

# Alberto Contador wins 2010 Tour de France

Third Tour title for Contador, second runner-up for Andy Schleck

By JAMES FISH  
Epoch Times Staff

Alberto Contador won his third Tour de France last Sunday, by only 39 seconds in a Tour full of crashes, controversy, open combat, and some of the best cycling competition imaginable.

Contador showed that he is still the best cyclist in the world, while Andy Schleck showed that Contador is only the best by a slim margin.

"It is a Tour in which I had a lot of pressure, especially physically, as I was not at my best level," Contador told LeTour.fr. "It took a lot of confidence to face difficult situations."

"For example, everyone said I had already won the Tour after the stage to the Tourmalet. But we saw yesterday, in the race against the clock, that it was not fully played out."

"Today is therefore a great relief for me, it is a moment that I feel like I've been liberated from all the pressure."

The victorious Spaniard had a reputation for being uncatchable in the mountains—a reputation which Andy Schleck successfully challenged this year.

Contador was also considered one of the best time trialists in the world; he secured the 2009 Tour win with his performance in the Stage 18 time trial. But this year, Contador gained only half a minute over Andy Schleck, who was never considered to be a time trialist.

Alberto Contador became one of the very few Tour winners never to



YELLOW IN PARIS: Tour de France 2010 winner Alberto Contador celebrates on the finish line at the end of Stage 20. LIONEL BONAVENTURE/AFP/GETTY IMAGES

capture a stage, though he quite probably could have won stage 17, had he not given it to Schleck in a gracious gesture.

**COLLISIONS, COMBAT, CONTROVERSY**  
In Stage 1, three major crashes held up most of the field. The second, a pileup of riders three deep across the whole road, kept two-thirds of the peloton from contesting the finish.

Stage 2 saw even worse carnage, as a particularly slick stretch of road coming down from the Col de Stockeu claimed 80 riders, including all the General Classification (GC)

favourites.  
Stage 3 featured seven stretches of cobblestones, which claimed bikes and riders. Lance Armstrong, already sore from Stage 2, lost time here, first getting stuck behind a crash, then flattening a tire when the team car couldn't reach him.

In Stage 8 Lance Armstrong crashed three times, putting him entirely out of the race, while World Champion Cadel Evans won the yellow jersey with a broken elbow, sustained in a crash early in the stage.

Stage 11 saw a confluence of combat and cycling, as HTC-Columbia's Mark

Renshaw, trying to make space for the team's sprinter Mark Cavendish, head-butted Garmin's Julian Dean three times before blocking Garmin sprinter Tyler Farrar. Renshaw was disqualified from the Tour.

Andy Schleck's attack in Stage 15 was hamstrung by a dropped chain. Postrace analysis shows that Schleck himself was at fault, shifting his chain at too sharp an angle while under the strain of climbing.

Contador passed Schleck at this point. Many thought it was wrong to take advantage. Afterward Contador apologized to Schleck, and in the end,

this stage was not decisive.

Lance Armstrong made his final bid for Tour de France glory in Stage 16, riding in a break from start to finish. In the end, he did not have the energy to contest the sprint; his gamble to at least take a stage win didn't pay off.

Stage 17 saw the first head-to-head battle between Alberto Contador and Andy Schleck in the mountains, which ended a draw.

Stage 19 decided the Tour. Schleck rode the best time trial of his career, but he lost 30 seconds to Contador, giving the Astana rider the Tour win.

# Federer adds Paul Annacone to his team

By RAHUL VAIDYANATH  
Epoch Times Staff

Roger Federer has decided to add Pete Sampras' former coach Paul Annacone to his team as he gears up for the summer hard court season in North America.

For most of his professional career Federer has not used a coach. He partnered with Australian Tony Roche from 2005 to 2007. But since then he has gone coachless. His next appearance is slated to be the Rogers Cup in Toronto starting Aug. 9.

Annacone is better known as a coach than as a player. He coached Sampras for over six years from 1995 to 2001. This was an incredibly successful time for Sampras, who racked up nine grand slam titles in that period. Annacone will be winding down his duties as the Lawn Tennis Association's head coach in the U.K.

Federer, meanwhile, has seen his ranking drop to No. 3. It has not been that low since 2003. Federer failed to reach the semi-finals of both the French Open and Wimbledon this year. He did, however, win the Australian Open in January.

Federer, on his website, said that he'd be adding Annacone to his team "to explore our relationship through this test period." Federer added, "Paul will work alongside my existing team and I am excited to learn from his experiences."

# Honda Civic Si Sedan

By RUSS HEAPS  
MyCarData

You would have to purchase a full-size pickup truck to face the tsunami of decisions confronting Honda Civic buyers. Whittling down the grocery list of choices comprised of trim levels, engines, transmissions, and body styles is a daunting endeavour indeed. Honda lists 6 sedan trim levels before tossing transmission choices and alternative fuelling setups into the mix. Ten grand separate the entry-level \$15,990 DX sedan with manual transmission from the \$25,880 Sedan Si. If you opt for the Hybrid, you'll pay even more.

If you prefer ordering à la carte and picking features from an options menu, you are out of luck. Factory-installed content is strictly determined by the trim level. The good news is that once you land on a trim level and transmission, there are really no other decisions to be made. There are no factory options. For example, if you want leather seating, you need to buy at least the EX-L, and so forth.

While most Civic versions rely on a 140-horsepower 1.8-litre four-

cylinder for their motivation, the Si gets a notably more potent 197-horsepower 2-litre four-cylinder engine. Civics with the 1.8-litre can be fitted with either a five-speed manual or a five-speed automatic transmission. Only a six-speed manual is available for ushering output from the 2-litre engine to the front wheels. Si acceleration is brisk and invigorating. The six speed shifts smoothly. Dashing to 100 km per hour from a standstill eats up about seven seconds.

What is gained by the Si's fun-to-drive quotient, however, must be paid for at the gas pump. The rated 8.2 L/100 km city and 5.7 L/100 km highway gas consumption for Civics with the 1.8L and manual transmission increases to 10.2/6.8 city/highway for the Si. A small price to pay, I say, for a car that is considerably more fun to pilot.

Beyond the more powerful engine and more sophisticated tranny, choosing the Si gets you 17-inch alloy wheels and better tires in place of the 15-inch or 16-inch wheels on the other versions. Moreover, the Si's four-wheel independent suspension with its



Honda Civic Si Sedan COURTESY OF HONDA.CA

MacPherson struts in front and multi-link setup in the rear receives additional tuning for sportier performance. This includes beefier stabilizer bars both fore and aft.

Four-wheel disc brakes are monitored by an antilock system reel in Civic's forward motion. Unavailable on DX, DX-G, and Sport versions, stability control, traction control, and brake assist are

standard on the EX-L and Si. All Civics offer electronic brakeforce distribution. Other safety features such as six airbags, driver and passenger active head restraints, and daytime running lights are standard across the board.

For this segment, interior and trunk space is about average; though the Civic coupes only have about 80 cm of rear-seat legroom. That's pretty tight. In comparison,

the Volkswagen Golf has almost 90 cm. The bottom line is that you can shoehorn some folks into the backseat for short outings, but full-size adults exiled there aren't going to fare well on extended overland cruises.

Despite Civic's place low on the pecking order of Honda's lineup, its instrument panel and dash-

board are a pleasant conglomeration of curves and sweeping lines. As might be expected at this price point, a lot of plastic goes into the finished product, but the pieces integrate well and are carefully assembled.

Civic newbies may find the location of the digital speedometer requires some getting used to. Although the large, round analog tachometer is stationed directly above the steering wheel column, the speedometer and gauges for the water temperature and fuel are situated in their own little pod in front of the driver at the top of the dashboard. In theory this reduces the time a driver's eyes dart from the road to check the vehicle's speed. Otherwise the controls and gauges are logically placed.

The seats are comfortable with adequate side support. Adding to passenger enjoyment is the Si coupe's seven-speaker audio unit that includes a subwoofer, CD player, and iPod integration. Creature comforts are generous but fairly standard for this price point. Full power accessories, air conditioning, cruise control, tilt-telescoping steering wheel with redundant audio controls, and a split-folding rear-seat back are the standard equipment highlights.

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