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Hidden bike motor tour de france

AFP – Agence France Presse April 15, 2020 To reprint Print Article JEFF PACHOUD 2020 Tour de France has been rescheduled from its traditional summer dates starting on August 29 due to the coronavirus pandemic, the latest start date in the race's history. AFP Sport looks at five key stages to watch in three weeks: In an effort to emulate the thrill of the 2019 tour, the organisers have lost the 2020 route fuse with bonus seconds on the penultimate climbing and finish lines. Hopefully someone from Julia Alaphilippe ilk will attack from a distance and seize both the initiative and the yellow jersey of the low Alps behind Nice, thus creating an attacking mindset. This second Pyrenne stage is probably the toughest on the Tour with an 11km climb over nine percent of the Col de la Hourcere, only the first of four climbs and a treacherous, winding descent to the finish line. Never before has a stage started on one island and finished on another, as does the Atlantic Coast Extravaganza does. Organizers are hoping for a wind day to create breaks in the peloton as it weaves along the narrow roads of coastal swamps. This summit, which has never figured before, ends with an old ski piste maintenance road, turns into a 7km bike path. It has a flat section and 20 percent slopes that would never be featured on a real path. Peak stands at 2300m, where the idyllic 360 degree view offers fans the opportunity to snap in mont blanc. Right French hero Thibaut Pinot's Backyard Tour organizers have placed only a time trial event, saying they prefer shoulder to shoulder races. Run up to the very popular Planche des Belles Fills, which Jura starts flat and has a long slope before the final 6km ascent, which rounds off the action of the 2020 Tour, making it a clearly crucial moment and which saw champion Egan Bernal's jaw drop in admiration when unveiled. dmc/mw Barron's news department was not involved in creating the content above. This story was produced by AFP. For more information, go to the AFP.com.© Agence France-Presse 2020 Tour de France has been rescheduled from its traditional summer dates starting on August 29 due to the coronavirus pandemic, the latest start date in the race's history. An error occurred, please try again later. Thank you This article has been sent to Thermal Imaging Cameras will be the next great thing for the tour de France, but they will not be used to record spectacular images of riders. Instead, cutting-edge camera technology is being installed as a screening tool to detect bicycle doping, a new form of mechanical cheating in which riders install tiny but powerful engines inside the bike to improve their performance. Bicycle doping, also known as mechanical doping, is a growing problem in cycling. This includes with a small engine weighing less than 2 kilograms, in the bicycle seat tube or rear hub. Although small and quiet, the seat tube engine is able to provide more than 250 watts of extra power to a typical racing bike. This production is sufficient to match the average capacity of cyclists during the four-hour stage race. The alternative hub mount is smaller and produces only 25 watts, which is still enough to give them a boost over their competition. Most of the available drive systems use an on/off switch hidden at the end of the steering wheel, while others use a sensor that turns on the motor when the racing driver's rhythm drops below a certain level. The engine is used to power the bike drive and allows the rider to simulate pedaling, but the engine does all the work. Drive systems were originally designed for disabled people or the elderly, but have recently been optimized for racing. In their competitive manner, the drives are quiet and light enough that bicycles with the system remain below the cycling union minimum weight and can avoid race officials carefully eye... Up to date. Race officials had previously had to rely on visual checks to try to identify bicycles with hidden engines. Officers scan the racing footage in search of finger movements that show the rider's pushing button, as well as search for unusual tire movements such as a continuously spinning tire after a fall. These subtle clues only hinted at the presence of the engine and, in most cases, were not final enough to justify the bicycle test. To combat this type of cheating, Union Cycliste Internationale (UCI) has developed a magnetic resonance scan system that is currently in use and a recently introduced thermal imaging camera system that can detect hidden bicycle engines throughout the race. Tour de France officials announced this week that they will use both thermal imaging cameras and magnetic resonance scans during this year's high-profile races. Thermal chambers shall be capable of detecting heat signatures corresponding to the rear hub or crank assembly of the motorcycle. Cameras will be used throughout the race and can be used both during the race and on the side of the road. Competition officials do not say where or when the tests will take place. Officials will also be using magnetic resonance scanning systems for start and finish lines. This scanner identifies the doctor's bicycles using a device that emits a magnetic field. The attached tablet analyzes this magnetic field looking for unusual distortions from bicycles with engines hidden in their frames. In the first confirmed case of bicycle doping, this magnetic resonance system revealed a hidden engine inside the bicycle of the Belgian iclokrosa driver Femke Van den Driessche. Van den Driessche originally claimed a motorized bike her, but changed this statement shortly before the UCI UCI Hearing. Instead of facing a life suspension and a fine of up to 50,000 euros, Van den Driessche resigned from sports cycling. Editors' Recommendations Google has created a website for cycling fans that covers the Tour de France in full detail. Your Tour just went live, and allows table bound Tour fans to capture just about every exhaustive detail of the month-long race, now in its 100th year. The site uses street view and Google Maps and has all sorts of cute little innovations, from photos shared on social media to viewing the race route from the Tour rider's eye. The only things missing are the daily hair clogged razors, the view from within the medical wagons, and the sweet (ish) smell of labor mixed with tight Lycra.How do you think it compares to an official site that also makes full use of social media? The Tour de France has arrived in the city and Utrecht in Holland is a party. Big, boisterous, boom-boom party. In its current form, utrecht citizens will have to sleep a week after the trip to leave. Fueled perhaps by the scale and success of last year's Grand Retreat in Yorkshire, little Amsterdam – it's quieter and with fewer tourists to say locals – has put on a pretty good show. Paved streets and waterways in Utrecht's old town have become a sea of fascinating DJs, oompah bands and long-limbed blond girls, luxuriating in the sweltering summer heat. It is a positively steamy start to the 2015 tour, which on paper has been making the most exciting in recent years, with the four champions who will make it to the Pyrenees and the Alps, which means they will survive the pitfalls of the first week. The leading contenders are Alberto Contador (Spain, Tinkoff-Saxo), winner of all three Grand Tours of Italy, France and Spain. Bertie, as some call him, but usually Pistolro to his adoring fans, won the Giro d'Italia earlier in the summer and is now looking for a Giro-Tour double. In such a hilly second half of the race, Contador's climbing skills make him the man to beat. But what of Chris Froome.(GB, Team Sky) Tour winner in 2013, and runner-up in Paris in 2012? Froome seems close to his best form, but question marks remain over how well he deals with the stress environment of the Tour. Last year his race ended after several crashes took their cumulative toll, but he just won the Alpine warm-up race, criterium du Dauphine, so faith in Team Sky is high. Behind a little behind this pair is Vincenzo Nibali (Italy, Astana Pro Team), who dominated last year's race but still has to endure a proper face-off tour with Froome or Contador, both of whom crashed in 2014. A spanner in all their works can be Nairo Quintana (Colombia, Movistar), a prodigiously fast mountain climber. Since finishing as the best young rider in his first In 2013 Quintana also won her first Grand Tour, the 2014 Giro d'Italia. But can flyweight Quintana discuss a technically demanding first week of racing that offers a lot of tough racing crosswinds, pavements and narrow country roads? Froome is adamant that not all of the Fab Four will be through the first week. However, he is determined, after last July's bitter disappointment, to ensure that he is among them. Romanti, however, will be yearn for the long-awaited French win. It has been 30 years since Bernard Hinault's fifth Tour win, the last with the Frenchman. Since then, home fans have had to endure a series of foreigners wearing yellow in Paris, including the now reviled Lance Armstrong. Leading the French Renaissance is Thibaut Pinot (France, FDJ), who finished third overall last year and is now the leading hope in French cycling. The

winner of the toughest mountain stage on last month's Tour of Switzerland, he seems to be in top form. The route itself? Well, it's a tour of two sides, the first dominated by the aforementioned pavements and crosswinds, the second with ski stations and summit finishes. Based on Froome's happy, smiling performance at yesterday's press conference, the 2013 champion is ready for another tilt of glory. The question he'll be pondering however is the redoubtable Contador fully recovered from the effort he made to win the Giro? Jeremy Whittle is a cycling correspondent for The Times. His books include Bad Blood and Racing Through the Dark, in collaboration with David Millar. This content is created and maintained by a third party and is imported to this page to help users provide their e-mail addresses. You can find more information about this and similar content piano.io piano.io

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