Then it was straight on to the Glen of Aherlow prime, a second-category climb, and Anderson was first over the top.

At the cotton, at the feed, Canada's Steve Bauer (Winnmann-La Suisse) abandoned the race with a heavy cold.

Everything was going nicely for Elliott. At Mitchelstown (69 miles) where Vanderaerden won the sprint, Elliott has happy to take second ahead of Kelly.

Over the third-category Glacca Maura, Rob Holden (Percy Bilton) escaped to take the prime from Henri Manders (Weinmann-La Suisse), then Scot Brian Smith added his fire power with an attack which drew company and lasted three miles.

Kelly roused the occupants of Fermoy when he led the field over the river bridge into the town, but he could not get past Elliott in their long-suffering tussle for supremacy at the Hot Spot, where Elliott had made a total of seven seconds advantage on the Irish favourite.

No more Hot Spots threatened the peace with 30 miles remaining. Up to the front came Yates, and into one single line went the field. It looked as though Fagor would now keep the pace high to

prevent attacks, but a puncture to Yates disrupted their plan, although Yates was soon back in the race after service.

When Dutch amateur Joost Van Adrichem went clear after 86 miles, he was ignored, for he was 63rd, 36 minutes behind overall. This move provided the vital springboard for Golz's counter-attack.

First, however, Van Adrichem enjoyed entering the Cork circuit alone. Then came the attacks with three laps of a 3.6-mile city centre circuit to do, and both Elliott and Kelly had to work hard to get across gaps as the field split up.

It was Pascal Peyramaure (Z-Peugeot) who joined the Dutchman first, but he could not stop the amateur taking the special prime with one lap to go as Anderson attacked from behind.

Golz quickly joined him, and so did Vermote and Museeuw and they caught and went past the two leaders.

Anderson skidded on a white line but stayed upright to fiercely snatch his second stage win of the race.

"I profited from the Panasonics who were looking after Vanderaerden," said Anderson. "I was able to jump past them and catch the leaders. Then it was the RMO guy I was looking out for, he wasn't working in our group."

Phil Anderson, Australia (TVM-TNT) 111m in 5-9-33; 2, Vermote (RMO); 3, Museeuw (ADR); 4, Golz (Superconfex) all st; 5, Yates (Fagor-Ever Ready) at 18 sec; 6, Walsham (Percy Bilton) at 21 sec; 7, Ottenvanger (Holland); 8, Van der Poel (PDM); 9, Kelly (Kas - Dublin Bus); 10, Manders (Weinmann - La Suisse); 11, Gayant (Toshiba); 12, Schalkers (TVM-TNT); 13, Earley (Kas Dublin Bus); 14, Lamiere (ADR); 15, Nederlof (Superconfex); 16, Elliott (Fagor - Ever Ready); 17, Van Der Velde (TVM-TNT); 18, Douce (Raleigh-Banana); 19, Rozen-dal (Holland); 20, Pedersens (PDM) all st.

Overall - Rolf Golz, West Germany (Superconfex) 23-3-15; 2, Elliott at 5 sec; 3, Kelly at 12 sec;

Continued Page 10



## NISSAN INTERNATIONAL CLASSIC

### From Page 9

4, Van der Poel at 15 sec; 5, Gayant at 31 sec; 6, Earley at 1-3; 7, Winnen (Panasonic) st; 8, Roche (Fagor - Ever Ready) at 1-13; 9, Millar (Fagor Ever Ready) at 2-2; 10, Van Hooydonck (Superconfex) at 2-10; 11, Szostek (ADR) at 2-12; 12, Van Vliet (Panasonic) at 3-16; 13, Lurvik (Z-Peugeot) st; 14, McLoughlin (Z-Peugeot) at

3-21; 15, Caritoux (Kas - Dublin Bus) at 3-24; 16, Anderson at 5-16; 17, Pedersen at 5-32; 18, Peiper (Panasonic) at 5-44; 19, Van Lancker (Panasonic) at 5-57; 20, Lavainne (Système-U) at 7-21.

Points - Anderson 41; 2, Kelly 40; 3, Van der Poel 40; 4, Golz 37; 5, Elliott 35.  
No change to Hot Spot, Mountains or team classifications.

# PEIPER GRABS HIS CHANCE

Stage 5, Dublin Millennium Circuit, 82 miles.

There was to be no Irish winner of the 1988 Nissan Classic, as favourite Sean Kelly and main challenger Malcolm Elliott had to bow to the superiority of West Germany's Rolf Golz (Superconfex).

When Golz outsprinted Elliott (Fagor-Ever Ready) for the first vital Hot Spot after only 17 miles, extending his slender overall lead to six seconds, Elliott saw the light, and so did Golz.

"I knew then that I stood a good chance of keeping the yellow jersey," Golz said after the stage ended in some confusion when Phil Anderson (TVM-TNT) lost his green points jersey because of a "traffic jam".

Anderson and the main field, well-down on the breakaway that dominated the stage, were forced to stop on the finishing circuit, as race cars got tangled up with the breakaway which had already covered five laps of the 1.6-mile circuit.

Anderson's rival for points, Adrie Van der Poel (PDM) sneaked through and was away before the main field was allowed on to the circuit after the leading break had cleared the junction. Van der Poel took vital points ahead of Anderson to win the points competition. Anderson was furious. His protests got him nowhere.

For another Aussie, there was success, for it was Allan Peiper (Panasonic) who went away to win the stage after being in the lead with a break for over 50 miles.

This break, forming after hec-

tic activity, involving all the leading men and which split the field in the opening miles, was to effectively place the race in Golz's hands.

Fagor made a terrible mistake when attempting to bring the Peiper move back. For although Peiper and his two companions, Paul Kimmage (RMO) and Pascal Poisson (Toshiba) were of no danger overall they would take important bonuses in the two remaining Hot Spot Sprints and at the finish if allowed to stay away. These bonuses were the only real chance Elliott and Kelly had of taking the overall lead from Golz, as neither could hope to leave him behind in "real time".

When Fagor's Sean Yates and John Carlsen went to the front of the bunch and speeded up, seemingly intent on towing the field with Elliott up to the break, it surprised everyone including Yates, when the main field did not follow.

The two Fagor men joined the leaders, so depleting their strength back in the main field. "What were they trying to do?" asked Jan Raas, the Superconfex-manager at the finish, shaking his head in disbelief. "It was the strangest tactic. It made no sense."

Golz and his team marshalled the field from the front. A counter-attack from Keith Reynolds (Emmelle-MBK) and Thomas Wegmuller (Kas-Dublin Bus) saw them join the leaders, whose maximum advantage of 3-30 eight miles from the finish was dwindling. Peiper seized his chance and attacked 3½ laps from the

lines to win easily.

Poisson took second place 34 seconds later, with Yates third in the same time ahead of Carlsen, and Stephen Roche (Fagor-Ever Ready) - who bridged the gap from the bunch - was sixth in the same time. Wegmuller was seventh ahead of Reynolds, and Van der Poel eighth. Kelly was 11th. There was no change overall, and Golz in the main field, was overall winner by six seconds.

Allan Peiper (Australia) Panasonic, 83m in 3-10-25; 2, Poisson (Toshiba) at 5sec; 3, Yates (Fagor-Ever Ready) st; 4, Carlsen (Fagor-Ever Ready) at 6sec 5, Kimmage (RMO) st; 6, Wegmuller (Kas-Dublin Bus) at 2-41; 7, Reynolds (Emmelle-MBK) at 3-2; 8, B. Smith (Scotland) at 3-8; 9, Douce (Raleigh-Banana); 10, Schalkers (TVM-TNT); 11, Szostek (ADR) all st; 12, Van Der Poel (PDM) at 3-19; 13, Anderson (TVM-TNT); 14, Golz (Superconfex); 15, Kelly (Kas-Dublin Bus); 16, Elliott (Fagor-Ever Ready); 17, Manders (Weinmann-La Suisse); 18, Pedersen (PDM); 19, Daams (PDM); 20, Leclercq (Weinmann-La Suisse) all st.

## HOW THEY FINISHED OVERALL

ROLF GOLZ, West Germany (Superconfex)	26-15-56
2, Elliott (Fagor)	at 6sec
3, Kelly (Kas)	at 15sec
4, Van Der Poel (PDM)	at 17sec
5, Gayant (Toshiba)	at 32sec
6, Earley (Kas)	at 1-6
7, Winnen (Panasonic)	at st
8, Roche (Fagor)	at 1-16
9, Szostek (ADR)	at 2-4
10, Miller (Fagor)	at 2-5
11, Peiper (Panasonic)	at 2-13
12, Van Hooydonck (Superconfex)	at 2-43
13, Van Vliet (Panasonic)	at 3-19
14, Lurvik (Z-Peugeot)	at st
15, McLoughlin (Z-Peugeot)	at 3-24
16, Caritoux (Kas)	at 3-27
17, Yates (Fagor)	at 4-30
18, Anderson (TVM-TNT)	at 5-19
19, Pedersen (PDM)	at 5-35
20, Van Lancker (Panasonic)	at 6-0
21, Lavainne (Système-U)	at 7-24
22, Museeuw (ADR)	at 7-46
23, Wegmuller (Kas)	at 8-16
24, Poisson (Toshiba)	at 9-31
25, Peyramaure (Z-Peugeot)	at 10-58
26, Dubois (Système-U)	at 11-39
27, Rozendal (Holland)	at 13-48
28, Timmis (Z-Peugeot)	at 13-58
29, Schalkers (TVM-TNT)	at 15-39
30, Douce (Raleigh-Banana)	at 16-35
31, Webster (PMS-Dawes)	at 19-1
32, Reynolds (Emmelle-MBK)	at 19-43
33, Mottet (Système-U)	at 22-48
34, Carlsen (Fagor)	at 23-14
35, Leclercq (Weinmann-La Suisse)	at 23-51
36, Kappes (Toshiba)	at 24-8
37, Nederlof (Superconfex)	at 24-29
38, Mann (Raleigh-Banana)	at 25-15
39, Manders (Weinmann-La Suisse)	at 25-50
40, Vanderaerden (Panasonic)	at 27-10
41, Lemmerle (Toshiba)	at 27-46
42, Solleveld (Superconfex)	at 32-22
43, Pedersen (RMO)	at 32-38
44, Ottenvanger (Holland)	at 35-21
45, Siemons (TVM-TNT)	at 35-57
46, Lemond (PDM)	at 36-22
47, Van Loenhout (Holland)	at 36-42
48, Harris (Raleigh-Banana)	at 37-14
49, Kershaw (Michelin Hi-Lites)	at 38-55
50, Daams (PDM)	at 39-19
51, Draaijer (PDM)	at 40-19

52, Kimmage (RMO)	at 41-4
53, Smith (Scotland)	at 46-6
54, Van Adrichem (Holland)	at 47-20
55, Young (Scotland)	at 50-7
56, Vermote (RMO)	at 50-55
57, Clarke (Ever Ready-Ammaco)	at 55-34
58, Holden (Percy Bilton)	at 55-56
59, Lamiere (ADR)	at 57-12
60, Downs (Percy Bilton)	at 58-58
61, Chivers (Ireland)	at 59-22
62, Lillywhite (Raleigh-Banana)	at 1-1-34
63, Walshaw (Ever Ready-Ammaco)	at 1-2-12
64, Thomson (Ireland)	at 1-2-19
65, Coll (Scotland)	at 1-2-22
66, Bayton (Ever Ready-Ammaco)	at 1-2-29
67, Walker (Raleigh-Banana)	at 1-4-6
68, Walsham (Percy Bilton)	at 1-4-27
69, James (Michelin Hi-Lites)	at 1-4-39
70, Mulder (Holland)	at 1-6-13
71, Sanders (Percy Bilton)	at 1-8-19
72, Ronan (Ireland)	at 1-9-29
73, Dalby (Ireland)	at 1-10-22
74, Williams (Michelin Hi-Lites)	at 1-10-59
75, Gornall (Michelin Hi-Lites)	at 1-12-37
76, Martin (Emmelle-MBK)	at 1-12-47
77, Matheson (Scotland)	at 1-13-22
78, Sefton (Percy Bilton)	at 1-13-32
79, Cope (Emmelle-MBK)	at 1-1-2-17
80, McLeod (Scotland)	at 1-16-58
81, Joughlin (Ever Ready-Ammaco)	at 1-18-56

Points - Van Der Poel 44; 2, Anderson 44; 3, Kelly 41; 4, Golz 39; 5, Elliott 35.  
HotSpots - Vanderaerden 36; 2, Elliott 22; 3, Kelly 11; 4, Van Der Poel 11; 5, Webster 10.  
Mountains - Gayant 118; 2, Van Der Poel 88; 3, Anderson 62; 4, Lavainne 56; 5, Kimmage 46.  
Teams - Fagor-Ever Ready 9-34-28; 2, Panasonic, at 4-54; 3, Kas, at 5-23; 4, Z-Peugeot, at 18-1; 5, Superconfex, at 19-57.

## KELLY MAY JOIN ADR

Sean Kelly is expected to sign for the Belgian ADR team today (Thursday) Jose De Cauwer, ADR team-manager, revealed in Ireland.

"Kelly lives in Belgium so it is good that he will be riding with De Cauwer said "Kelly gave me his word that he would, but if others had offered him more money I would have understood him making another choice."

Next season Kelly will be able to realise an ambition he has had for some years, to ride the Tour of Italy, something he has not done in his 12 years as a professional. ADR are already booked for the Italian race.

One of Kelly's new team-mates will be Eddy Planckaert, winner of this year's tour of Flanders, but De Cauwer believes there will be no clash of interests.

"Kelly rides a lot more races than Planckaert, especially stage races. This will allow us to put younger riders with Kelly to learn the ropes. We are also counting on Kelly to bring the best out of Janus Kuem, a talented rider, De Cauwer said. In return the Belgian manager promises to build a "solid" team around Kelly.

## NEXT WEEK

Professional racing features again in our October 13 issue when the Percy Bilton race rings down the curtain on the home professional season.

Meanwhile in France the revived Paris-Tours will be contested by pros seeking some late-season glory.

We shall also be covering the home scene, with some good road race and time trial action, and taking a second look at the Cologne Show

All this plus a great colour poster of Nissan stage winner Darryl Webster.



Sean Yates keeps an eye on Phil Anderson