

# Magazine BIG 2023



N° 37

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## Droefheid



This week Willem Vodde (member 868) died. He was, just as I, a citizen of Heerhugowaard. He was also an active member of the cycling club here in Heerhugowaard just as BIG members Meindert Brugman, John and Wil Timmermans en Henk en Ria Veul.

Will he rest in peace.

Cette semaine, Willem Vodde (membre 868) est décédé. Il était, tout comme moi, un citoyen de Heerhugowaard. Il était aussi un membre actif du club cycliste ici à Heerhugowaard, tout comme les membres du BIG Meindert Brugman, John et Wil Timmermans et Henk et Ria Veul.

Qu'il repose en paix.

Martin Cool 06/08/2022

Ils nos ont quittés - They have left us



Né à Steinheim au grand-duché du Luxembourg, Jérôme Gangolf nous a quitté à 35 ans Born in Steinheim in the Grand Duchy of Luxembourg, Jérôme Gangolf left us at the age of 35

Frics Gyula senior faisait partie de nos membres hongrois et s'est éteint à l'âge de 84 ans .

Frics Gyula senior was one of our Hungarian members and passed away at the age of 84.

## Tristezza

Luigi Capellani, chi era il ciclista re delle montagne investito e ucciso a Landriano

Primo cicloturista lombardo a superare quota mille vette scalate, aveva 76 anni ed era di Locate. Venerdì 20 gennaio il



tragico incidente. Luigi Capellani aveva 76 anni

Locate Triulzi (Milano), 21 gennaio 2023 - È stato travolto e ucciso da un camion su una strada che percorreva abitualmente per allenarsi. Luigi Capellani, ciclista di 76 anni originario di Locate Triulzi, provincia di Milano, è morto attorno alle 15 di venerdì 20 gennaio, vittima di un tragico incidente sull'arteria che da Vidigulfo porta a Landriano.

Luigi Capellani era un grande amante della bicicletta. Randonneur con un curriculum unico, è stato il primo cicloturista lombardo ad aver superato quota 1.000 montagne scalate. Era iscritto al Gruppo sportivo Corsera dal 1999: prima era tesserato per la S.C. Amatori Locatesi. Mai domo e sempre in cerca di forti emozioni, dal 1999 ha iniziato con le prove sempre più estreme.

Nel palmares di Capellani la conquista delle più importanti vette europee: dallo Stelvio al Galibier, dall'Agnello all'Izoard, dal Pordoi al Block Haus. Con oltre duemila colli scalati, il 76enne aveva all'attivo le più prestigiose granfondo: la "9 Colli", la "Fausto Coppi", la "San Remo", la "Ultrapadum", la "Maratona delle Dolomiti", la "Felice Gimondi", la "Campagnolo" e la "Liegi-Bastogne-Liegi". Aveva più volte partecipato anche a gare di assoluto livello come la "Parigi-Brest-Parigi" di 1.200 km, la "Roma-Bergamo" (650 km) e la "Boston-Montreal-Boston" (1.250 km).

Sempre alla ricerca di nuove sfide, Capellani aveva portato a termine il brevetto dei Cingles du Mont Ventoux, ovvero scalare il Mont Ventoux dai tre versanti nello stesso giorno. Ma non solo, durante la sua carriera da cicloturista è stato più volte protagonista dell'Eroica, mentre nel 2005 il pezzo forte della stagione era stata la Lhasa-Kathmandu in Nepal: una "passeggiata" organizzata in proprio, lunga 1.200 chilometri con un dislivello altimetrico di 10.000 metri, pedalando su strade sterrate ed arrivando sino al campo base dell'Everest.

Con la sua bicicletta Luigi Capellani aveva in girato tutto il mondo. Un viaggio inimitabile che si è chiuso tragicamente nell'incidente di venerdì 20 gennaio a Landriano.

## Mot du Président

**«Allez, viens, je t'emmène loin ...»**

« Allez, viens, je t'emmène loin, regarder le monde s'écrouler. Il y aura du popcorn salé pour un nouveau monde à nos pieds. ». Les paroles de Santa, la leader du groupe Hyphen Hyphen, m'ont inspiré ce mot du président.

Qu'allons-nous faire dans toutes ces ascensions, poussant, moulinant ou arrachant nos pédales, sinon prendre de la hauteur, fuir l'écroulement de notre monde et réinventer le nôtre, plus beau, plus savoureux, plus simple ?

Et j'entends les critiques au sujet de nos suggestions de quêtes incessantes, les critiques de nos proches qui ne comprennent pas ce qui nous pousse dans le dos, ce qui nous réunit, ce qui nous fait vibrer, ce qui reste à jamais dans nos mémoires à la fin d'un simple tronçon asphalté pentu. Je les entends et les comprends. J'avais écrit dans le livre « les cols de la vie » en 1985, alors que débutait seulement la liste BIG des mots aux parfums identiques : « C'est si beau la montagne,... ». Ces endroits au calme absolu, ces montées à l'histoire cycliste évoquant nos joies de spectateurs et nos peines de fan, ces bouts du monde perdus où nous ne le sommes plus, ces sites touristiques où nous croisons des cars de japonais sur nos montures inappropriées, ces pentes folles où le berger sous la pluie nous applaudit, où l'autochtone nous sourit et où le touriste en voiture nous prend pour un cinglé...

A la rencontre des peuples et de leurs voiries, de leur histoire sportive et de leurs monuments. A la rencontre des âmes sœurs prises de la même lubie que nous, à la rencontre de nous-mêmes au cœur de notre effort, au paroxysme de nos pulsations, au maximum de la tension de nos muscles, au nirvana de nos pupilles,...

Alors, une nouvelle liste éclot et les frémissements apparaissent. Les futurs finishers ébauchent déjà des plans sataniques pour terminer avant les autres compétiteurs, les rêveurs perdent leur esprit dans le ciel au-delà de leur fenêtre et s'imaginent déjà libres dans un lacet quelconque ou dans une sente pavée rebondissante, les sportifs veulent déjà être là où leur idole a posé ses roues, les globetrotters se demandent comment glisser quelques sommets dans leur périple estival et puis les autres se disent qu'ils reviendront un jour analyser de plus près la liste car on ne sait jamais si les vacances familiales ne sont pas trop éloignées,...

Et tout ce petit monde vit dans l'incompréhension générale extérieure du pourquoi du comment ils font tout ça juste ... pour ça. Parce que pour eux, en bas, au pied, il y a le Covid, la guerre, les fins de mois, les tensions familiales. Et que pour nous, pour affronter tout ça, il faut absolument se resourcer là-bas, où tous ces maux n'existent pas, au sommet où le cycliste domine le monde mais n'écrase personne, où l'âme croisée est douceur sans agressivité.

« Repartir à zéro pour un supplément d'âme » dit le début de cette chanson.

Car même un jour de pluie, à la tombée de la nuit, dans une pente sauvage d'une contrée très éloignée de chez soi, dans ce qui constitue le noir absolu pour la plupart, il y aura toujours une lumière qui brillera chez nous, une volonté déterminée au pied et une étincelle à l'approche de l'arrivée. Loin d'un simple « plus un » au score, il y a l'indiscible, l'indescriptible quête de ce qui permet à beaucoup de ne pas sombrer et de ce qui donne aux autres simplement le plaisir de l'été.

Nos listes ne sont pas que des fuites, nos listes ne sont pas que des leurre, nos listes sont une expression de la lueur vers laquelle nous aimons nous diriger.

Alors, les proches, n'oubliez pas que l'utilité et la rentabilité, utiles pour faire fonctionner notre société, ont comme pendant nécessaire l'inutile, le rêve et la beauté. Merci de nous laisser continuer à y aller, au loin, ... pour un nouveau monde à nos pieds.



Daniel Gobert

**"Come on, come on, I'll take you away..."**

"Come on, come on, I'll take you away, watch the world come crashing down. There will be salty popcorn for a new world at our feet. ".

The words of Santa, the leader of the group Hyphen Hyphen, inspired me to write this word from the president.

What are we going to do in all these climbs, pushing, grinding or tearing off our pedals, if not gain height, flee the collapse of our world and reinvent ours, more beautiful, tastier, simpler?

And I hear the criticisms about our suggestions for endless quests, the criticisms of our loved ones who do not understand what pushes us behind, what brings us together, what makes us vibrate, what stays forever in our memories at the end of a simple steep asphalt section. I hear them and understand them.

I wrote in the book "les cols de la vie" in 1985, when the BIG list was only beginning: "It's so beautiful the mountain,...". These places of absolute calm, these climbs to cycling history evoking our joys as spectators and our sorrows as fans, these ends of the lost world where we are no longer, these tourist sites where we meet Japanese bus on our inappropriate bike , these crazy slopes where the shepherd in the rain applauds us, where the native smiles at us and where the tourist in the car takes us for a crazy guy ...

Meet people and their roads, their sporting history and their monuments. To meet kindred spirits taken by the same whim as us, to meet ourselves at the heart of our effort, at the paroxysm of our pulsations, at the maximum of the tension of our muscles, at the nirvana of our eyes,...

Then, a new list hatches and tremors appear. Future finishers are already sketching out satanic plans to finish before other competitors, dreamers are losing their minds in the sky beyond their window and are already imagining themselves free in some switchback or on a bouncy cobbled path, athletes already want being where their idol has set its wheels, the globetrotters wonder how to slip a few peaks into their summer journey and then the others say to themselves that they will come back one day to analyze the list more closely because you never know if family holidays will not stay too far away...

And all this little world lives in the general external incomprehension of why and how they do all this just... for that. Because for them, below, at the foot, there is the Covid, the war, the end of the month, family tensions. And that for us, to face all that, it is absolutely necessary to resource yourself there, where all these evils do not exist, at the top where the cyclist dominates the world but does not crush anyone, where the crossed soul is gentle without aggressiveness.

"Starting over for extra soul" says the beginning of this song.

For even on a rainy day, at nightfall, on a wild slope in a land far away from home, in what is pitch black for most, there will still be a light shining within us, a determined will at the foot and a spark as the finish approached. Far from a simple "plus one" to the score, there is the unspeakable, the indescribable quest for what keeps many from sinking and what simply gives others the pleasure of summer.

Our lists aren't just leaks, our lists aren't just decoys, our lists are an expression of the glow we like to head towards.

So, loved ones, don't forget that usefulness and profitability, useful to make our society work, have as a necessary counterpart the useless, the dream and the beauty. Thank you for letting us continue to go there, far away, ... for a new world at our feet.

Daniel Gobert

The paradise

Big



un monde nouveau – a new world

Plus beau - more beautiful

to be free      Etre libre

To dream - rêver

S'élèver - rise

Climb - grimper

Se ressourcer

To recharge your batteries

Repartir à zéro

Starting over for extra soul

Gain height-prendre de la hauteur

Fuir - flee

Covid

La guerre

The war

Sombrer

S'ecraser

L'enfer

tensions

Sinking

The hell

**ZONE 01**

1	Hrafnseyrarheiði	is
2	Öxnadalsheiði	is
3	Námaskarð	is
4	Halfdan	is
5	Hellisheiði	is
6	Oddskarð	is
7	Almannáskarð	is
8	Nordkapp	no
9	Guolasjavri	no
10	Saltfjellet	no
11	Umskardet	no

**ZONE 02**

12	Trøn	no
13	Dovrefjell	no
14	Blåhö	no
15	Vestkap	no
16	Trollstigveien	no
17	Dalsnibba	no
18	Gamle Strynefjellsveino	57
19	Sognefjell Hytta	no
20	Valdresflya	no
21	Tyin Øsen	no
22	Juvasshytta	no
23	Osen	no
24	Nystölen	no
25	Stalheimkleiva	no
26	Aurlandsvegen	no
27	Hardangervidda	no
28	Gaustatoppen	no
29	DyrskarPass	no
30	Lysefjordsveien	no
31	Luossavaara	se
32	Ullådalen	se
33	Stekkenjokk	se
34	Flatretur	se
35	Säldens Högfjällshotelse	74
36	Vemdalskalet	se
37	Nipstugan Pass	se
38	Klevvaliden	77
se		78
39	Tossebergsklätten	se
40	Hunneberg	se
41	Högkullen	se
42	Kilpisjärvi	fi
43	Kaunispää	fi
44	Pallastunturi	fi
45	Rukatunturi	fi
46	Tunturi-Ylläs	fi
47	Vuokatti	fi
48	Ukko-Koli	fi
49	Ejer Bavnehöj	dk
50	Himmelbjerget	dk

**Zone 3**

51	Sperrin	nrth	101	Posbankl	nl	151	Waseberg	de
52	Spelga Dam	nrth	102	Italiaanse Weg	nl	152	Hermannsdenkmal	de
53	Gap of Mamore	ie	103	Oude Holleweg	nl	153	Hoher Meissner	de
54	Grianan of Aileach	ie	104	Cauberg	nl	154	Hoherodskopf	de
55	Glengesh Pass	ie	105	Keutenberg	nl	155	Mützenich	de
56	Cliffs of Moher	ie	106	Eyserbos	nl	156	Schwarzer Mann	de
57	Connor Pass	ie	107	Oude Huls	nl	157	Hohe Achtde	de
58	Coomakesta Pass	ie	108	Gulpenerberg	nl	158	Krautscheid	de
59	Ballaghhasheen Pass	ie	109	Vijlenerbos	nl	159	Steigung Bremm	de
60	Ballaghbeama Gap	ie	110	Drielandenpunkt	nl	160	Stumpfer Turm	de
61	Healy Pass	ie	111	Rodeberg	be	161	Erbeskopf	de
62	Mullaghanish	ie	112	Kemmelberg	be	162	Festung Königstein	de
63	Slieve Bloom Mount	ie	113	Koppenberg	be	163	Schaumberg	de
64	Sally Gap	ie	114	Kluisberg	be	164	Hesselberg	de
65	Wicklow Gap	ie	115	Oude Kwaremont	be	165	Donnersberg	de
66	Bealach Na Ba	sco	116	Paterberg	be	166	Trifels	de
67	Bealach Ratagain	sco	117	Muur	be	167	Hornisgrinde	de
68	Lowther Hill	sco	118	Mont Saint Aubert	be	168	Schliff Kopf	de
69	Cairn Gorm	sco	119	Ry de Rome	be	169	Löcherbergwasen	de
70	Lecht Road	sco	120	Triple Mur Monty	be	170	Kandel	de
71	Tom Dubh	sco	121	La Gayolle	be	171	Schauinsland	de
72	The Strone	sco	122	Montagne Croix	be	172	Belchen	de
73	Devil's Elbow	sco	123	Col de Corbion	be	173	Herzogenhorn	de
74	Glen Quaich	sco	124	Col du Sati	be	174	Blauen	de
75	Carter Bar	sco	125	Mur de Huy	be	175	Lochem Pass	de
76	Great Dun Fell	engl	126	Signal de Botrange	be	176	Weissenbach Sattel	de
77	Westernhope Moor	engl	127	Ferme Libert	be	177	Petersberg	de
78	Hartside Cross	engl	128	Côte de la Redoute	be	178	Kahler Asten	de
79	Whinlatter Pass	engl	129	Col du Rideux	be	179	Großer Inselberg	de
80	Honister Pass	engl	130	Les Hézalles	be	180	Waßerkuppe	de
81	Hard Knott Pass	engl	131	Col du Rosier	be	181	Hohe Wurzel	de
82	Wrynose Pass	engl	132	Côte de Wanne	be	182	Großer Feldberg	de
83	Kirkstone Pass	engl	133	Col du Stockeu	be	183	Katzenbuckel	de
84	Fleet Moss	engl	134	Baraque de Fraiture	be	184	Sonnenberg	de
85	Rosedale Head	engl	135	Cheval de Bois	be	185	Brocken	de
86	Cow & Calf	engl	136	Col d'Hausrière	be	186	Roßtrappe	de
87	Oxenhope Moor	engl	137	Pied Monti	be	187	Auersberg	de
88	Holme Moss	engl	138	Côte de Munshausenlu	lu	188	Fichtelberg	de
89	Snake Pass	engl	139	Mont Saint Nicolas	lu	189	Schwarzriegel	de
90	Mam Tor	engl	140	Bourscheid	lu	190	Großer Arber	de
91	Bush Down	engl	141	Jardin Napoléon	lu	191	Oberjoch Paß	de
92	Exe Plain	engl	142	Côte d'Eschdorf	lu	192	Nebelhorn	de
93	Dunkery Beacon	engl	143	Ferme de Masseler	lu	193	Riedbergpaß	de
94	Chineway Hill	engl	144	Herrenberg	lu	194	Allgäuer Berghof	de
95	Cheddar Gorge	engl	145	Gorges du Loup	lu	195	Keßelbergstraße	de
96	Llanberis Pass	wales	146	Altrier	lu	196	Wallberg Straße	de
97	Horseshoe Pass	wales	147	Côte d'Houwald	lu	197	Spitzing Sattel	de
98	Bwlch-y-Groes	wales	148	Eoliennes Pafebierg	lu	198	Südelfeld	de
99	Devil's Staircase	wales	149	Birgerkraiz	lu			
100	Gospel Pass	wales	150	Mont Saint Jean	lu			



199	Hirschbichl	de	272	Col de l'Encrenaz	fr	324	Montagne Doublier	fr	375	Col de Bavella	fr
200	Roßfeld	de	273	Avoriaz	fr						
<b>ZONE 05</b>											
201	Roc Trevezel	fr	274	Col de Joux-Plane	fr	325	Col Saint-Martin	fr	376	Monte Aloia	es
202	Ménez-Hom	fr	275	Mont Salève	fr	326	Mont Vial	fr	377	Vixía Herbeira	es
203	Ménez-Kerque	fr	276	Col de la Colombière	fr	327	Madonne d'Utelle	fr	378	Alto de San Clodio	es
204	Montagne Locronan	fr	277	Col de la Croix-Fry	fr	328	L'Authion	fr	379	Puerto del Buey	es
205	Roc de Toullaëron	fr	278	Col Grand Cucheron	fr	329	Col de Braus	fr	380	Cabeza d'Manzaneda	es
206	Ménez-Bré	fr	279	Collet d'Allevard	fr	330	Artzamendi	fr	381	Puerto de Ancares	es
207	Mûr-de-Bretagne	fr	280	Col de la Madeleine	fr	331	Col Bagargui-Iraty	fr	382	El Sestil	es
208	Mont Bel Air	fr	281	Signal de Bisanne	fr	332	Col Pierre St-Martin	fr	383	Paso del Morredro	es
209	Cap Fréhel	fr	282	Cormet d'Arêches	fr	333	Col Marie-Blanche	fr	384	Puerto Foncebadón	es
210	Mont Dol	fr	283	Cormet de Roselend	fr	334	Col d'Aubisque	fr	385	Puerto del Palo	es
211	Mont Cassel	fr							386	Pozo Mujer Muertas	es
212	Mont Noir	fr							387	Puerto del Connio	es
213	Mont Tranet	fr							388	Monasterio Obona	es
214	Col du Loup	fr							389	Santuario del Acebo	es
215	Mont Saint-Walfroy	fr							390	Puerto de Somiedo	es
216	Grand Wintersberg	fr							391	Puerto San Lorenzo	es
217	Col du Donon	fr							392	Puerto de Ventana	es
218	Champ du Feu	fr							393	L'Angliru	es
219	Col Grosse Pierre	fr							394	La Cobertoria	es
220	Col de la Schlucht	fr							395	Puerto de la Cubilla	es
221	Petit Drumond	fr							396	Puerto de Pajares	es
222	Petit Ballon	fr							397	Puerto de San Isidro	es
223	Grand Ballon	fr							398	Collado Los Bedules	es
224	Ballon de Servance	fr							399	Puert Panderruedas	es
225	Ballon d'Alsace	fr							400	Lagos de Covadonga	es
226	Butte Montenoison	fr							401	Collado Barreda	es
227	Mont Beuvray	fr							402	Puerto de San Glorio	es
228	Mont de Sène	fr							403	Alto Campoo	es
229	Signal d'Uchon	fr							404	Puerto Palombera	es
230	Butte du Suin	fr							405	Puerto del Escudo	es
231	Col de Favardy	fr							406	Puerto Est. Trueba	es
232	Mont Poupet	fr	284	La Plagne	fr	335	Col de Spandelles	fr	407	Portillo de Lunada	es
233	Grand Taureau	fr	285	Col Petit St-Bernard	fr	336	Pont d'Espagne	fr	408	Peña Cabarga	es
234	Mont Morond	fr	286	Col de l'Iseran	fr	337	Hautacam	fr	409	Portillo de la Sia	es
235	Mont d'Or	fr	287	Col de Croix-de-Fer	fr	338	Luz-Ardiden	fr	410	Puerto de Orduña	es
236	Fort de Chaudanne	fr	288	Col du Mont Cenis	fr	339	Gavarnie	fr	411	Puerto de Urkiola	es
237	Haut-Crêt	fr	289	Chamrousse	fr	340	Cirque Troumouse	fr	412	Alto de Jaizkibel	es
238	Col de la Faucille	fr	290	Alpe d'Huez	fr	341	Col du Tourmalet	fr	413	Alto de Azurki	es
239	Cirque Avalanches	fr	291	Col du Galibier	fr	342	Lac d'Aumar	fr	414	Alto de Hachuela	es
240	Signal du Cuiron	fr	292	Col du Granon	fr	343	Col de Beyrède	fr	415	Puerto de la Herrera	es
241	Relais de Planchat	fr	293	Pré Madame Carle	fr	344	Col d'Aspin	fr	416	Puerto de Urbasa	es
242	Col de Saint-Thomas	fr	294	Col d'Izoard	fr	345	Pla d'Adet	fr	417	Puerto de Lizárraga	es
243	Col du Chevalard	fr	295	Sommet du Bûcher	fr	346	Plateau de Beille	fr	418	Higa de Monreal	es
244	Puy-de-Dôme	fr	296	Chapelle de Clausis	fr	347	Col d'Azet	fr	419	Orzanzurieta	es
245	Col de Guéry	fr	297	Col de Tourniol	fr	348	Col de Peyresourde	fr	420	Puerto de Larrau	es
246	Col Croix-Morand	fr	298	Col du Rousset	fr	349	Superbagnères	fr	421	Puerto de Somport	es
247	Col Cx Saint-Robert	fr	299	Col de Ménée	fr	350	Col de Menté	fr	422	Castillo de Loarre	es
248	Col du Béal	fr	300	Col du Noyer	fr	351	Col de Portet d'Aspet	fr	423	Collado de Sahún	es
249	Col de Baracchet	fr	301	Mont Ventoux	fr	352	Guzet-Neige	fr	424	Cerler	es
250	Col Cx Homme Mort	fr	302	Mont Colombis	fr	353	Col d'Agnes	fr	425	El Portillon	es
251	Chaise-Dieu	fr	303	Col du Pontis	fr	354	Col de Pégüère	fr	426	Collado Bonaigua	es
252	Col de la République	fr	304	Col du Parpaillon	fr	355	Prat d'Albis	fr	427	Llac de Sant Maurici	es
253	Crêt de l'Oeillon	fr	305	Col de Vars	fr	356	Montségur	fr	428	Coll de Cantó	es
254	Col de Charousse	fr	306	Col d'Allos	fr	357	Col du Pradel	fr	429	Rasos de Peguera	es
255	Pas de Peyrol	fr	307	Col de la Cayolle	fr	358	Port de Pailhères	fr	430	Coll de Pal	es
256	Col de Légal	fr	308	Cime de la Bonette	fr	359	Col de Puymorens	fr	431	Vallter 2000	es
257	Col de Finiels	fr	309	Col de la Lombarde	fr	360	Coma Morera	fr	432	Coll de Bracons	es
258	Pré de la Dame	fr	310	Col des Champs	fr	361	Col de Jau	fr	433	Turó de l'Home	es
259	Col de Meyrand	fr	311	Col de la Couillole	fr	362	Col de Mantet	fr	434	Coll Formic	es
260	Croix de Boutières	fr	312	Col de Rieisse	fr	363	Roques Blanches	fr	435	MonasterMontserrates	
261	Gerbier de Jonc	fr	313	Mont Aigoual	fr	364	Châlet Cortalets	fr	436	Arcalis	ad
262	Col de Serre-Mûre	fr	314	Col des Faissets	fr	365	Tour de Madeloc	fr	437	Coll de Ordino	ad
263	Chartreuse Portes	fr	315	Pic de Nore	fr	366	Col de Serra	fr	438	Els Cortals	ad
264	Col Grand Colombier	fr	316	Col de l'Espinouse	fr	367	Serra di Pigno	fr	439	Port d'Envalira	ad
265	Crêt de Châtillon	fr	317	Pic de Tantajo	fr	368	Bocca di a Battaglia	fr	440	Port de Cabus	ad
266	Mont du Chat	fr	318	Mont Saint-Baudille	fr	369	Haut-Asco	fr	441	Bosc de la Rabassa	ad
267	Mont Revard	fr	319	Mont Saint-Clair	fr	370	Col de Prato	fr	442	Lagunas de Neila	es
268	Col du Granier	fr	320	Guidon du Bouquet	fr	371	Col de Lava	fr	443	Cruz de la Demandas	es
269	Col de Porte	fr	321	Mont Faron	fr	372	Col de Vergio	fr	444	Moncalvillo	es
270	Col des Arces	fr	322	Cirque de Vaumale	fr	373	Berggeries Grotelle	fr	445	Puert Peña Hincada	es
271	Col de la Ramaz	fr	323	Col de Valferrière	fr	374	Col de Verde	fr	446	Lag.Negra de Urbion	es



447	El Moncayo	es	522	Pico Arieiro	pt	596	Albulapass	ch	670	Preiner Gscheid	at
448	Puerto de Orihuela	es	523	Lagoa do Canário	pt	597	Julierpass	ch	671	Sonnwendstein	at
449	Puerto de Villaroya	es	524	Pico da Barrosa	pt	598	Juf	ch	672	Stuhleck	at
450	MontCaró	es	525	Caldeira do Faial	pt	599	Berninapass	ch	673	Auf der Schanz	at
451	Valdelinares	es	<b>ZONE 07</b>			600	Malbun	li	674	Auf dem Straßegg	at
452	P.Vidré-Vistabella	es	526	La Barilette	ch	<b>ZONE 08</b>			675	Ebenwaldhaus	at
453	Puerto Remolcador	es	527	Col de la Givrine	ch	601	Millrütte	at	<b>ZONE 09</b>		
454	Alto de Eslida	es	528	Col du Marchairuz	ch	602	Furkajoch	at	676	Breuil-Cervinia	it
455	Javalambre	es	529	Mont Tendre	ch	603	Schattenlagant	at	677	Colle San Carlo	it
456	Puerto Viejo	es	530	Col de l'Aiguillon	ch	604	Hochtannbergpass	at	678	Colle del Nivolet	it
457	Portillo Las Batuecas	es	531	Vue des Alpes	ch	605	Berwang	at	679	Colle Sommeiller	it
458	Peña de Francia	es	532	Le Chasseral	ch	606	Hahnenennjoch	at	680	Colle delle Finestre	it
459	El Travieso	es	533	Mont Soleil	ch	607	Bielerhöhe	at	681	Colle Braida	it
460	Puerto de Honduras	es	534	Noirmont	ch	608	Fiß	at	682	Pian del Re	it
461	Puerto Tornavacas	es	535	Montfaucon	ch	609	Pillerhöhe	at	683	Colle dell' Agnello	it
462	Puerto del Piornal	es	536	Sur la Croix	ch	610	Kühtai	at	684	Colle di Sampeyre	it
463	Puerto Peña Negra	es	537	Weißenstein	ch	611	Ehrwalderalm	at	685	Il Fauniera	it
464	Puerto Serranillos	es	538	Balmberg Paßhöhe	ch	612	Kaunertal	at	686	Colle di Tenda	it
465	Puerto de Mijares	es	539	Paßwang	ch	613	Rettenbachtal	at	687	Prato Nevoso	it
466	Puerto Guadarrama	es	540	Regensberg	ch	614	Timmelsjoch	at	688	Passo dello Spluga	it
467	Bola del Mundo	es	541	Bachtel	ch	615	Mutterbergalm	at	689	Menarola	it
468	Puerto de Morcuera	es	542	Hauta-Chia	ch	616	Speich-Zillergründl	at	690	Passo di San Marco	it
469	Puerto de la Queseraes	es	543	Col de Jaman	ch	617	Halltal	at	691	Rif Barbara Lowrie	it
470	Alto del Campello	es	544	Col des Mosses	ch	618	Zillertaler Höhenstr	at	692	Val Malenco	it
471	Puerto de Ares	es	545	Col de la Croix	ch	619	Sagalm	at	693	Passo del Vivione	it
472	Puerto de Tudons	es	546	Jaunpass	ch	620	Kitzbühler Horn	at	694	Passo del Mortirolo	it
473	Cerro Espuña	es	547	Gurnigelpass	ch	621	Steinplatte-Kammer	at	695	Passo di Foscagno	it
474	Galilea	es	548	Glaubenbergpass	ch	622	Gerlospass	at	696	Passo di Gavia	it
475	Coll de Soller	es	549	Glaubenbüelenpass	ch	623	Staller Sattel	at	697	Passo dello Stelvio	it
476	La Corbata	es	550	Ächerlipass	ch	624	Loferer Alpe	at	698	Val Martello	it
477	Puig Major	es	551	Melchsee-Frutt	ch	625	Hochtor	at	699	Val Senales	it
478	Monasterio Cura	es	552	Engstlenalp	ch	626	Neues-Luckner H.	at	700	Passo Monte Giovo	it
479	Mon. San Salvador	es	553	Etzelpass	ch	627	Volkzeiner Hütte	at	701	Passo di Pennes	it
480	Las Palomas Ronda	es	554	Pragelpass	ch	628	Oschenkiksee	at	702	Merano 2000	it
481	Gibraltar	es	555	Stoß	ch	629	Hochstein	at	703	Passo delle Palade	it
482	Alto de Cascajares	es	556	Schrina-Hochrugg	ch	630	Dientner Sattel	at	704	Passo della Mendola	it
483	Puerto del León	es	557	Buchs-Malbun	ch	631	Gaisberg Straße	at	705	Val Genova	it
484	Puerto del Sol	es	558	Ovronnaz	ch	632	Arthur Haus	at	706	Monte Bondone	it
485	Mirad Cabra Montés	es	559	Col du Sanetsch	ch	633	Zirknitztal	at	707	Passo Manghen	it
486	Puerto Lobo	es	560	Lac de Tseuzier	ch	634	Plöckenpass	at	708	Torri del Vajolet	it
487	Pico Veleta	es	561	Crans-Montana	ch	635	Jamnig Hütte	at	709	Passo Furcia	it
488	Puerto Haza Lino	es	562	Gorneren	ch	636	Moldaublick	at	710	Passo delle Erbe	it
489	Puerto de la Ragua	es	563	Fafleralp	ch	637	Loser Hütte	at	711	Passo di Gardena	it
490	Puerto de Tiscar	es	564	Axalp	ch	638	Stoderzinken	at	712	Passo di Sella	it
491	Las Palomas Cazorla	es	565	Große Scheidegg	ch	639	Roßbrand	at	713	Passo Pordoi	it
492	Alto de la Sagra	es	566	Oberaarsee	ch	640	Hochwurzen	at	714	Passo di Fedäia	it
493	Puerto Padilla	es	567	Sustenpass	ch	641	Tauerntal	at	715	Passo di Valparola	it
494	Calar Alto	es	568	Furkapass	ch	642	Maltatal	at	716	Passo di Giau	it
495	Las Cañadas	es	569	Oberalppass	ch	643	Katschberg	at	717	Passo Duran	it
496	Pico del Inglés	es	570	Klausenpass	ch	644	Naßfeldpass	at	718	Forcella Cibiana	it
497	Pozo de las Nieves	es	571	Tannenbodenalp	ch	645	Poludniger Alm	at	719	Tre Cime Lavaredo	it
498	Roq los Muchachos	es	572	Pas de Morgins	ch	646	Turracher Höhe	at	720	Monte Zoncolan	it
499	Cumbrecita	es	573	Col de la Forclaz	ch	647	Falkertsee-Hütte	at	721	Monte Paularo	it
500	Garajonay	es	574	Col des Planches	ch	648	Villacher Alpenstr.	at	722	Passo Cason Lanza	it
501	Monte do Faro	pt	575	Monte Generoso	ch	649	Kanzelhöhe	at	723	Sella Carnizza	it
502	Nossa Senhor Graça	pt	576	Barrage Mauvoisin	ch	650	Gerlitzen	at	724	Mataür	it
503	Barragem do Alvao	pt	577	Thyon 2000	ch	651	Oberst-Klinke Hütte	at	725	Piancavallo	it
504	Alto de Espinho	pt	578	Barrage Gde Dixencech	ch	652	Hochkar Gleischläg	at	726	Passo Tomba	it
505	Marofa	pt	579	Arolla	ch	653	Sölker Paß	at	727	Monte Grappa	it
506	Buçaco	pt	580	Glacier de Moiry	ch	654	Gleinalmsattel	at	728	Passo Porte Pasubio	it
507	Torre	pt	581	Chandolin	ch	655	Lammersdorfer Bg	at	729	Passo Campogrosso	it
508	Bom Jésus	pt	582	Mattmarksee	ch	656	Gaberlsattel	at	730	Alpe Cheggio	it
509	Alto do Trevim	pt	583	Simplonpass	ch	657	Klippitztörl	at	731	Alpe Rossombolmo	it
510	Caramulinho	pt	584	Nufenenpass	ch	658	Magdalensberg	at	732	Cascata del Toce	it
511	Sao Mamede	pt	585	Sankt-Gothardpass	ch	659	Großer Speikkogel	at	733	Il Mottarone	it
512	Marvao	pt	586	Lago di Naret	ch	660	Eisenkappler Hütte	at	734	Passo Cuvignone	it
513	Capela São Macario	pt	587	Lukmanierpass	ch	661	Seeberg Sattel	at	735	Campo dei Fiori	it
514	Monsanto	pt	588	Lago Luzzone	ch	662	Weinebene	at	736	San Martino	it
515	Alto de Sintra	pt	589	Passo di Neggia	ch	663	Jauerling	at	737	P. Gran S. Bernardo	it
516	Serra da Arrábida	pt	590	PasSan Bernardino	ch	664	Grubberg	at	738	Monte Bisbino	it
517	Monte Foia	pt	591	Glaspass	ch	665	Zellerain	at	739	Monte Legnoncino	it
518	Montejunto	pt	592	Lenzerheidepass	ch	666	Bürgeralm	at	740	Monte Croce Muggio	it
519	Eira do Serrado	pt	593	Arosa	ch	667	Rohrer Sattel	at	741	Madonna Ghisallo	it
520	Bocca Encumeada	pt	594	Flüelapass	ch	668	Hocheck	at	742	Giogo di Bala	it
521	Cabo Girao	pt	595	Ofenpass	ch	669	Hohe Wand	at	743	Passo Coe	it

744	Rifugio Alpo	it	818	Castelmola	it	902	Durmitor Sedlo	me	963	Sedlo Brezina	SK
745	Passo di Tremalzo	it	819	Etna	it	903	Njegošev Mausolej	me	964	Králova Holá	SK
746	Prati di Nago	it	820	Balestrier i	it	904	Manastir Ostrog	me	965	Kožovská Hoľa	SK
747	Telegrafo	it	821	P.Punta Masiennera	it	905	Popova Sapka	mk	966	Herlianske sedlo	SK
748	Colle Garezzo	it	822	SpClubMonte Spada	it	906	Bukovo	mk	967	Szár-hegy	HU
749	Poggio di San Remo	it	823	Arcu Correboi	it	907	Babuna Pass	mk	968	Tokaji-hegy	HU
750	La Cipressa	it	824	Genna Silana	it	908	Vitsi-Nymfeo O	gr	969	Hörmann-forrás	HU
			825	Serpeddi	it	909	Lailias ski center	gr	970	Tihany	HU
751	Colma di Sormano	it	<b>ZONE 10</b>			910	Pissoderi ski center	gr	971	Vysoké Sedlo	CZ
752	Passo di Melogno	it	826	Przehyba	pl	911	Hortiatis	gr	972	Měděnec – Medník	CZ
753	Monte Beigua	it	827	Przełęcz Okraj	pl	912	Seli ski center	gr	973	Komáří Vížka	CZ
754	Passo del Faiallo	it	828	Przełęcz Salmopolska	pl	913	Pantokrator	gr	974	Strahov České Radio	CZ
755	Passo Bocchetta	it	829	Przełęcz Krowiarki	pl	914	Pronia-Olympos	gr	975	Podvrší tower	CZ
756	Passo del Penice	it	830	Cyrhla nad Białką	pl	915	Megalo Papingo	gr	976	Lysá Hora	CZ
757	Passo del Ghiffi	it	831	Pereval Užhokskiy	ua	916	Katara Pass A	gr	977	Blejski grad	SI
758	Colle dei Due Santi	it	832	Bukovel	ua	917	Great Meteoro	gr	978	Korte	SI
759	Passo del Cirone	it	833	Pereval Vyshkovskiy	ua	918	Pliasidhi	gr	979	Strma Reber	SI
760	Passo Lagastrello	it	834	Pereval Shurdy	ua	919	Velouchi ski center	gr	980	Trdinov Vrh	SI
761	Passo di Pradarena	it	835	Tysovets	ua	920	Mount Didima	gr	981	Pasul Gutâi	RO
762	San Pellegrino Alpe	it	836	Vrbatova Bouda	cz	921	Fterolaka ski center	gr	982	Mănăstirea Feredeu	RO
763	Abetone	it	837	Špindlerova Bouda	cz	922	Enos de Kefalonia	gr	983	Semenic (Stațiunea)	RO
764	Croce Arcana	it	838	Suchý vrch	cz	923	Apollo Epikourios	gr	984	Pasul Urdele	RO
765	Passo della Futa	it	839	Červenohorské Sedl	cz	924	Mycenae Citadel	gr	985	Transbucegi	RO
766	Passo la Calla	it	840	Praděd	cz	925	Karabola-Parnitha	gr	986	Niculitel	RO
767	Passo dei Mandrioli	it	841	Pancíř	cz	926	Oligortos Σ	gr	987	Dyulinski Prohod	BG
768	Val Monte Fumaiolo	it	842	Klet'	cz	927	Kosmas Pass	gr	988	Balgarka	BG
769	San Marino	sm	843	Ťatliakovské jazero	sk	928	Langáda Pass A	gr	989	Dardhë-ski Bigell	AL
770	Abazzia La Verna	it	844	Sedlo Čertovica	sk	929	Omaloš	gr	990	Gracen	AL
771	Bocca Trabária	it	845	Sileszky Dom	sk	930	Akones	gr	991	Koprivštica – Zavoj J	RS
772	Monte Amiata	it	846	Martinské Hole	sk	931	Idéón Antron	gr	992	Vlasinsko Jezero	RS
773	Monte Argentario	it	847	Skalka	sk	932	Giouhtas	gr	993	Miroč	RS
774	Montefiascone	it	848	Sitno	sk	933	Asfendilia	gr	994	Zhegoc/Zegovac	KS
775	Sella di Leonessa	it	849	Panske Sedlo	sk	934	Dikteon Andre	gr	995	Prevalla ski center	KS
776	Forca Canapine	it	850	Dobogókő	hu	935	Aleko-Vitosha	bg	996	Tal-Merhla	ML
777	Forcola di Presta	it	851	Galyatető	hu	936	Trojanski Prohod	bg	997	Ta' Dmejrek	ML
778	Gran Sasso d'Italia	it	852	Kékestető	hu	937	Sipcsensi Prohod	bg	998	Bellapais	CY
779	Campo Felice	it	853	Pannonhalma	hu	938	Maljovica Complex	bg	999	Besparmak Pass	CY
780	Monte Perone	it	854	Felső-Borovnyák	hu	939	Rilski Manastir	bg	1000	Kantara castle	CY
781	Campo Staffi	it	855	Misina	hu	940	Rožen Manastir	bg			
782	Campo Catino	it	856	Pasul Prislop	ro	941	Popski Preslop	bg			
783	Passo Diavolo	it	857	Pasul Tihuta	ro	942	Snežhanka	bg			
784	Forca d'Acero	it	858	Pasul Ciumarna	ro	943	Rožafá	al			
785	Valico Monte Godi	it	859	Pasul Rarău	ro	944	Qafa e Llogorasë	al			
786	Blockhaus Maïella	it	860	Pasul Bicaz	ro	945	Chryssorragiatissa	cy			
787	Monte Carpegna	it	861	Páltnis	ro	946	Makarios Gravel	cy			
788	Monte Sant'Angelo	it	862	Pasul Bâlea	ro	947	Olympus	cy			
789	Ab.Montecassino	it	863	Pasul Bran	ro	948	Adelphi	cy			
790	Campitello Matese	it	864	Stana de Vale	ro	949	Makheras	cy			
791	Rifugio Calvanico	it	865	Pasul Bratocea	ro	950	Stavrovouni	cy			
792	Monte Taburno	it	876	Vršič	si						
793	Monte Vergine	it	877	Rogla	si						
794	Vesuvio	it	878	Mariborsko Pohorje	si						
795	Monte Nerone	it	879	Črniivec	si						
796	San Pietro	it	880	Mangrtško Sedlo	si						
797	Monte Faito	it	881	Pavličovo Sedlo	si						
798	Cima Mutali	it	882	Šljeme	hr						
799	Monte Vulture	it	883	Učka Vojak	hr						
800	M. Sacro o Gélbison	it	884	Motovun	hr						
801	Monte Armizzone	it	885	Vratnik	hr						
802	Colle del Dragone	it	886	Zavizan	hr						
803	Serra di Tuono	it	887	Stara Vrata	hr						
804	Passo Crocetta	it	888	Nevoljas Pass	hr						
805	Botte Donato	it	889	Sveti Jure	hr						
806	Colle d'Ascione	it	890	Kupreška Vrata	ba						
807	St. Forest-Latteria	it	891	Makljen	ba						
808	Monte Sirino	it	892	Mrakoviča	ba						
809	Passo Pietra Spada	it	893	Jahorina	ba						
810	Monte Alto Cocuzza	it	894	Metaljka	ba						
811	Portella di Bova	it	895	Gornje Opine	ba						
812	Erice	it	896	Mount Avala	rs						
813	Pellegrino	it	897	Iriski Venac	rs						
814	Carbonara	it	898	Kapaonik	rs						
815	Femmina Morta	it	899	Vinčina Voda	rs						
816	Portella dello Zoppo	it	900	Čakor	me						
817	Sella Mandrazzi	it	901	Orjen	me						

**ZONE 10+**

866	Sem' Vetrov	RU
867	Akhun monastery	RU
868	Bakuriani ski resort	GE
869	Gomborskiy pereval	GE
870	Pushkin Pass	AR
871	Kari Lake	AR
872	Selim Pass	AR
873	Shahdag ski resort	AZ
874	Pirqulu's observatory	AZ
875	Baku old city	AZ
876	Stógi Izerski	PL
877	Czarna Góra	PL
878	Święty Krzyż	PL
879	Jawor	PL
880	Przełęcz Wysna	PL
881	Süür Munamägi	EE
882	Turaidas castle	LV
883	Trijų Kryžių Vilnius	LT
884	Malačka	HR
885	Vratnik Zrinska Gora	HR
886	Kamzík (Televízna)	SK
887	Kohútka ski center	SK



**Les Chiffres /Numbers B.I.G 2022****Classement général global / General overall ranking - TOP100**

<b>GENERAL</b>								
1 MAYEUR Etienne	08-09-2011 S 1000	33	NOTTEN Jean-Pierre	hF 543	67	VANDENBUSSCHE T	399	
2 LUCAS Eric	25-12-2011 S 1000	34	VAN SCHAIK Ronald	hF 542	68	HANSEN Rob	397	
3 JACQUEMIN Domin	14-07-2018 S 1000	35	PARTHENS Jean	hF 539	69	VON HEYDEBRECK A	395	
4 OOSTRA Ard	20-06-2019 S 1000	36	COULON Daniel	hF 535	70	COSIALS Xavier	392	
5 BRIOLLET Daniel	21-06-2019 S 1000	37	GOBERT Daniel	hF 516	71	MENARD Michel	389	
6 SPINA Luigi	22-09-2020 S 1000	38	SCHILLEMAN Coen	hF 505	72	CAPELLANI Luigi	384	
7 SEGUY Marc	21-11-2021 S 1000	39	VANSTIPHOUT Domi	hF 500	73	CHEREGI Marius	380	
		40	MEIJERING Gerard	492	74	OTEMAN Luc	378	
8 SPEED Kevin	15-09-2018 E 1000	41	DEMAESSCHALCK Pat	483	75	PIRET Véronique	374	
9 JACQUEMIN Alain	30-09-2018 E 1000	42	GOMEZ Manel	478	76	MARTINS Juris	374	
		43	OPOLECKY Hynek	472	77	DEKKERS Helmuth	370	
10 VAN ELS Wim	hf 999	44	CIJSOUW Jakob	466	78	DEJACE Jules (+)	365	
11 TAYLOR Martin	hf 984	45	ÁBRAHÁM Balázs	461	79	ANDELT Radek	364	
12 SZILAGYI Andras	hf 917	46	SCHNEIDER Irene	460	80	KOEDIJKER Hans	363	
13 KARBAUSKIENE Lina	hf 873	47	NILSON Jerry	458	81	HUNZIKER Hanspet	359	
14 VERLAET Johan	hf 852	48	VAN LONKHUYZEN Mi	449	82	JACQUEMIN Julien	355	
15 LINNERT Heiko	hf 850	49	KREICSI Gabor	444	83	BEAUJOIN Daniel	353	
16 RAFOLS Frederic (+)	hf 847	50	OLDEMAN Gerrit-Rud	442	84	DELAHAIE LIONEL	350	
17 ESCUER MESTRES Nu	hf 841	51	MATTE Jean-Luc	438	85	NIMMEEGERS Stef	349	
18 TORELLI Cecilia	hf 775	52	KOOL Martin	436	86	ANGERER Elisabeth	346	
19 BERASATEGUI Ruben	hf 771	53	BOYENK Arnold	432	87	FROGNEUX Bernard	345	
20 MORALES GARCIA A	hf 761	54	RUBIO COMPTE Jordi	431	88	JANSSEN Axel	344	
21 BRENNER Karl	hf 748	55	JACQUEMIN Gilles	431	89	JALABERT Etienne	344	
22 WEYTMANS Christiaah	f 722	56	ANTXUSTEGI Aitor	429	90	BOUVIER Frédéric	340	
23 AARD Miki	hf 703	57	ALBERINI Enrico	425	91	VALLEJO PARTE Luis	340	
24 NOTTEN Peter	hf 694	58	PLAINE Patrick(+)	424	92	JACQUEMIN Renaud	338	
25 SOMMER-Brenner Cl	hf 673	59	ALLEMEERSCH Kris	420	93	CHARY Denise	337	
26 Richard vAmeijden	hf 669	60	VAN HECKE Marnix	418	94	HOPPE Ulla	333	
27 HILSON Daniel	hf 599	61	RECKHAUS Juerg(+)	405	95	SALA Roger	331	
28 CATTANEO Luciano	hf 577	62	DEWEZ Rudy	404	96	CHOZAS Eduardo	331	
29 VAN DER SLUIJS Her	hf 566	63	PEETERS Marc	404	97	HINK Mark	329	
30 HUL Philip	hf 557	64	CHARBONNIER Rob	404	98	LAULHE Jean-Luc	326	
31 BOSDIJK Rob	hf 547	65	RUIZ-OPITZ Mario	403	99	BETTA Enrico	326	
32 NOOTENBOOM Louis	hf 546	66	BERNEGGER Klaus	400	100	CASOLARI Bortolome	323	

**Classement année 2022/ year 2022 ranking - TOP50**

1 WEIJTMANS Hans	167	19	WEYTMANS Christiaan	44	37	MARC Font Rimbau	28	
2 SZILAGYI Andras	122	20	ALLEMEERSCH Kris	44	38	PARRA-POKLEWSKI D	27	
3 KARBAUSKIENE Lina	89	21	GORKA Bidegain	43	39	GARNIKA Jabi	27	
4 CHAZOTTIER Philippe	89	22	VAN DER SLUIJS Herm	41	40	NIEUWENHUIS Bas	26	
5 GOMEZ Manel	70	23	DENYS Brecht	38	41	ZWERUS Arie	26	
6 LINNERT Heiko	67	24	MARTINS Juris	38	42	VAN ELS Wim	26	
7 MERINO MARTIN Serg	63	25	FLINSENBERG Thijs	37	43	DAREL Julia	26	
8 PEREIRO Pedro	61	26	VAN SCHAIK Ronald	37	44	HOTCA Lucian	25	
9 MEIJERING Gerard	60	27	JALABERT Etienne	36	45	CHARBONNIER Robert	25	
10 BAENA MARFIL Juan C	57	28	VERLAET Johan	35	46	DEMAESSCHALCK Pat	24	
11 AARD Miki	56	29	KRUIZINGA Johan	32	47	MATTE Jean-Luc	24	
12 RUBIO COMPTE Jordi	52	30	SCHILLEMAN Coen	32	48	ANTXUSTEGI Aitor	24	
13 DUCRET Robert	50	31	GÓMEZ Domingo	32	49	ALBERINI Enrico	24	
14 CHEREGI Marius	49	32	VON HEYDEBRECK An	31	50	LE CONTE Jos	23	
15 ÁBRAHÁM Balázs	47	33	BERASATEGUI Ruben	29	51	MOL Bert	23	
16 MEUSEN Bas	47	34	ZULUETA ZULU Ferna	29	52	UGARRIZA Juan Carlos	23	
17 SOUBRIER Eric	46	35	MORALES GARCIA Ang	29	53	COTS Xavier	23	
18 TAYLOR Martin	46	36	BAENA David	28				

**Classement général Ironbig / General overall godfathers ranking**

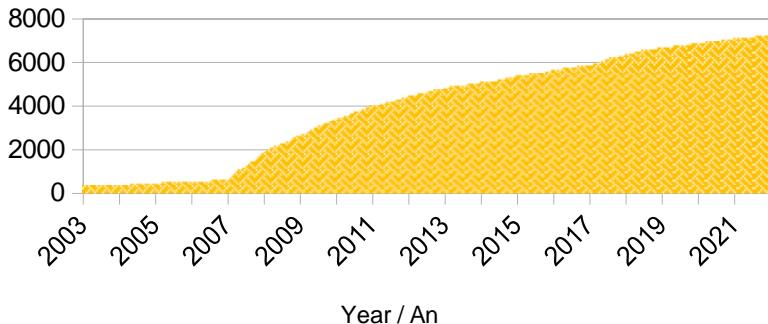
1 MENARD Michel	xi 53	8	DEKKERS Helmuth	13	17	CATTANEO Luciano	6	
2 KREICSI Gabor	xi 50	9	MONFERER Manuel	13	18	GEORGE Nathalie	4	
3 PUSKAS Aladár	si 27	10	GOBERT Daniel	12	19	SCHUYER Roland	4	
4 ÁBRAHÁM Balázs	21	11	MAYEUR Etienne	12	20	KARBAUSKIENE Lina	4	
5 WEYTMANS Christiaan	20	12	GRANERO NAVARRO M	11	21	DE CARVALHO Guillau	4	
6 JOHN Achim	17	13	VIJVER Silvan	10	22	MAZON DEL CAMPO C	4	
7 ANTXUSTEGI Aitor	17	14	JANSEN Axel	8	23	EUSSEN Thomas	4	
		15	SPINA Luigi	8	24	HOEFKENS Jan	4	
		16	LINNERT Heiko	7				

**Classement général Dames / General overall women ranking**

1 KARBAUSKIENE Lina	hf 873	14	GERLIER Sylvie	240	28	FLORET Sandrine	130	
2 ESCUER MESTRES Nuria	hf 841	15	TIMMERMAN Wil	204	29	BOKHORST Jantine	126	
3 TORELLI Cecilia	hf 775	16	SALA Chantal	197	30	GROUX Michele	124	
4 SOMMER-Brenner Claudia	hf 673	17	SIRET Françoise	191	31	STOELZAET Jamien	121	
5 VANSTIPHOUT Dominique	hf 500	18	GEORGE Nathalie	175	32	HAYCRAFT Anne	120	
6 SCHNEIDER Irene	460	19	JANSEN Vivian	173	33	CROZAZ Pascale	110	
7 VON HEYDEBRECK Anja	395	20	BERTING Corrie	170	34	VAN WIJK Renske	109	
8 PIRET Véronique	374	21	NAGY Andrea	165	35	BRUST Hanneke	108	
9 ANGERER Elisabeth	346	22	TIEGEL Alena	155	36	JACQUEMIN Odile	103	
10 CHARY Denise	337	23	LONGO Jeannie	155	37	CORNET Bernadette	102	
11 HOPPE Ulla	333	24	VEUL Ria	147	38	DERENDORP Leonie	100	
12 VERKUIJLEN Tineke	283	25	DONDERS Patricia	147				
13 MAAS Marlou	260	26	GROOT Heleen	132				
		27	BENISTRAND Catherine	131				

## Evolution members/membres

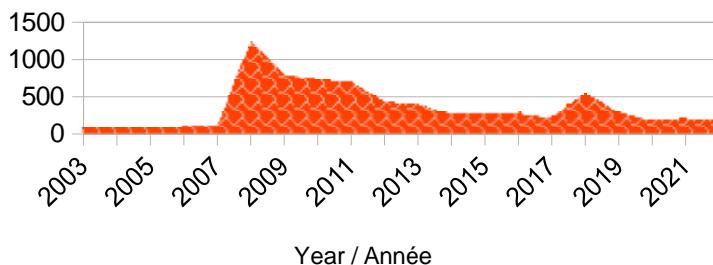
2003 : 277(+84)  
 2004 : 360(+83)  
 2005 : 440(+80)  
 2006 : 535(+95)  
 2007 : 634(+98)  
 2008 : 1863(+1229)  
 2009 : 2665(+802)  
 2010 : 3398(+733)  
 2011 : 3992(+694)  
 2012 : 4424(+432)



2013 : 4816(+392)

2014 : 5082 (+266)  
 2015 : 5339 (+257)  
 2016 : 5622 (+ 283)  
 2017 : 5846 (+ 224)  
 2018 : 6381 (+535)  
 2019 : 6663 (+282)  
 2020 : 6840 (+177)  
 2021 : 7058 (+218)  
 2022 : 7221 (+163)

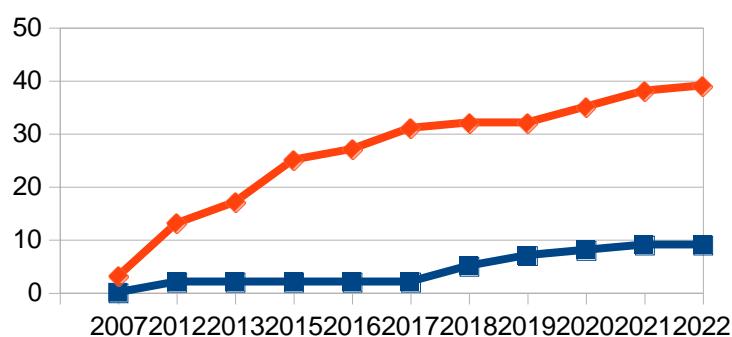
## NEW Members



## Finishers Half-finishers

	Finishers	Half-finishers
2007	0	3
2012	2	13
2013	2	17
2015	2	25
2016	2	27
2017	2	31
2018	5	32
2019	7	32
2020	8	35
2021	9	38
2022	9	39

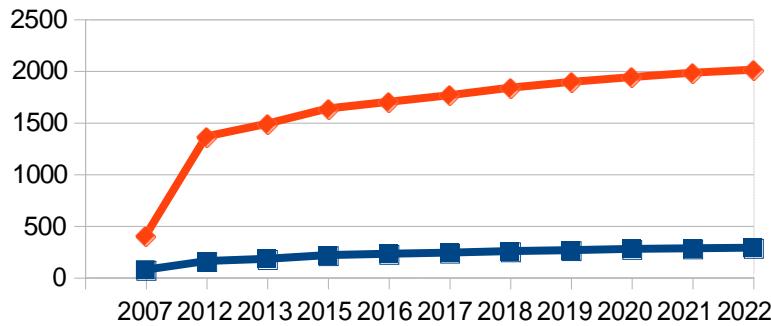
## Finishers & Half-finishers



## #164 #30

	#164	#30	2007	2007	70
2007	70	398			
2012	154	1361			
2013	175	1483			
2015	212	1631			
2016	224	1695			
2017	236	1759			
2018	250	1832			
2019	260	1888			
2020	272	1935			
2021	277	1977			
2022	284	2007			

## #164 & #30



## Quality of increasing

	2007	2012	2013	2015	2016	2017	2018	2019	2020	2021	2022
1000 bigs	0	2	2	2	2	2	5(+3)	7(+2)	8(+1)	9(+1)	9(+0)
> 500 bigs	3	13	17 (+4)	25 (+8)	27 (+2)	31 (+4)	32 (+1)	32 (+0)	35 (+3)	38 (+3)	39 (+1)
> 164 bigs	70	154	175 (+21)	212 (+37)	224 (+12)	236 (+12)	250 (+14)	260 (+10)	272 (+12)	277 (+5)	284 (+7)
> 30 bigs	398	1361	1483 (+122)	1631 (+148)	1696 (+65)	1759 (+63)	1832 (+73)	1888 (+56)	1935 (+47)	1977 (+42)	2007 (+30)
Women / femmes	99	190	206 (+16)	220 (+14)	251 (+31)	263 (+12)	278 (+15)	287 (+9)	300 (+13)	303 (+3)	313 (+10)

## Claims 2019 / Réussites 2019

563 members claimed in the year 2022 / membres ayant déclaré en 2022  
including 117 members with more than 10 BIGs /avec plus de 10 bigs

## Best BIG's climbed over 1000 visitors – les plus grimpés

1	L'Alpe d'Huez	2505	19	Col d'Aubisque	1393	37	Col de l'Iseran	1171
2	Mont Ventoux	2404	20	Passo Gardena	1384	38	Huls	1132
3	Col du Galibier	2332	21	Col de Stockeu	1373	39	Col de Peyresourde	1127
4	Cauberger	2016	22	Posbank	1369	40	Kluisberg -	1094
5	Col de la Croix de Fer	1954	23	Cime de la Bonette	1341	41	Italiaanse Weg	1079
6	Keutenberg	1852	24	Grand Ballon	1336	42	P Fedai Marmolada	1062
7	Passo dello Stelvio	1819	25	Oude Kwaremont	1333	43	Col de la Cayolle	1021
8	Drielandenpunt	1811	26	Col d'Aspin	1314	44	Col d'Allos	1003
9	Eyserbosweg	1786	27	Muur Geraardsbergen	1308	45	Cormet de Roselend	1002
10	Côte de la Redoute	1710	28	Paterberg	1277			
11	Col du Tourmalet	1687	29	Koppenberg	1265			
12	Gulperberg	1670	30	Col du Ballon d'Alsace	1248			
13	Col d'Izoard	1590	31	Col de Vars	1247			
14	Passo Pordoi	1555	32	Passo Gavia	1241			
15	Côte de Wanne	1533	33	Col de la Madeleine	1218			
16	Col du Rosier	1479	34	Le Hohneck (Schlucht)	1212			
17	Passo Sella	1458	35	Passo Giau	1209			
18	Vijlenerbos	1441	36	Passo Valparola	1181			

## Godfathers/Parrains

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Godfathers	61	37	77	37	32	23	30	35	46	38	38	26	30

Total : 510

## Badges



### Challenge BIG

MAYEUR Etienne

LUCAS Eric JACQUEMIN Dominique OOSTRA Ard BRILLET Daniel SPINA Luigi SEGUY Marc



SPEED Kevin

JACQUEMIN Alain



VAN ELS Wim TAYLOR Martin RAFOLS Frederic ESCUER MESTRES Nuria VERLAET Johan  
 TORELLI Cecilia LINNERT Heiko KARBAUSKIENE Lina BERASATEGUI Ruben BRENNER Karl  
 SZILAGYI Andras MORALES GARCIA Angel VAN AMEIJDEN Richard NOTTEN Peter SOMMER-Brenner Claudia  
 AARD Miki HILSON Daniel CATTANEO Luciano WEYTMANS Christiaan BOSDIJK Rob NOTTEN Jean-Pierre  
 HUL Philip PARTHOENS Jean NOOTENBOOM Louis COULON Daniel GOBERT Daniel VAN DER SLUIJS Herman  
 VAN SCHAIK Ronald SCHILLEMANS Coen VANSTIPHOUT Dominique

### Challenge IRONBIG



MENARD Michel KREICSI Gabór



PUSKAS Aladár



PUSKAS Aladár ÁBRAHÁM Balázs WEYTMANS Christiaan JOHN Achim ANTJUSTEGI Aitor DEKKERS Helmuth  
 MONFERRER MONFERRER Manuel GOBERT Daniel MAYEUR Etienne GRANERO NAVARRO Mig-Angel VIJVER Silvan

**Challenges NATACHA (04/01/2023)**

 <b>Natacha 01</b>	1 KREICSI Gábor 18-05-2016 F 75	HUN	1 LINNERT Heiko 20-09-2019 F 375	DEU
	2 PUSKAS Aladár 30-09-2017 F 75		2 JOHN Achim	
	3 ÁBRAHÁM Balázs 10-10-2018 F 75		3 BRENNER Kai	
	4 SZILAGYI András 08-05-2019 F 75		4 SOMMER-Brenner Claudia	
	5 PAL Gábor 26-07-2019 F 75		5 JANSEN Axel	119
	6 GALCSIK Robert hF 68	HUN	6 VON HEYDEBRECK Anja	116
	7 JARVAS Tamás hF 67		7 WEISS Nathan	96
	8 DOMONKOS György hF 67		8 MENARD Michel	95
	9 WILLEM Luc hF 48		9 VAN ELS Wim	89
	10 VINCZE Gábor hF 46		10 SCHWOON Stefan	86
	11 SZILVAGYI Péter hF 43			
	12 HOFFER Márta hF 43			
	13 CSONTOS Ivett hF 42			
	14 BERGMANN Péter hF 39			
 <b>Natacha 06</b>				

 <b>Natacha 02</b>				
 <b>Natacha 07</b>				

 <b>Natacha 03</b>				
 <b>Natacha 09</b>				

 <b>Natacha 04</b>				
 <b>Natacha 10</b>				

 <b>Natacha 05</b>				
 <b>Natacha 11</b>				



## Natasha 13

2 NOOTENBOOM Louis	26-03-2022 F 50
3 VAN HAAK Mirjet	10-04-2022 F 50
4 SCHILLEMANS Coen	23-05-2022 F 50 ue 23-10-2022 F 50
6 LINNERT Heiko	07-11-2022 F 50
7 MAYEUR Etienne	07-05-2022 F 50
8 LE TUTOUR Jean-Luc	04-05-2022 F 50

NL

10 KRUIZINGA Johan 13-09-2022 F 50

11 VAN DER SLUUS Her	hF 49
12 DE GRAAF Edwin	hF 44
13 VAN ELS Wim	hF 43
14 SCHUYER Roland	hF 42
15 JANSEN Gerrit-Yme	
16 FLINSENBERG Thijs	hF 39
17 STOFFELS Joost	hF 37
18 DE VRENG Arno	hF 36
	hF 36
CO TICGALOVÉK Piro	
MATTI SEN Sam	hF 35
22 JACQUEMIN Alain	hF 35
23 BOYENK Arnold	hF 32
25 TOLBOOM Michiel	hF 29
28 ENEKÉk l'au <sup>1</sup>	hF 28
27 VAN SCHAIK Ronald	hF 28
28 FELL NGA ack	hF 28
29 6kiioM H azjari	hF 28
30 LLGMEER K H Kris	hF 27
31 SCHOOT Hugo	hF 27
32 HOVINGA Vincent	hF 27
33 VAN ZETTEN Mamix	hF 27
34 LANGERAJK Jacco	hF 25
35 DERENDORP Leonie	hF 25
2& 3aéiLS Bas	hF 25
27 OEXKERS IJclmylh	hF 25

NL



## Natacha 16



1 MOGA Claudiu	10
2 STOFFELS Joost	4



## Natacha 17



1 MOGA Claudiu	12
2 LINNERT Heiko	4
3 SZILAGYI Andras	4
4 AARD Miki	4
S&PIUDkrvn	4



## NaDcha 18



1 MOGA Claudiu	4
2 STOFFELS Joost	3



L-J ATACK-sA  
BELT IUM  
•@'

1 MAYEUR Etienne	-2022 F 100
2 LE TUTOUR Jean-Luc	17-01-2022 F 100
3 LINNERT Heiko	-2022 F
4 H LSON Daniel	22-02-2022 F 100
5 ALLEMEERSCH Kris	30-04-2022 F 100

00



7 VERMEULEN Filip hF 98

8 DELEU Krist hF 97

9 k wTTIJ SEK San hF 85

10 GO8ÉKT OarüeJ hF 84

11 CIGOAGG Naiòlie hF 77

12 MLN kD Mz-kol èfi d9

13 HERNIAK STEENJAN èfi 40

15 OK DOKBGLG SA D kF 9

16 HOEKSEMA Jan hF 58

17 DE DOKBGLG SA Jo kfi 57

18 VISMRS Did ALCK hF 56

21 DEMAGSKL hF 55

22 SPINA Luigi outer hF 52

23 SPINA Luigi hF 52

24 SE JI ILLEM1hs C hF 51

25 SPAHOGJÉ lkJlip 1

27 JACQUEMIN Alain hF 50



Natacha 13



3 CAPELLANI Luigi	322
4 TORELLI Cecilia	301
5 SANTA Enzo	267
	262
7 BETTA Enrico	236
8 CATTANEO Luciano	228
9 BRENNER Karl	213
10 ALBERINI Enrico	210

## Natacha 19



1 MOGA Claudiu	13
2 ÁBRAHÁM Balázs	
3 KREICSI Gabor	12



## Natacha 14



## Natacha 15



21	
7	
3 AARD Miki	7
4 SPEED Kevin	7
5 DOMOKOS Ferko	6
6 KÁRMÁN Pál Ferenc	6

## Natacha 20



1 BRENNER Karl	
2 NILSON Jerry	US
3 LINNERT Heiko	98
4 KREICSI Gabor	92
5 ÁBRAHÁM Balázs	90
6 VAN SCHAIK Ronald	83
7 SPINA Luigi	82
8 VAN ELS Wim	82
9 SOMMER-Brenner CI	79
10 WEYTMANS Chris	77



## Natacha 14



## Natacha 15

**Natacha 12**

1 WEYTMANS Christian	24-03-2022 F 50
2 NOOTENBOOM Louis	26-03-2022 F 50
3 VAN HAK Marcel	10-04-2022 F 50
4 SCHILLEMANS Coen	23-05-2022 F 50
5 JACQUEMIN Dominique	23-10-2022 F 50
6 LINNERT Heiko	07-11-2022 F 50
7 MAYEUR Etienne	02-05-2022 F 50
8 LE TUTOUR Jean-Luc	04-05-2022 F 50
9 ZWERUS Arie	27-05-2022 F 50
10 KRUIZINGA Johan	13-09-2022 F 50
11 VAN DER SLUUS Hen	hF 49
12 DE GRAAF Edwin	hF 44
13 VAN ELS Wim	hF 43
14 SCHUYER Roland	hF 42
15 JANSEN Gerrit-Yme	hF 41
16 FLINSENBERG Thijss	hF 39
17 STOFFELS Joost	hF 37
18 DE VRENG Arno	hF 36
19 VAN DEN BROEK Pet	hF 36
20 TIGGELOVEN Pieter	hF 36
21 MATHYSSEN Sam	hF 35
22 JACQUEMIN Alain	hF 35
23 BOYENK Arnold	hF 32
24 VISSERS Dirk	hF 31
25 TOLBOOM Michael	hF 29
26 SNEIKERS Paul	hF 28
27 VAN SCHAIK Ronald	hF 28
28 FELLINGA Jack	hF 28
29 BRUGMAN Arjan	hF 28
30 ALLEMEERSCH Kris	hF 27
31 SCHOOT Hugo	hF 27
32 HOVINGA Vincent	hF 27
33 VAN ZETTEN Mamix	hF 27
34 LANGERAK Jacco	hF 25
35 BERENDDORP Leosie	hF 25
36 MOLS Bas	hF 25
37 DEKKERS Helmuth	hF 25

**Natacha 16**

1 MOGA Claudiu	10
2 STOFFELS Joost	4

**Natacha 13**

1 BRUNETTI Gabriele	hF 439
2 SPINA Luigi	hF 408
3 CAPELLANI Luigi	322
4 TORELLI Cecilia	301
5 SANTA Enzo	267
6 NILSON Jerry	262
7 BETTA Enrico	236
8 CATTANEO Luciano	228
9 BRENNER Karl	213
10 ALBERINI Enrico	210

**Natacha 14**

1 MOGA Claudiu	13
2 ÁBRAHAM Balázs	12
3 KREICSI Gabor	11

**Natacha 19**

1 MAYEUR Etienne	15-01-2022 F 100
2 LE TUTOUR Jean-Luc	17-01-2022 F 100
3 LINNERT Heiko	20-01-2022 F 100
4 HILSON Daniel	23-02-2022 F 100
5 ALLEMEERSCH Kris	30-04-2022 F 100
6 JACQUEMIN Dominique	18-05-2022 F 100

**Natacha 20**

1 BRENNER Karl	115
2 NILSON Jerry	111
3 LINNERT Heiko	98
4 KREICSI Gabor	92
5 ÁBRAHAM Balázs	90
6 VAN SCHAIK Ronald	83
7 SPINA Luigi	82
8 VAN ELS Wim	82
9 SOMMER-Brenner Cl	79
10 WEYTMANS Chris	77

**Natacha 15**

1 MOGA Claudiu	21
2 SZILAGYI Andras	7
3 AARD Miki	7
4 SPEED Kevin	7
5 DOMOKOS Ferko	6
6 KÁRMÁN Pál Ferenc	6

**Natacha 20**

**Outcomings and incomings 2022**

Tous les montants sont exprimés en Euro.  
All the amounts are expressed in Euro.

**1) Solde au 31/12/2021 / Balance on 31/12/2021**

Compte Triodos / Triodos account	2931.28
Compte d'épargne Triodos / Triodos savings account	1804.53
Compte PayPal / PayPal account	2110.32
Compte rendez-vous / meetings account	167.41
<b>Total</b>	<b>7013.54</b>

Stocks :

- vêtements / clothes 6937.398

**2) Dépenses et recettes 2022 / Outcomings and incomings 2022**

<b>Dépenses / Outcomings</b>		<b>Recettes / Incomings</b>	
Site web / website	<b>907.5</b>	Cotisations / Contributions	<b>1760</b>
Revues / Reviews	<b>942.26</b>	Dons / Donations Revues /	<b>330 +12.59</b>
Vêtements / Clothes	<b>138.85</b>	Reviews	<b>680</b>
Diplômes et médailles	<b>Frais</b>	Vêtements / Clothes	<b>564.1</b>
bancaires / Banking charges :	<b>63.07</b>	Spina Luigi cotisation 2024	<b>60</b>
• PayPal	<b>74.88</b>		
• Triodos	<b>36</b>		
<b>Total dépenses / outcomings</b>	<b>2162.56</b>	<b>Total recettes / incomings</b>	3406.69

Solde au 31/12/2021	7013,54
Rentrées	3406.69
Sorties	-2162,56
Solde au 31/12/2022	8257.67

**3) Solde au 31/12/2022 / Balance on 31/12/2022**

Compte Triodos / Triodos account	3061.71
Compte d'épargne Triodos / Triodos savings account	1804.53
Compte PayPal / PayPal account	3391.44
<b>Total</b>	<b>8257.68</b>

Stock vêtements : 6937.

Vente: 280 € + ancienne collection 46€

**Budget prévisionnel 2023****Estimated budget 2023**

<b>Dépenses / Outcomings</b>		<b>Recettes / Incomings</b>	
Site web / website	1000	Cotisations / Contributions	1800,00
Revues / Reviews	950	Dons / Donations Revues /	250,00
Assemblée Générale / General Assembly	250	Reviews	650,00
Frais bancaires / Banking charges :	100		
Paypal	36		
Triodos			
<b>Total dépenses / outcomings</b>	<b>2336</b>	<b>Total recettes / incomings</b>	2700

## **ANALYSE**

### **Remarques du tableau, classements des Iron BIG-man**

Gabor Kreicsi se classe toujours premier au classement général , **50** Parrainages avec **76** points, bien que Michel Ménard ait **53** Parrainages , mais avec seulement **67** points.

On remarquera que :

- Michel conserve toujours la première place au classement sur la journée.
- Sur le mois, Michel et Gabor sont toujours premier (ex aequo).
- Et sur l'année, ANTJUSTEGI Aitor conserve sa troisième place.
- **39** Iron BIG-Man ont au moins **5** points, soit **2** de plus que l'an dernier : Jan HOEFKENS (**x**) et **Nathalie GEORGE** (**x**).
- Les deux premiers et les quatre derniers au tableau, ont gardé leur place respective.
- Comme l'an dernier **MONFERRER** Manuel a fait très fort se détachant nettement avec **8** nouveaux Parrainages et un bon de **7** places dans le tableau.

### **Il faut aussi savoir que**

- Il y a eu **30** réussites de Parrainage sur l'année, ce qui correspond généralement à la moyenne annuelle, avec **11** récidivistes ou multirécidivistes et **2** nouveaux Parrains : Hans WEIJTMANS et Domingo GÓMEZ.
- **Nathalie GEORGE** est la deuxième féminine à se placer dans le tableau, après **Lina KARBAUSKIENE**.

### **Résultat à l'IRONBIG au 31 décembre 2022**

Le 31 / 12 / 2010 : Il y avait	<b>61</b> Parrainages	→ Pour	<b>55</b> Parrains.
2011	<b>98</b>	(soit 37 de plus)	→ Pour <b>75</b> Parrains (soit 20 de plus)
2012	<b>175</b>	(soit 77 de plus)	<b>94</b> (soit 19 de plus)
2013	<b>212</b>	(soit 37 de plus)	<b>103</b> (soit 9 de plus)
2014	<b>244</b>	(soit 32 de plus)	<b>112</b> (soit 9 de plus)
2015	<b>266</b>	(soit 22 de plus)	<b>115</b> (soit 3 de plus)
2016	<b>297</b>	(soit 31 de plus)	<b>121</b> (soit 6 de plus)
2017	<b>332</b>	(soit 35 de plus)	<b>127</b> (soit 6 de plus)
2018	<b>378</b>	(soit 46 de plus)	<b>129</b> (soit 2 de plus)
2019	<b>416</b>	(soit 38 de plus)	<b>132</b> (soit 3 de plus)
2020	<b>454</b>	(soit 38 de plus)	<b>140</b> (soit 8 de plus)
2021	<b>480</b>	(soit 26 de plus)	<b>143</b> (soit 3 de plus)
2022	<b>510</b>	(soit 30 de plus)	<b>145</b> (soit 2 de plus)

↓

365 Parrainages multiples.      ↓

**66 récidivistes** ou multirécidivistes  
(soit 1 de plus)



Je prends un soin tout particulier pour ne commettre aucune erreur, mais s'il s'avérait qu'il s'en trouve une ou plusieurs ; veuillez me le faire savoir pour y apporter correction.

### **Rappel :**

Pour quelques cas très rares, ne connaissant pas le versant par lequel les BIGeurs ont réalisés leur Parrainage, je prends toujours la décision qui me semble la plus logique, en tenant compte de celui qui totalise le « moins » de dénivelé (en somme, le versant qui me semble le plus facile), quel que soit son kilométrage.

Séries Sous-jacente L'ensemble du jeu		Classements des Iron BIG-man : Tableau									31décembre 2022				
		Sur la journée			Sur le mois			Sur l'année			Classements				
		Hkrs Etrakiq	Hkrs de point	Classification	Hkrs Etrakiq	Hkrs de point	Classification	Hkrs Etrakiq	Hkrs de point	Classification	Total point	Género I	Ex Réservé	Hkrs Total I	
1	KREICSI	Gabor	32	32	2ème	14	28	1er	4	16	4ème	76	1er	2ème	50
2	MENARD	Michel	39	39	1er	14	28	1er				67	2ème	1er	53
3	ANTXUSTEGI	Aitor	2	2	15	9	18	3	6	24	1er	44	3	6	17
4	PUSKAS	Aladar	19	19	3	5	10	7	3	12	8	41	4	3	27
5	MONFERRER	Manuel				8	16	3	5	20	2	36	5	8	13
6	JOHN	Achim	8	8	11	7	14	5	2	8	12	30	6	6	17
7	GRANERO NAVAR	Miguel Angel				•	•	•	4	16	4	•	•	12	11
8	ABRAHAM	Balazs	15	15	5	5	10	7	1	4	21	29	8	4	21
9	SPINA	Luigi	1	1	17	3	6	9	4	16	4	23	9	14	8
10	WEYTMANS	Christiaan	19	19	3	1	2	15				21	10	5	20
11	CATTANEO	Luciano	1	1	17				5	20	2	•	•	17	6
12	DE CARVELHO	Guillaume							4	16	4	16	12	18	4
13	MAYEUR	Étienne	9	9	10	3	6	9				15	13	10	12
14	GOBERT	Daniel	10	10	8	2	4	12				14	14	•	•
15	DEKKERS	Helmuth	13	13	6							13	15	8	13
16	KARBAUSKIENE	Lina	•	•	•				3	12	8	•	•	18	4
17	CASTAGNOLI	Giordano							•	•	•	12	17	22	3
18	HOCHULI	Olivier							•	•	•	•	•	•	•
19	JANSEN	Axel	5	5	13	3	6	9				11	19	14	8
20	VIJVER	Silvan	10	10	8							10	20	13	10
21	DOMONKOS	György	1	1	17				2	8	12	9	21	22	3
22	LINNERT	Heiko	6	6	12	1	2	15				8	22	16	7
23	SCHILLEWAERT	Pierre				2	4	12	1	4	21	•	•	22	3
24	GLAJARIU WANTU	Claudiu							2	8	12	•	•	27	2
25	DAVID	Lionel							•	•	•	•	•	•	•
26	NICODIN	Gheorghe							•	•	•	•	•	•	•
27	LORENZONI	Oswaldo							•	•	•	•	•	•	•
28	OOSTRA	Ard							•	•	•	•	•	•	•
29	RAOSSANALY	Idris							•	•	•	•	•	•	•
30	WEISS	Nathan							•	•	•	•	•	•	•
31	VINCZE	Gabor	1	1	17	1	2	15	1	4	21	7	31	22	3
32	COULON	Daniel	•	•	•	•	•	•	•	•	•	•	•	•	•
33	HOEFKENS (X)	Jan	2	2	15	2	4	12				6	33	18	4
34	SUPLICZ	Ferenc				1	2	15	•	•	•	•	•	28	2
35	GEORGE (X)	Nathalie	3	3	14	•	•	•				5	35	18	4
36	NOBODY	Gabor	1	1	17				•	•	•	•	•	28	2
37	ALBERINI	Enrico	•	•	•				•	•	•	•	•	•	•
38	KRETSKO	Vilmos	•	•	•				•	•	•	•	•	•	•
39	HERNALSTEEEN	Janv	•	•	•				•	•	•	•	•	•	•

Comme il y a des ex aequo :

Pour éclaircir le tableau, les points **noirs** / **rouges** / ou **verts** indiquent sa propre position dans le tableau, ils matérialisent un chiffre.

Pour connaître sa situation : Se référer au chiffre supérieur de chaque colonne verticale.

Rappel : 1 point Ironbig sur la journée / 2 points sur le mois / 4 points sur l'année



## Les 50 ans des 100 cols

En Belgique, lorsqu'une association atteint sa 50<sup>e</sup> année, elle devient Royale. Comme si en France, on disait qu'elle devenait Présidentielle. Le BIG, Brevet International du Grimpeur, tient par conséquent temps à féliciter le Club Présidentiel des Cent Cols, qu'il considère comme son pionnier, son inspirateur et le club maternel de toutes les associations de grimpeurs à vie existantes.

La devise olympique est « plus vite, plus haut, plus fort – ensemble ». La notion de vitesse est éloignée de nos associations mais on pourrait résumer notre communion en un « aller plus haut en étant plus fort ensemble ». 50 ans pour 100 cols, c'est accessible, ça fait juste 2 cols par an. Mais 50 ans pour 100 cols, ça ne divise pas, ça multiplie et dès lors, 50 ans pour 100 cols, ça fait 5000 rêves, voire 5 millions d'étoiles.

A l'heure où tout change très vite, trop vite, au où la mode entraîne une émergence toujours éphémère, le club des 100 cols montre ici toute sa longévité et la longévité c'est assurer l'Histoire avec un grand H. 50 ans d'histoire, 50 ans de vie, 50 ans de communions partagées, 50 lignes continues inscrites au carnet du sport amateur, du tourisme montagnard et de l'effort désintéressé. 50 ans de sueurs ruisselant sur les pentes abruptes menant aux synclinaux espérés mais aussi 50 ans de lumière dans les yeux des chercheurs d'or où l'or n'est parfois qu'un panneau, un paysage, un site naturel, une cuvette fleurie, un bout du monde, un lieu de rencontre.

Nous n'allons pas nous coltiner un colloque collatéral collant au protocole collégial du règlement des cols qui de col à col mène parfois à des collisions accolées entre collègues. Mieux vaut une bonne accolade avec ou sans al...cool. Tout cela fait débat... et des hauts. Surtout des hauts dans nos coeurs et dans nos jambes puisqu'à chaque nouvelle amélioration de notre score, on décolle.

Trêve de mots. Nous ne ferons pas plus long, mais nous tenions ici à témoigner notre respect, notre admiration et tous nos voeux de réussite pour le futur, aux Cent cols, nos frères de route, nos amis des hauteurs.

Pour les 50 ans qui viennent, nous avons une bonne nouvelle à vous annoncer, nous venons d'aller voir le panneau : « le col est ouvert ». Vivez, foncez, vibrez, aimez et surtout restez passionnés.

Signé, l'AISBL BIGCYCLING, dit le BIG,  
votre cadet, 37 ans d'âge.

Daniel Gobert



## The 50th anniversary of the 100 passes club

In Belgium, when an association reaches its 50th year, it becomes Royal. Just as if in France, we say that it becomes Presidential. The BIG, Brevet International du Grimpeur, would therefore like to congratulate the Club Présidentiel des Cent Cols, which it considers to be its pioneer, its inspiration and the mother club of all existing life-climbing associations.

The Olympic motto is "faster, higher, stronger - together". The notion of speed is far removed from our associations, but we could sum up our communion as "going higher by being stronger together". 50 years for 100 passes is accessible, that's just 2 passes per year. But 50 years for 100 passes doesn't divide, it multiplies, and so 50 years for 100 passes is like 5,000 dreams, or even 5 million stars.

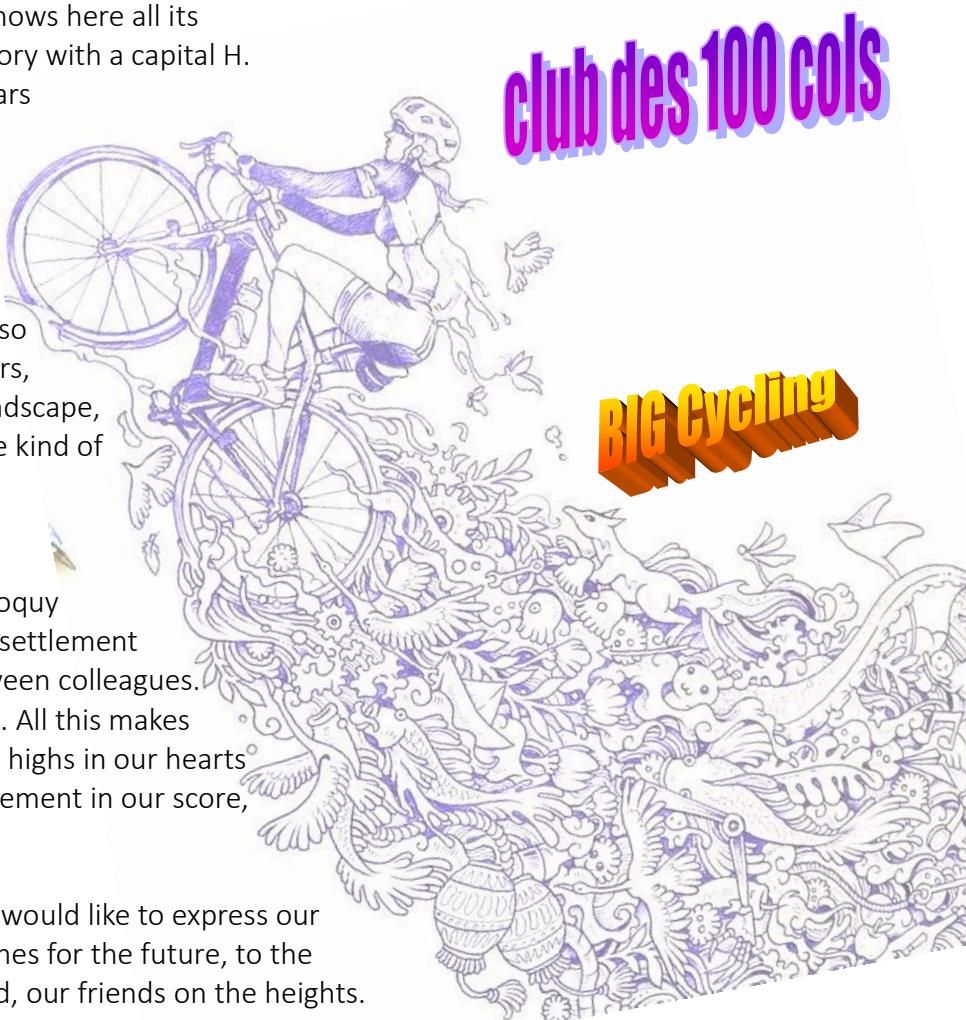
At a time when everything changes very quickly, too quickly, when fashion leads to an emergence that is always ephemeral, the 100 passes club shows here all its longevity and longevity is to censure History with a capital H.

50 years of history, 50 years of life, 50 years of shared communions, 50 continuous lines inscribed in the book of amateur sport , mountain tourism and disinterested effort. 50 years of sweat dripping down the steep slopes leading to the hoped-for synclines, but also 50 years of light in the eyes of gold seekers, where gold is sometimes just a sign, a landscape, a natural site, a flowery basin, a lost place kind of end of the world, the end of the world, a word,a meeting place .

We are not going to have a collateral colloquy sticking to the collegial protocol of collar settlement which sometimes leads to collisions between colleagues. Better a good hug with or without al...col. All this makes for debate to allow or to al...high.. Especially highs in our hearts and legs, because with each new improvement in our score, we take off and pass over.

No more words. We won't go on, but we would like to express our respect, our admiration and our best wishes for the future, to the Hundred Passes, our brothers on the road, our friends on the heights. For the next 50 years, we have good news to announce to you, we have just seen the sign: "the pass is open". Live, go for it, vibrate, love and above all remain passionate.

Signed, the AISBL BIGCYCLING,  
known as the BIG,  
your youngest, 37 years old.  
Daniel Gobert



**50ans Bon anniversaire**



## Faut-il maintenir la revue ?

Cela peut paraître provocateur.

Sur les 7000 membres seuls 60 commandent une revue. Cela semble dérisoire, moins de 1%.

Et pourtant...

La revue est le seul moyen de pouvoir relater un voyage, partager ses ascensions, ouvrir aux autres de nouveaux horizons, vivre des émotions. Certains me rétorquent que l'on peut se contenter de PDF de la même façon que l'on lit un livre électronique.

C'est vrai à un détail près. Toute publication

digitale est virtuelle. Le support est un écran que ce soit celui d'un ordinateur, d'une tablette, d'un GSM que l'on allume et que l'on éteint. Puis un jour il y a un piratage, une fausse manœuvre, un support qui rend l'âme... et adieu les souvenirs

Le livre, la revue sont des objets permanents. On sait les saisir les ouvrir, les feuilleter, caresser la couverture tout un plaisir tactile auquel s'ajoute le plaisir olfactif car on peut humer le livre qui a son odeur propre.

Une fois lu, on peut lui trouver une place dans sa bibliothèque. Celle-ci au fil de temps comble l'espace mais aussi l'esprit et les livres y prennent vie.

De tout temps l'écrit à est celui qui a transmis les connaissances et a permis à l'homme de s'élever, de progresser, de communiquer. Sans lui pas de civilisation. Pierres, argiles, papyrus, parchemins, livres traverseront les siècles.

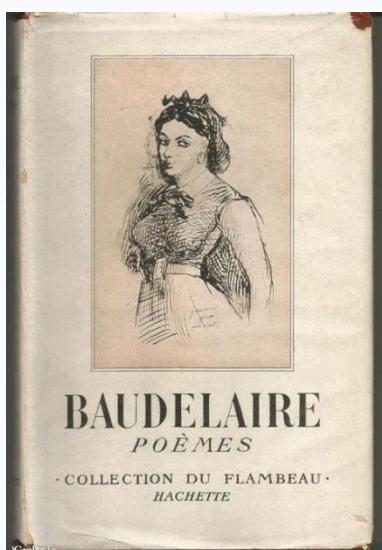
Notre revue elle a déjà 37 ans d'existence. Le big fut créé en 1985. Jusqu'en 1989 la revue ne comptait que 2 pages : la liste de 100 ascensions et le classement de 22 membres.

Le 01 mars 89 voit le début d'une revue de 8 pages. Les écrivains en herbe prennent la plume. Pierre Schillewaerts, Daniel Gobert, les frères Jacquemin, José bruffaerts. Ces pionniers resteront fidèles à la revue.



Dès lors elle prend son envol et au fil des ans elle verra de nouvelles plumes l'enrichir apportant une qualité jamais démentie.

Aujourd'hui il me plaît parfois de reprendre en main une ancienne revue comme je prends un recueil de poème. Je la feuillete, puis mon attention est attirée par un texte, ouvrant la porte à d'anciens souvenirs chargés d'émotions



## Should the magazine be maintained?

This may sound provocative.

Of the 7000 members only 60 order a magazine. That seems a paltry, less than 1%.

And yet...

The magazine is the only way to be able to tell the story of a journey, to share one's ascents, to open up new horizons to others, to experience emotions. Some people retort that you can be satisfied with PDFs in the same way as you read an electronic book.

This is true, except for one detail. All digital publications are virtual. The medium is a screen, be it a computer, a tablet, a mobile phone, which you turn on and off. Then one day there is a hack, a false move, a medium that gives up the ghost... and goodbye to the memories



Books and magazines are permanent objects. We know how to grasp them, open them, leaf through them, caress the cover, a tactile pleasure to which we can add the olfactory pleasure because we can smell the book, which has its own smell.

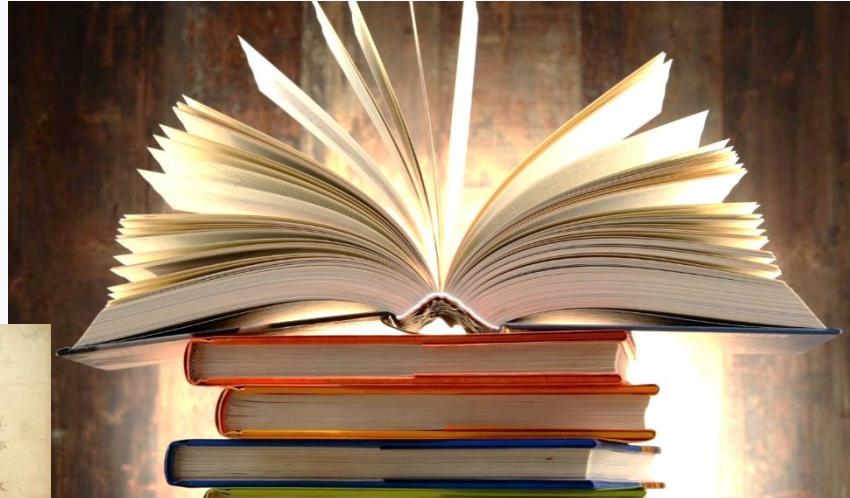
Once read, you can find a place for it in your library. Over time, the library fills the space but also the mind and the books come to life.

From time immemorial, the written word has transmitted knowledge and enabled man to rise, to progress and to communicate. Without it, there would be no civilisation. Stones, clays, papyrus, parchments, books will span the centuries.

Our first magazine is already 37 years old. The big one was created in 1985. Until 1989 the magazine had only 2 pages: the list of 100 climbs and the classification of 22 members.

On 01 March 1989 an 8-page magazine was launched. The budding writers took up the pen. Pierre Schillewaerts, Daniel Gobert, the Jacquemin brothers, José Bruffaerts. These pioneers remained faithful to the magazine.

From then on, the magazine took off and over the years, new writers enriched it, bringing a



quality that has never been denied.

Today I sometimes like to pick up an old magazine like I pick up a collection of poems. I leaf through it, then my attention is drawn to a text, opening the door to old memories full of emotions

## South East England

Kevin Speed



A week's tour in the height of the pandemic but ensuring I was away from too many people. I had received two inoculations and kept to wearing a mask and cleaning hands often. Cycling is one of the safest activities, especially when cycling alone as any contact with people is brief as I pass them on the road. I used my car to transport my bike between the Natacha's. There were no UK BIG's climbed as none exist in the south east of the UK. My route was south on M6 then M42 to Bicester in 2.5 hours then headed for Brill village for the first climb of the tour, UKD 311 Brill Hill and here for the second time to cycle the north west side to the windmill then through the village and followed the Thame road to main road at foot of hill near Oakley and returned up the south west side. Brill is unusual in that it's a village on a hill with good road climbs from four directions. I now headed up south east for remaining unconquered road climbs in the Chiltern Hills. Next climb was from the picturesque village of Risborough to Kop Hill, **UKD 314**

**Whiteleaf Hill** and return. The top is a National Trust area with great views north over the flat ground to the north. It's possible to cycle off-road with road bike to the viewpoint. Next was **Chinnor Hill**, not a Natacha but a steep climb to the top in the woods. From here through Watlington and Middle Assendon then left for Fawley, to climb through dense woods on a steep road called **Dudley Lane** (not a Natacha) with a winery at the top. No free samples! Direction south to Henley on Thames then from Pangbourne cycled **Whitchurch Hill** and return. Not a Natacha, a toll road over the Thames, but no charge for bikes. Along to Streatley. To cycle steep **Streatley Hill UKD 317** and return and over the Thames



again. The top is next to a golf course. West through Wantage to Kingston Lisle then a right turn up steep **Blowingstone Hill** at 10% (Not a Natacha) to The Ridgeway, a path that traverses the Whitehorse hill range south of Swindon. From here a little further to the west and parked at Uffington. First off I cycled Uffington White Horse UKD 312 from the west

through Woolstone and a gradual climb up following a tree line to Dragon Lane then over the top and back down to the main road. I reversed direction and cycled back up the steeper



and more interesting east side of the climb where there is no tree line and spectacular views north over the Vale of the



White Horse, with the chalk white horse sitting proudly on the grassy slope nearby. From Uffington with its museum to Tom Brown's Schooldays, drove south to Hungerford via Wantage and along the lanes to Inkpen and the ridge of Walbury Hill / Coombe Gibbet UKD 318 and sleep in the car tonight. Last year I cycled the north side from Inkpen early one morning having slept in the car again previously. A good night's sleep tonight in the passenger seat reclined

After some breakfast and a sneaky good wash at a cafe in Andover, started the first climb of the day from Holybourne village, NW of Alton— along Church Lane that becomes **Brockham Hill Road UKD 319**. After passing the church the road becomes steeper heading for Golden Pot, and passes through a dense canopy of trees to the top. From Holybourne to Hindhead to cycle **The Devil's Punch Bowl UKD 325** on the quieter eastern approach from Lion Lane post office, later becomes Polecat Hill and merges with the very busy Hindhead Road main road, then a right turn indicated as Devil's Punch Bowl to the car park and then around the edge of the deep

natural hollow amongst the woods for bikes and walkers. Back down the main road and up again, however the traffic was horrendous. It's the Guildford road and presumably an alternative route between Portsmouth and London. I didn't enjoy the westerly climb to the top, just wanted to get past car fumes. From here along to Petersfield to cycle **Stoner Hill** from Steep village. (Not a Natacha), a steep climb on a main road reminiscent of a main road in the Alps with a bit of imagination. From here headed south to Chalton just off the Portsmouth road A3 and parked here to tackle the sides of **Butser Hill UKD 321**. From Chalton village the route passes over the busy A3 then a sharp right turn parallel with that road then left as the route climbs away on Hogs Lodge Lane the a right turn on South Downs way to reach the tower at the top. The final section is traffic free after the car park. Toilets and cafe at the car park.

From here steeply down to East Meon then back up again, very steep towards the top. Down from here and back to Chalton heading west a short distance along lanes to Exton to the east of Eastleigh. This is a very narrow and leafy lane leading up a 7% average climb (not a Natacha) to the clearing of **Beacon Hill** where once stood an Armada beacon to warn against possible Spanish invasion a few hundred years ago when a series of beacons would be lit across the whole country. On the way up a lower beacon still stands in the field. From Exton to Wickham the way to Fareham then to Southwick to cycle over **Portsdown UKD 322** to Portchester and back over to Southwick village. The two places couldn't be so different. Southwick is an upmarket sleepy village whereas Portchester is a suburb of sprawling Pompey – what the locals call Portsmouth. At the top is Portsdown, The Defence Science and Technology Laboratory (Dstl). Drove on to Portsmouth, found somewhere to park on edge of the city and car sleep again and found a great pub overlooking Portsmouth and Wight to eat and have a couple of beers to bring on sleep quicker.

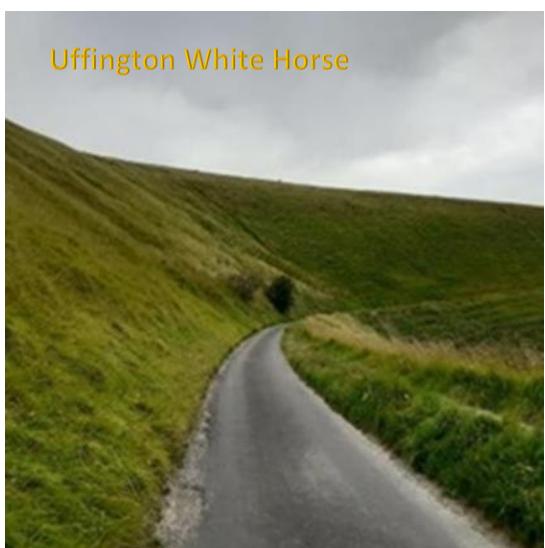
Woke very early with a great view across Portsmouth and Spithead to Wight, my destination this morning. Leaving the car parked in the city I cycled to the ferry terminal and took a free ferry to Ryde Don't get excited, it's free for me because my work was with Britain's railways. I cycled the UK's longest boarded pier, headed south and climbed **Brading Down** (not a Natacha) then back down and a right turn for Newchurch to climb the road leading back to Brading Down via **Newport Chute UKD 323**. From there south through Arreton and Wroxall to the coast at the south end of Ventnor for the climb up through the town and back on the road for Wroxall and turned off to the right for Down Lane for Boniface Down and the old **Ventnor radar station UKD 324** close to the end of the road on Ventnor Down. The place is disused now. The high fencing is still there and a plaque to describe the wartime activity at the defence establishment. Returned back to Ryde through Shanklin Old Village, Sandown and Brading and back along to Ryde and the Portsmouth ferry. Drove the A3 to Liphook then across to Lurgashall south of Haslemere to climb **Quell Lane** then **Black Down UKD 326** at dusk. Both are similar climbs, steep at 17%, well wooded and in National Trust areas. No views as both climbs have dense tree cover. From there to Rake, SW of Liphook and stayed overnight at the Flying Bull Inn. After two nights sleeping in the car I really needed a good shower! The hot meal was secondary. After a good breakfast drove to nearby Milland for the first climb of the day, Milland Hill. This climb becomes steeper, especially near the end as it passes under a rail bridge. It wouldn't do to be struggling up the 22% climb when an express train passes over the top. South from here to South Harting and

Cycled Harting Hill, fairly easy except near the end where it's a 13% climb after the road junction heading right to reach Uppark National Trust and the brow of the hill. Back down and along to East Harting for the sister climb up Harting Downs. This is a more interesting climb as it's along a quiet lane that skirts to the left of a deep hollow and it's tree lined to reach the main road at the end after a steady 10% most of the way. From here driving on to Duncton on the Chichester road for a climb up the north side of the South Downs on Duncton Hill. Part way up there's a long sweep round to the left along this main road and fairly steep at 10%. The top is at Duncton Quarry in the trees and on the way down there is a viewpoint on the left for the view across the valley. From Duncton across to nearby Bignor and my first Natacha of the day, Bignor Hill UKD 327 – and it really is a veritable wall. At first it's easy enough but the road soon leaves the flat ground for a steep ascent on to Bignor Down on a narrow road lined with white rocks, eventually reaching the South Downs Way and the top at a wooden ornate signpost with the distances to Londonium and other well known places. There's a Roman villa in Bignor village, stands to reason as the Roman road Stane Street passes through here, being the straight as a dye road from Chichester to London. Back down and back in the car southwest for Goodwood UKD 328, one of UK's biggest horse race courses.

From near Goodwood airport on the north edge of Chichester cycled the easy climb along the straight Kennel Hill Road to the top next to the racecourse. Very few buildings along the way except for a golf course and it's a tree lined wide avenue. Thought the WC 1982 referred to a winning horse. How wrong I was when I found out that it was the 1982 world championship cycle road race won by an Italian but I bet he felt hoarse at the finish line. Drove NE to Cranleigh south of Guildford to cycle Barhatch Road that becomes Barhatch Lane UKD 331 on the Peaslake road climbing the North Downs. The final section of the road is the steepest and cuts a groove with high soil banks both sides. The top is just around the left corner at Horseblock Hollow in dense tree cover. Next climb of the day was from pretty Shere village, east of Guildford on the Dorking road. Combe Lane heading north is short, but a sting of a climb on a quiet narrow road with twisting bends to the finish in the woods on the North Downs. From here towards Dorking to cycle the road for Effingham called White Downs UKD 329. Easy at first, passing a wartime pill box on the left, and once over the railway bridge the gradient really starts and two breathtaking close hairpins at 20% to reach the top in the trees. Here on the left is a cycle shrine for a cyclist who had ridden the London to Brighton road race in 2018. My final climb of the day was from Westhumble, just north of Dorking. Parked up by the Stepping Stones pub near the roundabout where I would later have an evening meal socially distanced. From there on to Mickleham road then an immediate right turn heading on to the Surrey Hills at Box Hill UKD 330.

This is a good smooth road thanks to the 2012 Olympic cycle road race. Called Zig-Zag Road and it really is, though the gradient is never steep but makes up for it with classic hairpins. Great views looking south to the valley and somewhere there is Gatwick Airport. At the top is a white round board indicating arrival at Box Hill and opposite is a large American diner. Back down to the car, had a meal then drove back up in the car to park up for the night, having done a reconnaissance earlier. Passenger seat reclined and a comfortable night's quiet sleep away from any activity.

Early in the day at sunrise from Box Hill and admiring the view, I had another cycle down and back up again to the car then drove out through Dorking along Coldharbour Lane to the Plough Inn and had a full English breakfast fry-up then left the car at the top of Leith Hill UKD 332. Freewheeling down the south side to Jayes Park then reversed to climb back up the south side through the woods and over and down through Friday Street on Sheephause Lane to Wotton then back up again to the car at Starveall. I like this side the best as it's a more scenic



route, narrow and through earth cuttings and denser woods than the other sides. Back down again a third side through Abingerc Common and reversed again up Hollow Lane and back to the car.

After Box Hill this was my next preference for the most interesting area to climb on the North Downs. Drove further east on A25 for approx 27 miles to Oxted then from Barrows Green Chalkpit Lane UKD 333 that goes under begins, especially after the right hand road surface past the chalk quarry to the tower at The Ridge. Driving Oxted to the right at Brasted village to the south parked up at the road top of Toy's Hill down to Four Elms, reversed for the return climb. This is no toy! It's a serious climb becoming steeper to Village, past a car park to the left then edge of the woods. From here a short York's Hill UKD 336 and a tough 20% road with high tree lined banks, like and hoping not to meet a tractor coming



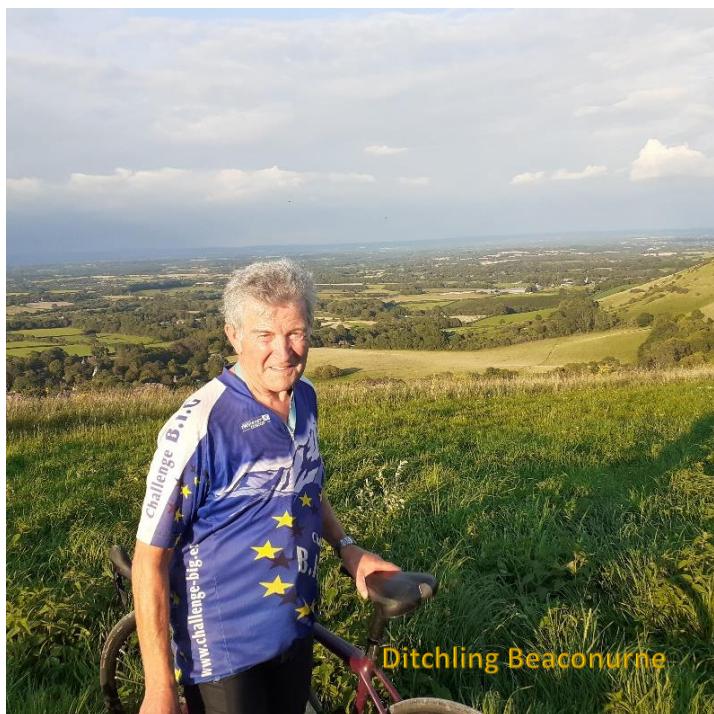
Bignor Hill

UKD 334. I could see the steepness of the climb worthy of a Natacha. Back petrol so a fill up at Sevenoaks then west the Knockholt Pound road at the above the noise of the M26 motorway UKD 334. I could see the steepness of this road in open country on the approach. The climb becomes steeper in the middle section then easier to the top by a Ministry of Defence area. I heard on the local news later that a cyclist had been hit by a car on his bike earlier in the day on that climb. From here I needed to sleep and found a suitable quiet place for another night in the car at Oldbury Hill National Trust car park after a meal in Sevenoaks.

Driving south east through Tonbridge and a stop there for a cafe breakfast my first climb of the day was Pixot Hill UKD 337. Parking up at Knowle Lane and cycled across to the easterly climb in tame countryside. This was the easiest side, with a gradient along Crook Road to the top at Windmill Lane.

I searched for a windmill along the lane but none there as far as I could see. A right turn and back down Mile End Lane and reversed back up. This side is a little steeper. Just

to the left on Crook Lane is an orientation post indicating directions to places of interest that can be seen from this point. From there back to the car and headed for Kidd's Hill UKD 339 through Royal Tunbridge Wells and Hartfield and parked at Ashdown Forest Pooh car park for a short walk to Pooh Sticks Bridge to visit childhood stories of Winnie the Pooh by A.A. Milne then cycled along Chuck Hatch Lane to Newbridge and climbed Kidd's Hill, a relentless straight road at about 20% average all the way to the hole in the wall at the top – because that's what it looks like cycling through a surface road. Driving on west through Wych



Ditchling Beaconurme



Kidd's Hill

canopy of trees to the light of the clearing at the top on a good

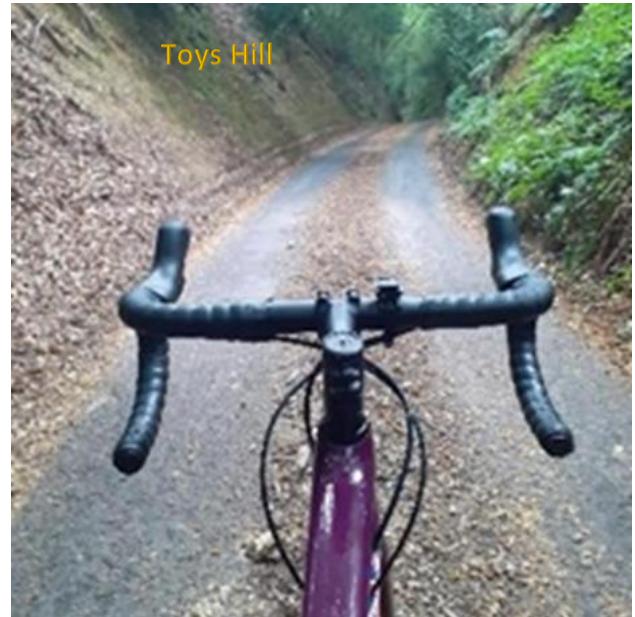
Cross and Selsfield Common then south to Ardingley for the next national challenge of Cob Lane UKD 338. Descended first along the mucky narrow lane so knew what I was letting myself in for. I continued on towards West Hoathly in the opposite direction as a warm up then reversed and climbed the 20% short ascent – it's only 0.5km from the foot to the top but a real challenge, especially on the uneven road. Drove on west via Haywards Heath to Cowfold then south to Steyning for the next climb, Steyning Bostal UKD 340 a huge round dip in the landscape near the top that's called Steyning Bowl. It's a tough gradient on the first section, the centre part almost level but the final section is steeper still at 17% and more of a challenge. The broad surface is good and great views of the wide open South Downs. Over to Sompting Abbots where the quiet road ends abruptly at the busy A27 coast road into Worthing. Reversed here and back up the south side and back to Steyning then drove on for the next climb of the day a little further to the east and parked up at the Royal Oak pub and a pint of lager but first out with the bike for the climb in an anti-clockwise half circle to Devil's Dyke UKD 341. The Dyke is another natural bowl in the landscape of the South Downs. The climb is gradual on a good surface road. Later continuing on a short distance east to just south of Burgess Hill and parked up at Ditchling village for Ditchling Beacon UKD 342, the final climb of the day and the highest point in East Sussex at 248 metres. It's fairly steep but a uniform gradient most of the way, slightly steeper approaching the car park at the top and a great view. I continued on some way over the top to the main coast road then returned back over to the car and drove back over and into Brighton for the luxury of some pre-booked accommodation this evening, and a meal at Fiveways pub on Ditchling Road but didn't want to continue on into Brighton as keeping away from too many people is essential.



Along the coast road through Lewes then off to the right, parked up on a quiet road and ascended Firle Bostal UKD 343, a narrow uneven surface road to the rolling hills above Newhaven and the docks. Average gradient 10% for 1.5km to the top, becoming steeper towards the end for a fantastic view. Radio masts mark the top of the rise. Further along the coast road then a right turn for Willingdon before reaching Eastbourne. The short climb begins Cycle from St Mary's on Church Street and then a left then immediate right on to Butts Lane. Steep from the start at 20% and average overall gradient of 13.5% for 1km to Butts Brow UKD 344. The highest point is in the second car park. Views of Beachy Head from the top and Pevensey Bay where those pesky Normans landed in 1066. From here

further east to Hastings and beyond to the coast at Pett Level then a 15% gradient climb for 6km to Fairlight and Hastings Battery Hill Tower UKD 346. The second approach is from the north along Peter James Lane from Guestling and this is a narrow leafy lane and quieter away from traffic. Drove further east to Folkestone and parked at a hotel, closed due to Covid. Cycled out of the town from the harbour and just off the Dover Road there's a blue indication cycleway sign then an 8% average climb for less than a kilometre on a rough overgrown path less than a metre wide that's marked as a Sustrans route to the mast at the top of Creteway Down.

The route is Smallpox Hill UKD 349 but no mention of this on the sign. This is a minor climb, no real effort needed. One point to mention is that the climb passes over the Eurotunnel, the entrance only metres to the west. On from there to Dover and parked north of the castle on a lay-by in Dover Road then cycled back down to the coast road to begin the ascent of the White Cliffs of Dover UKD 350. After passing the castle took the quieter road along Upper Road that led over the busy A2 then the cycleway to the National Trust area,



Toys Hill



along to the coastguard road then back to Upper Road. Continued on to St Margaret's Bay, a right turn down to the beach then reversed to climb Bay Hill. Here is the closest point to France -34km or 21 miles to Sangatte – and could see the French coast clearly, the narrowest part of the English Channel. There are two steep hairpins over an average of 15% on the climb and a view of the white cliffs to the west. A small boat in a traffic island marks the top. From

there back to Dover and watching the activity down at the bustling port way down below. From there to pre-booked accommodation at Hamlet Larkfield Priory in Maidstone.

After a good breakfast out on the road past the pretty village of Aylesford, Rochester Road, under the busy A229 then a right turn on to Lower Warren Road and a sudden peaceful area on to a left turn on to Warren Road heading for Blue Bell Hill UKD 347 under a dense tree canopy to the top at a large red house on the right. It's unusual to find a quiet country road so close to London. Back to the hotel and car and drove on for my penultimate climb from Wye village just north of Ashford.

Heading north over a rail crossing on the Challock road, White Hill UKD 348 entering high wooded banks and gradually steeper but

levels off a little past a car park to the top in the woods to Kings Wood. On from there to my final climb through Tenterden southwest to Burwash Weald, parking at the Wheel Inn. Steeply down to start, past an oast house, over River Dudwell then climb up through woods on Willingford Lane to the top with Brightling Needle UKD 345 to the left but not accessible as it's on private ground. Some conjecture as to why it was built, but possibly to commemorate Nelson's victory at Trafalgar. The crossroads nearby marks the top. Back to the car then a long four hour journey home to Cheshire.



White Hill, Wye, Kent



White Cliffs of Dover. Sustrans sign



Toys Hill, Edenbridge, Kent

# 2022 Ireland August

# Kevin Speed

Ferry departure from Holyhead 09.00, arrival 12.15 in Dublin Port

**Monday 15th August**

**IRL 038 Three Rock Mountain** 451m 3.7km Gravel From Sandyford and M50 motorway, south district of Dublin. Start from M50 dual carriageway, take road Harold's Grange Road at junction 13 then a right turn on Ticknock Road to Ticknock Forest. Rolled off the ferry following sat-nav along the M50 motorway, paid the 2.50-euro toll with a card then continued to the junction that eventually led me to Ticknock Road from Kellystown Road then back down the hill to park by houses on Harold's Grange Road 121m. First climb of the day heading over the motorway then first right up Ticknocks Road 141m to Three Rocks Mountain at 443m. At first took the track from part way up to Tom's Climb but this doesn't lead to the masts at the top so returned to the road and took the turn past a bike hire cabin and followed the narrow tarmac road to the end of the road at the Dublin Mountains Way path and continued forward on a track that soon led to the rocks and masts at the top. Chatted with a fully laden Irish cyclist there who was taking in the view. After a few photos taken made my way back down the same road to the car and drove R113 road through Ballyboden to the junction with R114 road from Firhouse and parked up at Bohernabreena Reservoir car park.

**IRL 039 Kilbride Camp** 494m From the north only 7.4km, Located South west Dublin Start road R114 Firhouse, From Three Rock Mountain and Sandyford take M50 to junction 12 then Killinny Road R113 to junction with R114 signposted Ballinascorney where climb begins, turn left Famine Close for Ballinascorney, Kilbride army camp and Seefin Passage Tomb, Balinagee and Ballysmuttan signposted for The Lodge 4km Road L7482. From Bohernabreena Reservoir 123m took a right to return back to Old Bawn Cross at the road junction 97m then back up Ballinascorney Road and continued up to a left turn at / Road 290m to reach the top of a steep climb at 495m alongside Seahan Mountain. I asked the way from a local further down the climb at the first left turn after the reservoir and met him again near the top of the climb because he was interested in my progress, congratulations received! Nothing to see at the top, just scrubland and a metal barrier. I continued on over the top to find Kilbride Camp, took some photos then returned back up. I'd past a police car on the way down to the camp and he was still there on my return back up. Over the top and back down to the car then heading for Howth and passing through the city following sat-nav.

**IRL 037 Ben of Howth.** 161m From south east only 2.8km, starting from Bailey Lighthouse Drumleck Point, on Thormanby Road, north east of Dublin to high point on the small peninsula. Cross road R105 after passing Carrickbrack Road car park, right turn then soon left off R105 on to Balkill Road, left on to Windgate Rise, right on to Windgate Road, left on to Greenhollow Quarries. Earth mound top. Car parked at Abbey Street, Howth. Cycled from East Pier 4m, along Abbey Street and Thormanby Road to Station House 125m then along Balkill Road, Windgate Rise, Windgate Road with a Chinese cyclist for company. He pointed out the gated track off to the left 135m for the gravel track, past a quarry then an anti-clockwise route to the mast and trig point at the top at 171m. Just enough time to take in the view and photos before dusk then returned back down to the car. This route is longer and a little steeper than the southern approach from the lighthouse. Drove on to Skerries via Belmayne, Swords and Lusk and parked up for the night on Quay Street on the coast. After a Guinness in a pub on the front, settled down for the night in the reclined passenger seat. Starting at 14.00. Finish at 20.00, cycling 14km x 2= 28km or 18 miles.

**Tuesday 16th August**

Drove from Skerries to the foot of Barnageeragh Hill 15m by the rail bridge at a lay-by and cycled IRL 036 Black Hills 94m 2.00km. 4Km From north of Skerries on coast road R127 at Barnageeragh Bay Steps and beach parking / train viewing area. Heading inland on Barnageeragh Road,becomes Daltrasna, past Ardgillan Castle and Demesne Manor house. Top is at end of road joining Darlystown Road to Belrothley. Barnageeragh Hill to Cross of the Cage, Black Hills 92m. On the return down explored the grounds of Ardgillan Castle and Demesne then returned. Drove via Balbriggan, Julianstown, Duleek, Kentstown to Navan then the Dublin Road to Garlow Cross and parked.

**IRL 035 Hill of Tara** 141m From the north west 3.1km. South east of Navan. From Navan heading south on road N3 first right turn on crossing road from Kennastown to Bellinter Bridge, heading for Carlow Cross and Kilmessan. Then a staggered junction right then left to the left of a golf course. Left turn at the end of the golf course then a right turn at a crossroads on to Jordanstown Road. Maguires café and gift shop at top. To the right across a field is Mound of Hostages and Hill of Tara, ancient royal archaeological complex. Cycled Garlow Cross 88m and headed south east to the Hill of Tara turn-off on L6200 to the top 139m then headed north west downhill to road L22003 70m then back up the steeper hill to the top and wheeled the bike along the grassy track to the stone at The



Hill of Tara 155m. There was a coach party on the mound at the time but managed to squeeze in to take a photo of the stone at the centre. Back down the track to Maguires café and gift shop then back down to Garlow Cross. Drove on from here to Slane along Boyne Road, over River Boyne then up the steep hill into the town and parked up just north of the town by a playpark.

**IRL 034 Hill of Slane** 132m From the south 1.7km. West and inland of Drogheda, just north of Slane off road N2. From River Boyne on road N2 go north crossing N51 roundabout and pass-through Slane village. At Crandaire Brae take left at this fork on minor road on to Abbey View to car park at top. Cycled down to the river 18m through Slane then back up through the town and past the car, left turn up to Hill of Slane 131m and lifted the bike over the metal gate and rode the grass up to the abbey ruins 158m, back down to the car then drove on along lanes via Baile Ghib, Kells and Carnaross to Rahaghy 142m to cycle.



**IRL 033 Loughcrew Cairns** 211m 0.8km from south, situated west of Drogheda and south east of Oldcastle off the road heading north Road L2800. Kells 21km, Millbrook to Ballinlough road. Brown sign post for Boyne Valley drive and Loughcrew. Then Loughcrew Gardens from road L2800 to top. From near Rahaghy at Moylagh 142m cycled the steep road to the entrance of Loughcrew Cairns 201m then took the bike up the flight of stone steps to the grassy clearing and left it in sight 210m then walked to the cairns 329m. Explored the stone cairns area, viewpoint over the surrounding countryside and photos then back to bike then car. Drove on via Oldcastle, Virginia to Bailieborough to the Kingscourt road to the east of the town and parked on Rakeevan road L3528 185m .

**IRL 015 Cornasaus** 328m From the west 5.9km From the east 3.7km Gravel. Between Ballieborough and Kingscourt. Road R165 from Bailieborough called Riverview, Road indication for Kingscourt, later a right turn on Rakeevan (minor road) then later a right turn on gravel to mast at top. From the east 3.7km L3532 road indication. Total 34.4km or 22 miles. From Bailieborough on road L3528 just east of the town 185m cycled Rakeevan to the top of the road 204m then to the mast and down the other side towards Kingscourt and return. Accommodation at The Waterfront Garden Inn, Kingscourt £64 or 75.70 euros. Total mileage: 80km with 4 climbs – 4 hours and 4 hours driving. Start at 10.00 finish at 18.00, cycling 31km or 20 miles.

### Wednesday 17th August

Drove Kingscourt, Ballieborough, Virginia, Ballyjamesduff, Granard, Ballinalee, after which a right turn on Drumlish road and parked at the first right turn 70m to cycle Aghnacliff road for Corn Hill and Cairn Hill. **IRL 032 Cairn Hill** 272m From the south 5.5km. Location NE of Longford on road R194 near Ballinalee. Take Drumlish road L1041 signposted then Arvagh and Aughnacliffe road. Later a left turn after the Corneddan road at a crossroads then left again at Corn Hill Walk start to Corn Hill, Longford. From the Ballinalee to Longford Road a right turn for Drumlish then parked and cycled first right on Aghnacliff Road 70m then continued up a lengthy 10 per cent climb to the second road on the left 162m then next left 216m for a narrow, steep tarmac track to Corn Hill footpath 265m. It's possible to follow the narrow track but only really suitable for walkers as it's overgrown with bracken. I didn't want to risk damage to the bike by following it around the radio mast but it was pointless as Cairn Hill is only 5 metres higher. Took photos of the mast and the view around then returned back down the hill to the car. Drove on through Longford to Ballyclare on the Roscommon road then took a right heading for Lackan and Strokestown. Parked up at Lackan

**IRL 029 Sliabh Bawn Wind Farm** 201m From the west only, 2.3km Location north of Lough Ree on Strokestown to Ballintemple Road L1425 Bally More. Take road to east – also Bally More heading for Sliabh Bawn. Becomes a track. Continue to end. At Lackan 66m there is a road sign indicating Sliabh Bawn Windfarm. Fairly steep on road to reach the first wind turbine then the road gives way to track. A little further along and up there's a junction of paths. I took the right turn as this led uphill to more wind turbines, past a white stone cross off to the right then followed the track along a left bend that continues until I was heading in the opposite direction only higher, a continuous left around the hillside to reach the higher wind turbines then a final left to reach Sliabh Bawn at 316m. back to the main track and thought it best to return the way I came as there's no indication of directions in the wooded area and so easy to become confused. Back down to the car at Lackan. Drove north from here through Strokestown to Carrick on Shannon, a scenic place alongside Ireland's longest river. From here to Ballinamore where I stopped to eat a café before cycling the next climb. From here a short distance north west to Aughnashelan, a small village with a long name. Parked at the very large village car park.

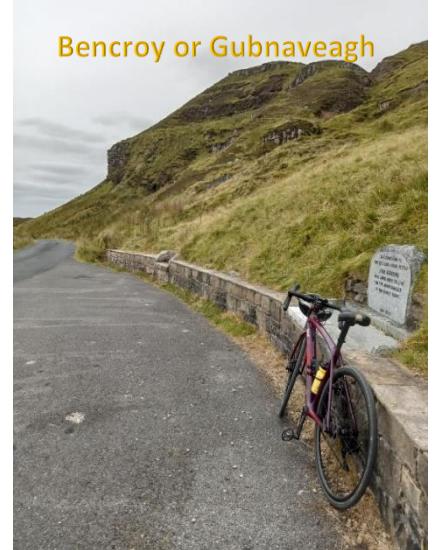
**IRL 022 Bencroy or Gubnaveagh (Iron Mountains)** 410m From the south east only from Aughnashelan Church heading north with church to the left, white houses ahead to Bencroy coal mines, 8.3km. From Aughnashelan 74m headed north with the large church

to the left and white houses ahead – up a steep narrow track then levelling off to reach a road 106m then a left turn following the Yellow River where the road becomes steeper leaving this and eventually reaching the old mining area at Bencroy 416m. Plenty of information boards in the area tells of Ulster men who came here to mine in the late 18th and early 19th centuries. From here back down to the car in the village. Drove on a short distance heading north east to the junction of R202 and R200. Parked up off road in a field near the road junction 74m

**IRL 013 Bellavally Gap 341m** South west of Enniskillen. Road indication for Ballyconnel and

Cavan, From the north west 6.2km from Glangevin on road R206 to R200 to top - open moorland. From the south east 7.4km at Derryvaughan off the road N87 on to R202 then next right on to R200 to the top. Road indication for Sligo and Glangevin R200. Cycled from the R200 and R202 road junction 74m to Bellavally Gap 342m. Roofed wooden structure over an information board at the top. Cycled down to the west on the other side of the climb to Owenmore River 107m then returned back up and over to the car. Good scenery both ways and wild country, an interesting climb. Drove on over the Irish border from Connaught into Northern Ireland and into Enniskillen then headed west along the south shore of Lough Erne then took a minor road south then followed the lough again higher up to reach the entrance of Lough Navar Forest Drive. I took the drive to the top and parked up for the night overlooking Lough Erne. Total: 66km or 41 miles Parked at top of Lough Navar Forest drive. Total mileage: 140 Start at 08.00, 5 hours driving and 5 hours cycling 5 climbs, finish at 20.00 66 km 41 miles, the ups take longer so average at 50 miles

Bencroy or Gubnaveagh



Bellavally Gap



#### Thursday 18th August

**UKD 444 Lough Navar Forest Road 320m.** From the south 3.2km south of

lower Lough Erne, starting from Garrison on Lough Melvin to Blaney road. Start point. Heading north from Correl Glen, Glendasheevar Road along Lough Navar Forest Drive. Brown indication sign at start of road for Lough Navar Forest Road and scenic drive and car park. Drove down the forest drive at 07.00 to begin the climb on the bike. From the base of the climb 135m on Glendasheevar Road cycled back up the east side on the one-way system to the viewpoint through the forest. It's not a steep climb and is easier nearer the top. The road meanders through woodland until reaching a clearing for the final 800 metres. Near to the top the road junction to the left, the west side is part of the one-way system for descent only. The top soon reached through the clearing 297m, and a great view of Lough Erne. Back down the same way but hardly any traffic except for forest workers. Drove on through Enniskillen to Fivemiletown on the Dungannon road then headed south for Cooneen and parked up in the village by the church for the next climb.

**UKD 440 Carnmore Stone Chair 297m.** Located south east of Enniskillen. From the north 2.5km. From the north on A4 at Fivemiletown south along Cooneen Road to top. Climb starts in Cooneen. Mast at top. From the south 4.6km at Derrynawilt crossroads and O'Neill's Mace Store, Dernawilt on B36 Ballyhullagh to Monaghan road, head north then right fork on to Coonen Road to top. From Cooneen 102m the road undulates like a big dipper and finally arrives at Carnmore Stone Chair 299m, a short walk over the rocks to the chair, trig point and viewpoint 304m except there wasn't much of a view in low cloud and to top it all rain had started. I continued on over the other side to the main road 92m, Enniskillen to Monaghan road. About turn and back up over Carnmore Chair now in brighter weather after the rain, and back to Cooneen. Drove on back over the climb to Rosslea then headed north east and back over the border to Scotstown to begin the next short climb



**IRL 012 Cross (Border)** 225m 3.1km NW of Monaghan. Knockatallen to Esnadarra (NI) road, Start at road sign for Knockatallon, head north west for Ballinato on Corranny to Knockatallon road, south east of Fivemiletown in Northern Ireland. Start is near a road junction just north for Roslea 7km. From Scotstown (but a small village) 76m cycled north west for Windsor Hill on the border, heading for the woods ahead and the border 228m. It was unusual to see the Irish road signs and a short way along the road the familiar UK road signs. Back down to the car. From there through Monaghan and Castleblaney to Newtonhamilton and parked up just north of the town at Keady.

**UKD 439 Carrigatuke Viewpoint** 357m Located between Monaghan and Newry. From the west 6.5km starting from Keady Head south east on Victoria Street / Darkley Road to Darkley (start) A29 becomes Keady Road. Keep on A29 Darkly Road / Keady Road until a left turn on to Viewpoint Road, left on to Carrigatuke Road, later a right turn to top and viewpoint. South East 5.9km From Newtown Hamilton on A29 Armagh Road head north west, left at Keady Road A29, right turn on to Viewpoint Road, left on Carrigatuke road then right off this to top at Carrigatuke Viewpoint. From Keady Road junction 215m north west along Keady Road and the first right turn 323m along Viewpoint Road through woods then a left on to Carrigatuke Road 317m, a final right on a wide paved track 340m to the viewpoint, trig point and mast 365m. The usual photos then returned down to Newtonhamilton and drove on in search of the next climb. I tried for this after passing through Monaghan then Castleblaney headed north west on Monaghan road to R180 just south of Ballybay.

**IRL 014 Corrybrennan Park.** 132m. SE of Monaghan and Ballybay. Road R180 south from Ballybay. Left turn on Corrybrennan Park (road) From the west 0.4km on road R162 heading south from Monaghan through Killyvane Lane, Berry SBrae, Romany, Drumacruton, Ballybay then left on to R186 at Ballybay. Turn left – heading east (if approaching from the north) on to Corrybrennan Park (road). No road indication – trees only. Gradual turn on a parallel road to start with. Carrickmacross Road R180 junction with Corrybrennan Park 104m to 134m is a mucky road! Horse riders galore and my tyres were well inground with the muck! Not recommended, especially on a wet day. Glad it was a dry day today! High hedges and no real challenge of 30 metres, another Natacha needed as replacement. Drove on to Monaghan for accommodation. Total 46km or 29 miles

Accommodation at Ashleigh Guest House, Monaghan, Ireland. £51 or 60 euros. Billed as Trudy's. Bought a take-away Chinese meal from along the road from the hotel and took it back to the room. Had special chow mien, crab soup and spring rolls. Mileage 62651. Total mileage: 85. 3 hours driving and 4 climbs at 1 hour each, start at 10.00, finish at 17.00

#### Friday 19th August

From Monaghan to Dungannon via Emyvale, Aughnacloy and Granville. Parking on Black Lane.

**UKD 442 Hill of the O'Neill** 129m Located in Dungannon, SW of Lough Neagh. From the south 0.9km, situated in Dungannon. Start west of A29 at Black Lane Off the roundabout, becomes Park Road then Victoria Road / Park Road. Take left on to Perry Street at the road end, becomes Church Street. At end right turn on Market Square, becomes Castle Hill, at end of road took a right on to a paved track by hall, anti-clockwise around the hill to the top. From Black Lane 72m, Park Road, Victoria Road, Church Street, right turn on Market Square then a right turn on the cobbles to the monument 128m. From there drove west through Ballygorley, Seskinore, Fintona and Dromore to Trillick and parked up on Effernan Road by a school.

**UKD 441 Brougher Mountain** 301m. North east of Enniskillen. From the north 1.6km south east of Trillick on Rosnareen road, take left fork to top and transmitting station between villages of Beagh and Imeroo, N.E. of Enniskillen. From Trillick 116m along Effernan Road, two right turns on to Greenan Road, later a right turn 151m, then a left for Brougher Mountain Road to the top 304m, a steady climb with many shallow hairpins along the road to the mast at the top. Returned back to Trillick the same way. Drove on back to Dromore and a petrol fill as running low. Continued from there, north east on the Omagh road, to Corradine Road over the blue bridge to a petrol station on the right and parked up 90m

**UKD 443 Pigeon Top** 291m. Located west of Omagh. From the south 4.2km head north from A32 on at blue bridge – go east from the bridge to get on the road on Corradinna Road – signpost JB Barratt tractors! Corradinna Road to top at Cool Keerath Road. From the north west head south from B50 Omagh Road on Corradinna Road (white house on left) 11km from Castlederg, 7km from Omagh. Opposite road on B50 is Drumrawn Road . Follow Corradinna Road to top. From the north east 3km, head south west from B50 Gillygooley Road by low white wall on the right and opposite black iron gates. Follow Coolkeeragh Road to the top. Headed north west under the Omagh road on Corradine Road in an almost dead straight course to the masts 289m to the right of Pollnalagh Mountain. A fairly steep rise of a constant 10 per cent to the top. Downhill past the Cornavarrior Windfarm to the right then a few bends towards the bottom of the road to arrive 106m at the Omagh road from Drumquin.

Returned back up the north west side to the masts then took a left turn after the masts and headed north east to the Omagh road 102m, nearer to Omagh. The final section passes over a crossroads then narrows as it passes through a wooded area to the main road where there are iron gates and fence across the main road. Returned back up the north east side with the view of the masts dominating the skyline for much of the way. The north east side is not steep but is a constant climb. From the masts back down the south side to the car parked at the petrol station. Drove back over the top and through Drumquin to Castlederg then west heading

for Meenablagh along Killeter, Mourmebeg and Magherangeeragh Roads then a right turn along Corgary Road to reach the junction with Meenablagh Road.



**UKD 445 Meenablagh Road** 235m. South west of Londonderry. From the north 2.1km in extreme west of Northern Ireland near Carrownamahoy road from Meenglass /Toragh (on border) to Aghyaran (Corgary road) White road sign indication for Meenablagh road on right at start of road. From the road junction 107m it's an immediate steep climb heading for the woods ahead and to the left. The road bends to the right then a sharp left and eventually to the top in a clearing. Returned down the same way. From here drove further west over the Irish border to the Donegal to Ballybofey road then took a left to Cloghfin before Donegal and parked up. Total: 40 km or 25 miles

**IRL 011 Meenadreen Windfarm** 382m From the south west only 9.8km from Cloghfin on road N15 to Birchill, Donamar House and windfarm. Cloghfin 45m, cycled road to the left then a right bend to a road junction for Barnsmore Windfarm, took this right turn and continued to the windmills reached by a track. The return was more difficult as I was confused with the road system. From there drove north to Ballybofey and back into Northern Ireland until my last date of the tour on my way back to Dublin. Into Strabane, through the city to Evish Road. Drove to the top and slept the night in the car by a farm building. An old lady was closing the farm gate as I was changing and looked curiously at me. I acknowledged her and she smiled and understood what I was doing. Parked overnight at top of Evish Road, Strabane. Total mileage: 90. Start at 08.00 3 hours driving and 4 hours Cycling four climbs, finish at 15.00

#### Saturday 20th August

**UKD 446 Evish Road** 231m. From the west 3.9km Starts in Strabane, west in Northern Ireland from Meetinghouse Street on east Mourne River bank, red house on left, beige on right, Evish Road to top. Early start at 07.30, cycled down Evish Road from the car parked at the top and down to Milltown Road 11m by the Mourne River at the foot, along Newtonkennedy Street and slowly up Evish Road on the 'wake me up' rise. The road has four steep sections with some respite between each rise. The toughest section is at the start past Spring Hill Park. Just before a turn to the left the top was reached at 237m. Drove back down the hill in search of breakfast. MacDonalds on the town by-pass served me fine. From there headed north east on the main road to Londonderry. Entering the city is by a covered girder bridge, Foyle Bridge, took a left at the other side and parked in the museum carpark to find the location for the foot of the next cycle climb then on to a convenient parking place on Marlborough Street off Creggan Road which is part of the climb to Sheriff Mountain.

**UKD 426 Spring Hill.** 178m Londonderry, west of the River Foyle. From the East 3.8km. Start at B507 called Fahan Street from B527 Rossville Street/ B507 Fahan Street becomes Creggan Road. Take a left on Holyhall Road then later a right on Groarty Road, then a left on Sheriffs Road to reach the top. From the South East 3.8km. Start at junction of B507 and B527 and head south west on Rossville

Street (B507) which becomes Lecky Road. Turn right on to Westland Street over dual carriageway. Take 4th left on to Elmwood Road. Take 5th right on to Beechwood Street which becomes Bligh's Lane. Directly over the roundabout between Iniscarn Road and Fahad Drive. Track 3rd turn. Track to the right of Gortan East—over Central Drive dual carriageway by Creggan Bakery. Slight left on Creggan Heights. Soon a right on to Bligh's Lane, Right on to Springhill Road. Right on Sherriffs Road at end – to top. From Marlborough Street down Creggan Road and Fahan Street to the start of the climb 3m , back up Fahan Street and left on to Creggan Road, a slight dip in the road before the left turn on to Hollyhall Road then right on to Groarty Road in a wooded area. From here it's dead straight to the first turn on the left – Sheriff's Road. Along here to reach the top at the mast 180m. From here along to the next on the right, Springhill Road and down to Bligh's Lane, Eastway on to Westland Street and the foot of the climb. Returned back up the same way passing the Free Derry wall murals and monument at Free Derry Corner. From here headed out of the city.

**UKD 449 Gortin Glen Forest Park** 271m Located north of Omagh. Road B48 goes north from Omagh. Gortin Glen Forest Road From the north 4.1km heading south starts from Owen Killen River on road B48 Culvacullion Road just north of Gortin village (east of Newtownstewart). From the south west 3.3km and heading north east starts just north of Knockmoyle village on B48 Glenpark Road off Gortnagarn Road, Gortin Glen indicated on brown sign. Glad to be back in countryside. Hope the Irish don't mind my saying I found Derry a bit depressive. It was good to be back in open country. I headed south for Plumbridge. Parked up on Learden Road by Owenkiller River just north of Gortin 78m Cycled south through Gortin on Glenpark Road to the top at a gate on the left 210m then over the other side through forest scenery to the foot at Tirmurty Road 130m on the right. Back up from there to the top but first a diversion to the forest park that contains walking and mountain biking trails. Back to the car north of Gortin then drove back to Plumbridge then a right turn and parked at Cranagh village.

**UKD 448 Sperrin** 435m From the south 4.3km from Cranagh on Plumbridge to Sperrin road south of Claudy on road A6. Start on Park Road opposite white chapel. (North side 6.1km cycled already). From Cranagh village hall car park 178m cycled up Park Road / Tamnagh Road heading north and an immediate steep climb on a narrow tarmac road to cattle grid 435m between Learmount and Dart Mountains. The way up is through gorse and heather scenery on either side of the road, wild country except for one farm off to the right. Back down to the car and headed south east through Tobermore and Desertmartin to a right turn just before Moneymore at Tullynagree Road and parked up

**UKD 450 Slieve Gallion** 457m from the south east 8.2km starts from Moneymore, north of the village on A29 Lawford Street (Tobermore road). First left on Tullynagree road, white sign indication on right indication for Slieve Gallion 4 miles. Same road continues to the top. Tullynagree Road, just north of Moneymore 46m, cycled this road no turns, over a staggered junction at Tigan Road, steeper and a few bends to reach a high padlocked gate and barbed wire fence 331m and the end of a way forward to the mast however that's only a metres higher. Very windy, exposed on the top road. Total: 51km or 32 miles

Accommodation at Kirley Road B&B, Maghera, Northern Ireland. £60. Some trouble finding it as the sat-nav sent me to the north part of Kirley Road and I was knocking on doors and was challenged by a burly fellow approaching me from his driveway. Quick explanation needed, he directed me the mile or so to the other end of the road. Good place to stay, very friendly owners. Left on to Five Mile Straight then right turn at crossroads for Tobermore, bought fish and chips and took back to the accommodation. Total mileage: 100. Start at 10.00, drive 4 hours and 4 hours cycling, finish at 18.00.

## Sunday 21st August

After a wonderful breakfast of home-produced food to make the full Irish breakfast, I was fuelled up for my first climb of the day. South along Kirley Road, left turn then left again through Lisnamuck to join the Glenshane Road A6, Belfast to Dungiven road. Parked up on Chapel Road opposite Curragh Road.

UKD

**447 Dungiven Viewpoint** (Benbradagh) 417m From the west 5.8km from Dungiven, south of Lamavady Start at River Roe bridge, head east on Main Street that becomes Chapel Road. Left turn on Curragh Road (white road name indication board on the right) to metal gate at top. Go through. Turn right and to top. Left from Curragh Road and along Chapel Road / Main Street through the town to the river bridge 61m then reversed and back to Curragh Road 100m and the climb but easy at first as far as the river where the real climb begins after entering the Sperrin AONB where there are bends to reach the top at 417m just beyond the wooden gate. People were up here this morning setting up for paragliding. Drove from Dungiven to Limavady the north east on Coleraine road to Bolea. Parked up at the head of Bishops Road 39m

**UKD 427 Binevenagh** 333m East of Londonderry from coast at Castlerock. Binevenagh North East 8.7km. Start at Bishops Road off Seacoast Road Temple Cove Coffee Bar. Later take a right at a fork, still on Bishops Road – to top, 5.8km. From the north west. Start at Seacoast Road then Duncrun Road from Glebe, past trout lakes, Later to Leighery Road then a right at a fork. Road liable to subsidence sign, right at end on Bishops Road to top, 3.9km. From the South. Start at B201 from Artikelly on Windyhill Road then Bishops Road, take right at fork to top. From Bishops Road 39m to the north edge of the woods at the top of the road 335m before Leighery Road for Glebe. Down the other side then a short rise to Gortmore Viewpoint. A statue of Manannan Mac Lir, a sea god from Irish mythology stands dramatically with arms outstretched overlooking the Foyle Estuary. Islay and Jura can be seen across the Irish

sea. Downhill all the way with a final downhill steep section between the cliffs to the coast. Cafes and public toilets here. From here back up again to the Gortmore Viewpoint and later to the road top before the woods then a gradual downhill back to the car. Drove on from here along via Coleraine, Ballybogey and Ballycastle where there were long queues for the Kintyre ferry and also the Antrim coast road. A slight delay in threading through the town to the left turn for Torr Head from Ballyvoy. Drove along Torr Road to a high point by a disused coastguard station 274m

**UKD 429 Torr Head** 271m 2.6km East of Ballycastle. From Torr Head car park at end of road take a left at the fork then right at the next fork on Torr Road. Later a right again still on Torr Road then left turn to the top, heading for Ballyvoy / Culfeightrin. From the abandoned coastguard station 274m steeply down to Torr Head 24m. The lookout station here is only ruins. I didn't want to walk up to them so did an about turn and cycled back to the village 90m then a right turn and began the steep rise up after the stream to reach the car at the old coastguard station. From there to Ballyvoy the Ballycastle and drove along the Antrim coast road A2 and took a right turn on to Causeway Road, stopped for a view of Dunseverick Castle and inlet then along to Giants Causeway but carried on up to the main road again and parked in the car park of The Smugglers Inn.

**UKD 428 Giants Causeway** 79m, one side only. 3-2km From Giants Causeway head south, at end of road go left on to Causeway Road heading for Dunseverick and Ballintoy. From Smugglers Inn on the main road south of Giants Causeway biked down to Giants Causeway and through the gap at the back of the car park to the right of the ticket office. It was now closed and as there's no barrier cycled down to the coast to take in the views of the natural hexagonal rocks and cliffs 5m. While taking photos an American couple offered to take photos of me with the rocks. Keenly accepted their offer. From here back along the road and headed for The Smugglers Inn and the highest point of the road by Camkirk Castle 77m then back to the car. Drove west to Coleraine and accommodation at Lodge Hotel, Lodge Road roundabout A26, Coleraine, Northern Ireland. South east of the town. £85 with breakfast. Evening meal in their restaurant of pizza and dessert. Total mileage: 90. Start at 10.00, 3 hours driving and 4 climbs at 1 hour each, finish at 18.00. Total: 80km or 50 miles

#### Monday 22nd August

Drove via Ballymoney, The Drones, over Slievanorra, Glendun to Cushendall, parking at the back of Mill Street free car park. Over the hills coming the weather was foggy so there was no view and now it was raining pretty hard so waited in the car park for a while. After it stopped the weather was perfect.

**UKD**

**430 Glenariff Forest Park** 335m. 7.4km North east of Ballymena. From the coast A2 at Cushendall (car park in village) take Balleyemon Road B14 heading south west to top. From the north east 11.8km. From coast road A2 at Waterfoot take A43 Glenariff Road then left at fork on to Kilmore Road, rejoins A43 Glenariff Road. Take a right on to Balleyemon Road signposted Cushendun, take a right on B14 to top. Cushendall 11m to Balleyemon Road 16m and the foot of the climb on a good open road following the Dall river that eventually led to the top in the woods 337m at a right bend 290m then a descent to A43 Glenariff Road and an acute left turn and headed down for Waterfoot 6m and returned back up the same way and returned back through the forest to the top and back down to the car in Cushendall. A wonderful drive close to the Antrim coastline to Carnlough then inland on the Ballymena road then off to the left at The Sheddings and parked up in the church car park at Buckna

**UKD 431 Shillanavory Road** 80m. From the north 8.8km. Start north of Buckna on Aghacully Road from A42. Take a right at end on to Hazelbank Road then right in Buckna on to Aghanure Road by a large white house then left on to Carnalbanagh Road, then a right on to Shillanavogy Road to the top. From the south 4.7km. From the south – just south of A36 Larne to Ballymena road on Ballynashee Road head north back over A36, over on to Shillyanavogy Road to top. From Buckna Gospel Hall car park 116m south east on Aghanure Road, right on Carnalbanagh Road then right again on Carnstroan Road, at the end of this a right turn on to Shillanavogey Road then headed for the top at Shillanavogey Wood 381m near Douglas Top hill. There's a wooden post at the top indicating the name of the woods. Most of the road is straight except for the final section. Down the other side to come back up the south side and following the



Giants causeway

woods most of the way, a straight road again past the quarry. There was plenty of traffic here with trucks coming in and out. Over the Ballymena to Larne main road 206m, over to Ballynashee Road to the foot of climb 192m then returned back up and over the same way except towards Buckna carried on to the end of Shillanavogey Road and left on to Carnalbanagh Rosad then right on Aghanure Road back to the car.

**UKD 432 Knockagh Monument** 280m. North of Belfast. From the north east on road B90 At Woodburn take Woodburn Road heading west just south of Woodburn, Take first left on to Knockagh Road, many bends. Later a left on to Monument Road to top at a bend to the right, 4.9km. From the south west from B90 in Monkstown, take a right on Knockagh Road and head north, later a right again on same road then another right on Monument Road to the top, 5km. Drove back over the climb then took the lanes with the aid of sat-nav, through Ballynure on A58 to Woodburn. Parked up in front of houses. Said I will only be half an hour to a resident. It was 2.5 hours later when I returned and was worried about me! She offered me free accommodation at a neighbour's house whose wife was away for a few days. Politely declined and drove on for Scrabo Tower. Through the city with the help of Google maps then headed for Newtownards. Some rain on the way – a downpour, but cleared when parked up at the golf course 19th hole at the top, some food before starting the climb

**UKD 435 Scrabo Tower** 151m. Situated at head of Strangford Lough, south west of Newtownards. From the north only. 3km On Dundonald to Newtownards road A20 just west of Newtownards, head south on A20 then first right on Scrabo Road by Tower service station south of roundabout west of the town. Eventually a right before Killynether Road continuation, by Moate Road then take a right by the car park to a track through Killynether Country Park to the top. Biked down to the main road then cycled back up the road to Scrabo Tower. Very steep for 300 metres. Found a car cleaner spray on the way back down, that'll be useful - so into my cycle vest pocket then bundled that in the car on return. Plenty of puddles on the way down from the downpour earlier. From there I drove on to Newtownards, had a meal at KFC then drove south along the estuary road and found a secluded area near Mount Stewart to park up for the night, finish food and some wine to aid sleep , phoned Ruth, read a while then to sleep with a view of Belfast lights across the estuary. Total: 97.4km or 58 miles. Parked overnight at Mount Stewart, south of Newtownards. Total mileage: 65 Start at 08.00, 3 hours driving and five climbs at 1 hour, finish at 18.00

**Tuesday 23rd August 2022**

**UKD 433 Divis** 470m Located in south west suburbs of Belfast. From the south only 8.2km. Start south west of Belfast in Dunmurry at Colin Glen River entrance, Road A12 /M1/A512. Head north west on Blacks Road from A512 Old Golf Course with M1 continue on Blacks Road to the end then left and immediate right at Colin Glen Suffolk Road. At end of Suffolk Road take a right turn on Glen Road. Take next left on to Hannastown Hill, bends to the left. At road end take a left on to Upper Springfield Road B38. Then take 6th right on to Divis Road. Take a right off that at Divis and Black Mountain car park. Go past The Barn Coffee Shop to Divis Massive Peak and top.

A breakfast at MacDonalds in Newtownards then drove west through the city to Dunmurry, parked up at Suffolk Road. Cycled back down to the motorway junction then headed north west along Suffolk Road, a left turn then right along Suffolk Road, a right then left and left again for the Dundrod road then 5th right turn on Divis Road, soon a right bend then continued up to the Standing Stones, advertised as the highest restaurant in Ireland. From here back down slightly then off to the left (east) for Divis café and visitor centre. No cars allowed along here. It's only for walkers and cyclists. A left at this point, up the much steeper tarmac road then a final anti-clockwise turn to reach the mast and trig point at the top. Some trouble with the bike on the way down and discovered I was almost riding on the brake discs as the pads had worn so much, from here, back down to the car then drove away from Belfast, Drove south on the lanes via Annahill to Finnis for the next climb. Car parked at foot of climb on Dree Hill, Finnis

**UKD 436 Slieve Croob** 516m From the north west 5km From Finnis between Dromara and Gransha head south east on Dree Hill off Rathfriland Road opposite Kings Bar then later a left turn at Slieve Croob car park to top. From the south east it is situated north of Newcastle on Castlewellan to Clough Road at Annsborough. From the south east 13.2km From Annsborough just east of Castlewellan to Clough Road, head north (A25) on Ballylough Road. Take a left at fork on to Clonvaraghan Road / Finnis Road, later a right turn on Dree Hill to car park then right again through the car park to the top. Dree Hill. Finnis 156m to top of road 337m , left turn to Slieve Croob 516m , return to road then down the other side 89m near Annsborough, Castlewellan, The upper parts of the road either side to the top are steep. A metal vertical bar gate leads to the final approach to Slieve Croom Mountain from the car park. Drove on from Finnis a short distance to Slieveannaboley Road, second left turn and parked up at the head of the road and foot of the next climb.

**UKD 434 Windy Gap** 274m. Between Banbridge and Newcastle. From the north west 1.3km. From Gransha on Slivenaboly Road to top- Mother of the Hill 1954 leave main road Lisburn to Banbridge Road A1 at Dromore. From the south east 4.9km from Castlewellan on Bann Road then take a right on Leitrim Road to start at Leitrim then heading north west on Dromora Road / Slevanaboly Road to the top. Slieveannaboley Road 179m an almost straight road with switchbacks leading to Windy Gap 278m car park and viewpoint at the top then another straight road to Leitrim village 96m. steep rise up final section to top from both sides. Drove back over Windy

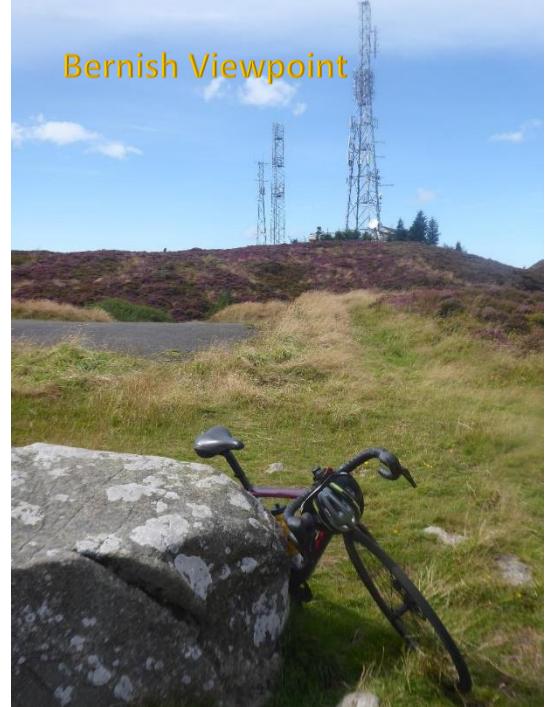
Gap then took a left for Castlewellan and stopped at the square in the village and enjoyed a Guinness while sitting in the sun for half an hour. From there through Bryansford to Newcastle and some confusion with finding the road for Hilltown.

**UKD 437 Spelga Dam (BIG 52)** 405m From north west 7.8km. From Hilltown, east of Newry on Rathfriland to Rostrevor Road near Warrenpoint, heading east over the River Bann on road B8 then next right on to Kilkeel Road B27 then left (an acute right turn after passing the dam), heading north on Slievenamen Road to the top. From the south 14.3km heading north from Kilkeel from A2 Bridge Street then left and north along Mountain Road following Aughrim River on road B27, now Moyad Road continuation, ignore Spelga Drive. Goes along to top. After a good fry-up Irish breakfast and Spelga yoghurt drove out to Kilkeel along the coast. Parked up at the free car park off Greencastle Street for today's first climb. Heading north along Mountain Road from Kilkeel 21m, gradual at first, a little steeper crossing Kilkeel River. Passing Attical progressively steeper

179m to Spelga Dam turnoff to the left 360m but carried on to road top 406m with view over Spelga Dam and Mourne Mountains, returned the same way. Driving on made the mistake of heading south west following the main street wanting to reach Newry but instead was on Greencastle Road, a narrowing country road that ended at the beach at Cranfield Caravan Park. Returned and passed through the town and took a left on the A2 through Warrenpoint to Newry and parked up on Drumalane Road.

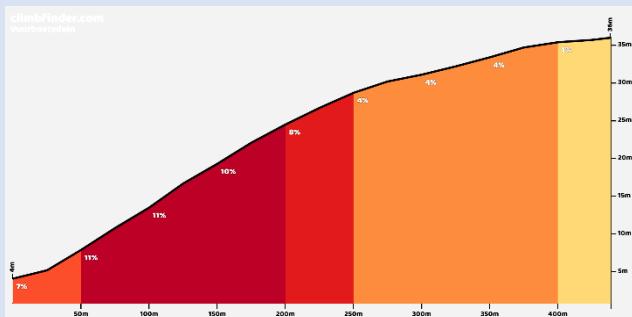


**UKD 438 Bernish Viewpoint** 344m. Newry, SE of town. From the north east 7.3km. From north east start at Glen Hill off Bridge Street/Dublin Road, head west. Go over Newry River. Head west on William Street over river bridges, becomes Bridge Street then Dublin Road and a right turn on to Glen Hill. Turn right on Watsons Road, next left on to Dorans Hill, over the A1. Next right on to Chancellors Road then a left on to Altnaveagh Road which becomes Bernish Road, later take a right at fork, merge into – and right on to Seavers Road. Right turn on to Tamnaghbane Road. Later a track, at barrier and stone posts, from this road to the right to the top, track is for some distance with bends. From the south east 7km. Starting from Newry River west bank at Albert Basin, acute right turn away from river on Drumalane Road then first acute left on to Hillhead Road and becomes Flagstaff Road. Turn right on to Flagstaff Road at Crillys Sweets. Emerge on to main Dublin road and left for roundabout and directly over on 3rd exit on to road B113 Forkhill Road, a right turn on to Seavers Road and right on to Tamnaghbane Road, later a track to the right leading to top. Drumaline Road 12m Ballymacdermont Tomb 192m Top by mast 358m. Drove from Newry to Omeath following the river, no houses in the vicinity of the border area.



**IRL 031 Clermont Cairn (Black Mountain)** 486m Located south of Newry at border near Warrenpoint. From the east 6.7km. Start in Omeath at crossroads, Bay View Tavern on right, petrol station on left, to mast at top. From the NW 6.3km Road R132 Kileen to Dromad. North of Dromad roundabout take road east indicated for Kingcoal 2km and OMeath 4km and Morgan Fuels.Total: 42km or 27 miles

From the coast at Omeath 3m to the crossroads then followed the road to **Windy Gap** 207m, Should have taken the first right turn for Ardaghy then follow the road, taking a left then a final right turn to the top of Clermont Cairn so must return and cycle this again. Final fill of petrol on the edge of Newry at the start of the Dublin motorway then none stop on to Dublin Ferry for the 20.30 departure for Holyhead. Must be there for 19.30. Total mileage: 100 Start at 10.00, Driving 4 hours and 3 climbs for 3 hours, total 7 hours, Start at 09.00, finish at 17.00. Ferry departure 20.30. arrival in Holyhead 00.01 On 25th August



Startplaats : Oost-Vlieland

Starthoogte : 3 m

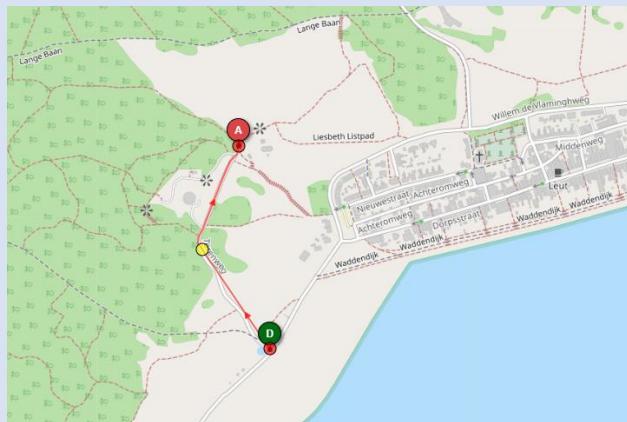
Top : 38 m

Hoogteverschil : 34 m

Lengte : 0.5km

max %: 11

Het **Vuurboetsduin** is een duin op Vlieland. Met zijn hoogte van 45 meter is het de op een na hoogste duin van Nederland en het hoogste punt van Friesland. De vuurtoren van Vlieland staat op het topje van het Vuurboetsduin. De toren zelf is slechts 18 meter hoog. Ook wordt er door Vitens drinkwater gewonnen.



Vlieland is het Waddeneiland dat het verstu van het vasteland ligt. Er is slechts één dorp op dit rustige, autoluwe eiland: Oost-Vlieland. Hier bevinden zich de veerhaven, goede restaurants, enkele hotels en B&B's en het grootste deel van de bezienswaardigheden van het eiland. Buiten het dorp vindt u een uitgestrekt duinlandschap, een lang Noordzeestrand en de Vliehors, een schijnbaar oneindige zandvlakte op de westpunt van het eiland, dat wel de 'Sahara van het Noorden' wordt genoemd en ook in gebruik is als militair oefenterrein.

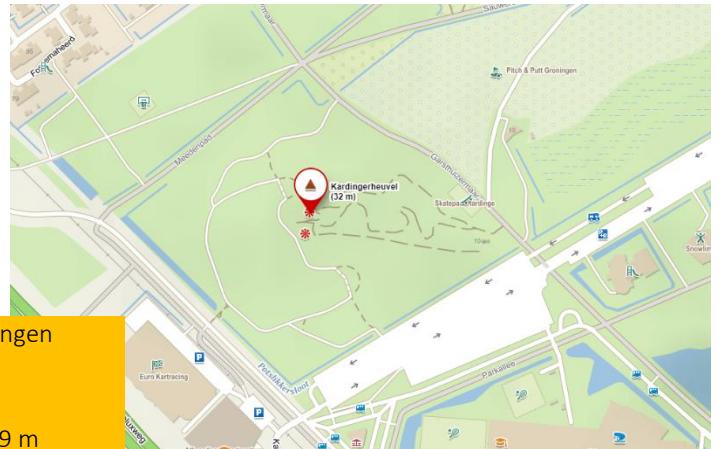
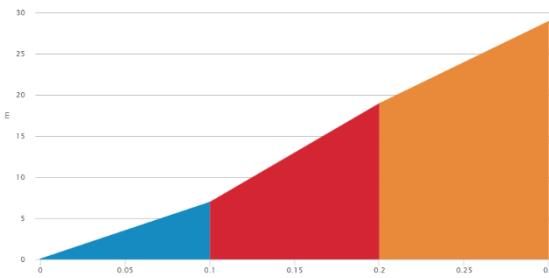
Het *Vuurboetsduin* vormt een echte blikvanger op het dichtbegroeide eiland. Dit is een 40 meter hoog duin waarop een vuurtoren staat. Het eiland is ongeveer 12 kilometer lang en nergens breder dan 2 kilometer.



Oost-Vlieland wordt voor het eerst in 1245 in de bronnen genoemd. De nederzetting werd eerst voornamelijk bewoond door arme boeren en vissers, maar werd in de 17e eeuw rijker toen de monding van het Vlie werd gebruikt als

aanlegplaats door de zich uitbreidende Nederlandse handelsvloten. Vroeger was er een tweede dorp op Vlieland, West-Vlieland, maar dat werd in 1736 door een overstroming verwoest.





Startplaats : Groningen  
Starthealte : 0 m  
Top : 29 m  
Hoogteverschil : 29 m  
Lengte : 0.3km  
max %: 12



Kardingerheuvel-Bikepark Rondje vanuit Groningen Europapark.  
Gemiddelde mountainbikeroutr.  
Goede conditie veriest. Alleen voor gevorderden .



Het natuur- en recreatiegebied Kardinge kent een afwisseling van bos, weiden, plassen en moerassen, met gelegenheid voor natuurbeleving en voor wandelen, skeeleren, hardlopen en zwemmen. Bij sneeuw in de winter kan men er langlaufen of met de slee de Kardingerheuvel (32 m) afrijden. Als eerbetoon aan de Canadezen, die Groningen

bevrijdden in 1945, is een bospartij aangelegd, het Bevrijdingsbos, met in een nabijgelegen vijver een eilandje in de vorm het blad van de Noorse esdoorn (*Acer platanoides*), de Maple leaf, het blad dat de Canadese vlag siert.

De klimtoren en klimhal van Klimcentrum Bjoeks (2013)



De oudste schriftelijke vermelding die bekend is, villa Cruoninga, dateert uit 1040, maar het staat vast dat de huidige stad al ver daarvoor een bewoond plek was. De oudste archeologische vondsten binnen het gebied van de huidige stad zijn gedateerd op circa 3950–3720 voor Chr.

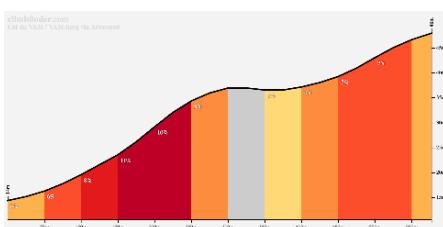
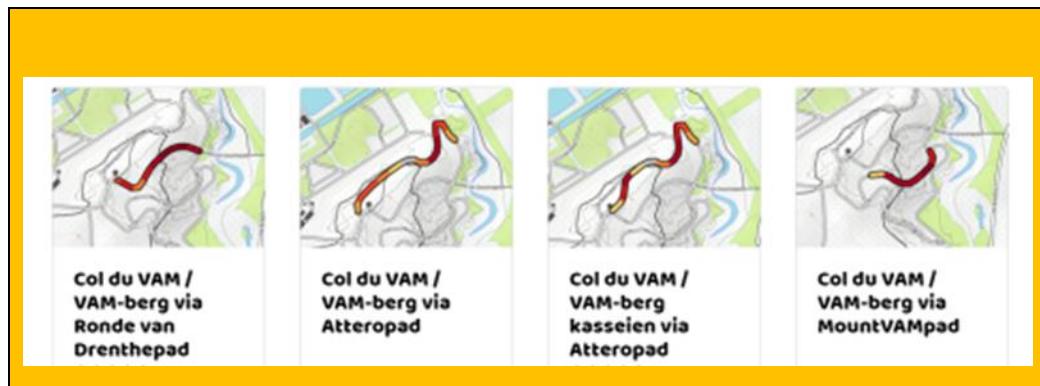
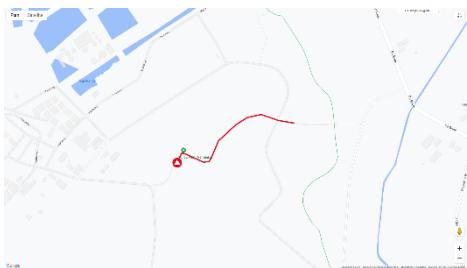
Door de relatief geïsoleerde ligging ten opzichte van de opeenvolgende feitelijke machtscentra (Utrecht, Den Haag, en Brussel) was de stad

historisch gezien vooral op zichzelf en de directe omgeving aangewezen.

Als Hanzestad maakte Groningen deel uit van het Noord-Duitse handelsnetwerk, maar het werd later vooral een regionaal marktcentrum. Hierna ontwikkelde Groningen zich geleidelijk tot een invloedrijk machtscentrum. De stad kon gedurende de 15e eeuw, op het hoogtepunt van zijn macht, feitelijk als een stadstaat worden beschouwd.<sup>[6][7][8]</sup> Sinds de Republiek hoorde Groningen nominaal bij Nederland, maar tot aan de Franse tijd bleef Groningen feitelijk een autonome stad, die heer was in het grootste deel van de provincie. Na de Franse tijd verloor de stad haar overheersende positie in de provincie.



Startplaats : Drijber  
 Starthoogte : 14m  
 Top : 44m  
 Hoogteverschil : 30m  
 Lengte : 0.5 km  
 Maximum % : 10 %



Een pas in Nederland ?

De VAM-pas is een curiositeit

geworden voor ondagfietsers, mountainbikers, racefietsers en gravelbikers, in de provincie Drenthe in Nederland. Het is in feite een gigantische 56 meter hoge heuvel die is ontstaan door het storten van miljoenen tonnen compostafval door de VAM (Vuil Afvoer Maatschappij), de plaatselijke afvalverwerkingsmaatschappij. Bedekt met aarde en gras is deze "berg" een kleine pas geworden, een zeldzaamheid in het landschap van onze vlakke plattelandsburen.

Op deze kunstmatige berg, het hoogste punt van de streek, hebben de autoriteiten 3 fietsroutes

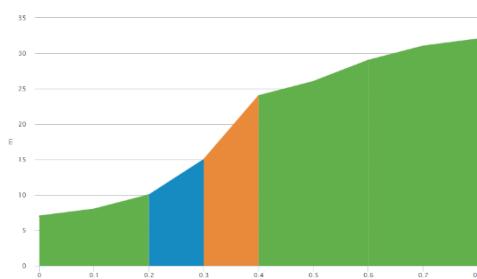


aangelegd op verschillende ondergronden (weg, paden, grind, kasseien, afdaling,...) om een speel- en recreatieterrein aan te bieden aan alle lokale tweewielerfans. de locaties werden in oktober 2018 ingehuldigd.

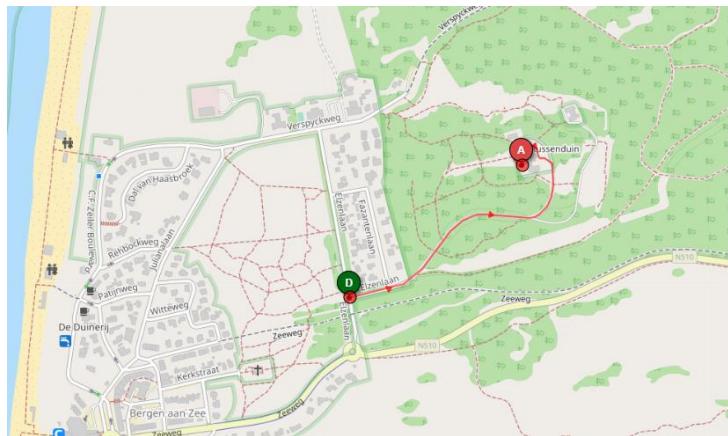


Met gemiddelde stijgingspercentages van 10% om de top te bereiken en passages van 15%, biedt de locatie interessante mogelijkheden voor het organiseren van wielerevenementen en het was op de VAM-pas dat de laatste Nederlandse kampioenschappen op de weg werden gehouden, zowel in 2020 als in 2021.

Op het Europees kampioenschap veldrijden in 2022 kroonde dit veeleisende circuit Lars van der Haar tot de nieuwe Europees kampioen.



Startplaats : Bergen aan Zee  
Starthoogte : 7m  
Top : 32m  
Hoogteverschil : 25m  
Lengte : 0.8 km  
Maximum % : 9 %



Buitenhuis op hoge duintopTen noorden van de Zeeweg in Bergen aan Zee ligt een hoge duinop, waarschijnlijk opgestoven na de strijd die in 1799 woedde tussen de Russen en de Fransen. Hier kocht de Baarnse tabakshandelaar August Janssen in 1916 een groot, vrijwel kaal duingebied van de familie Van Reenen om zijn plannen voor een buitenhuis te verwezenlijken. Kosten noch moeite zijn gespaard bij de bouw van deze door de gebroeders Van Gendt ontworpen villa, die vele jaren



beeldbepalend is geweest voor Bergen aan Zee.

Enkele weken na het gereedkomen van zijn buitenhuis overleed August Janssen op 10 april 1918. Het kostbare huis bleek onverkoopbaar, mede vanwege de Van Reenen servituten, die bepaalden dat er geen bank, bordeel of sanatorium in gevestigd mag worden. Het stond leeg tot eind 1930, toen het werd gekocht door de 'Stichting Bio Vakantieoord ten behoeve van het zwakke en arme Nederlandse kind'.

Villa Russenduin. In mei 1940 werd Bio Vakantieoord door het Rode Kruis aangewezen voor evacués uit Amersfoort. Na de capitulatie verdwenen deze weer, waarna Duitse soldaten de villa overnamen. De toren werd verhoogd om een beter overzicht te hebben over zee, en werd zo een uitkijkpost in het kader van de Atlantik Wall, gedachtig aan de Engels Russische invasie in 1799.

Een baken voor fietsers en wandelaars. Ondanks de veelbewogen geschiedenis van 'Het Kasteel in Bergen aan Zee', zoals de villa ook wel werd genoemd, zijn veel van de oorspronkelijk verfraaiingen, zoals de glas-in-



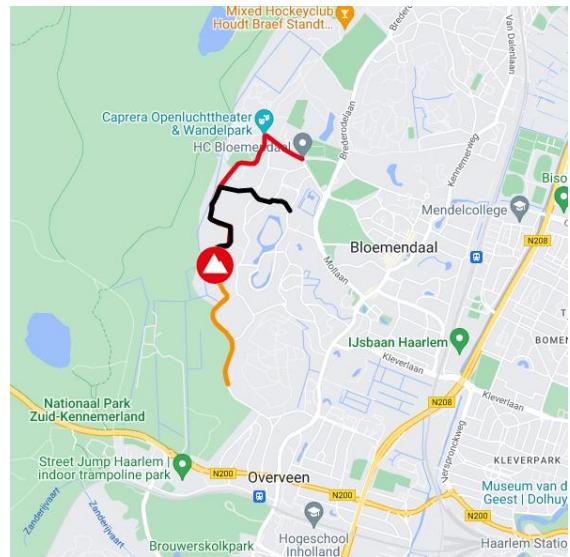
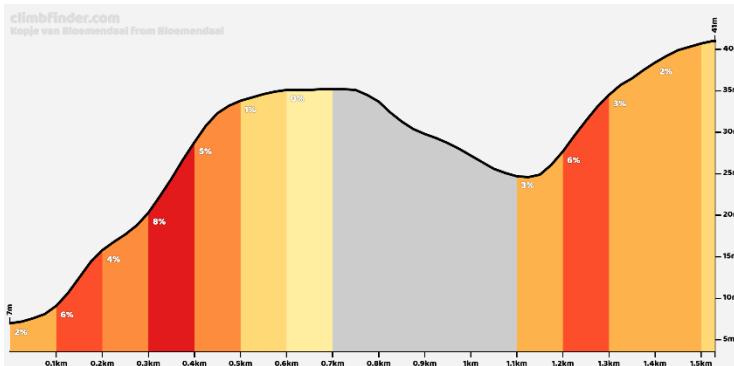
loodramen van Willem Bogtman, de tegelwanden van Arnold Heystee, de eikenhouten vloeren en lambriseringen nog in uitstekende staat.



De toren van de villa, die tegenwoordig geheel door bos is omgeven, bepaalt nog altijd de skyline van Bergen aan Zee en is daardoor een baken voor de vele fietsers en wandelaars in het bos- en duingebied rondom het Russenduin.

Startplaats : Bloemendaal  
Starthoogte : 10m  
Top : 45m  
Hoogteverschil : 35m  
Lengte : 1.2 km  
Maximum % : 10 %

Kopje van Bloemendaal vanuit Bloemendaal is een beklimming in de regio Noord-Holland. Hij is 1.5 kilometer lang en overbrugt 45 hoogtemeters met een gemiddeld stijgingspercentage van 2.9%.



Het Kopje van Bloemendaal is een 43 meter hoge duintop in Bloemendaal. Bovenop bevindt zich een uitzichtpunt met een stenen tableau waarop 51 meter als hoogte staat gegraveerd. Haarlem is vanuit de uitzichttoren goed te zien en de zee ook, maar anno 2015 benemen bomen het uitzicht op IJmuiden en Amsterdam bijna volledig. Het Kopje grenst aan de Kennemerduinen en wandelpark Caprera.

Geschiedenis : Het uitzichtduin werd eind negentiende eeuw

aangelegd. Na een bezoek in 1894 van de toenmalige koningin Wilhelmina kreeg het de naam 'Wilhelminaduin'. In 1908 werd het duin verhoogd en er kwam ook een oriëntatietafel geschenken door 'Bloemendaal's bloei'.[1] In de volksmond kreeg het duin de naam 'Kopje van Bloemendaal'. Dit refereerde aan de kopjes (heuvels) in Zuid-Afrika die een grote rol speelden in de strijd van de Boeren daar.[2] In Nederland was voor die oorlog tegen de Engelsen veel belangstelling. Het wandelgedeelte bij het Kopje bleef Wilhelminapark heten.



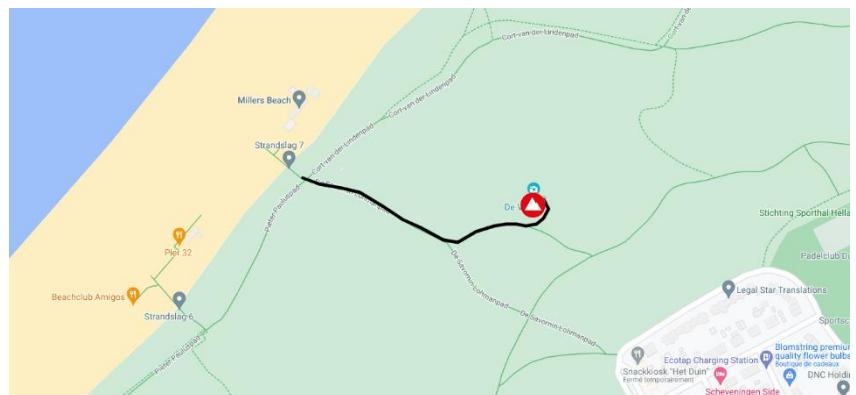
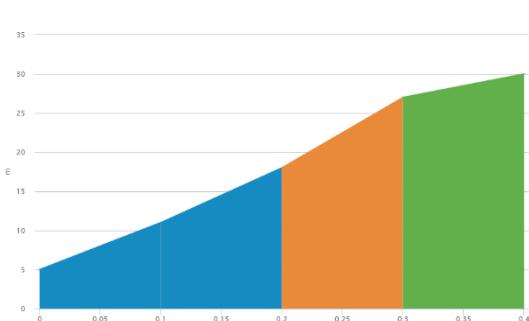
In de Tweede

Wereldoorlog is door de Duitsers van het uitzichtpunt een betonnen toren ondergebrachte waarnemingspost gemaakt. In 1946 werd die bunker in gebruik genomen als uitkijktoren voor het publiek.



Het bouwwerk is in 2008 volledig gerestaureerd. Het object staat op de gemeentelijke monumentenlijst.

Startplaats : Millers Beach  
 Starhoogte : 0m  
 Top : 30m  
 Hoogteverschil : 30m  
 Lengte : 0.4 km  
 Maximum % : 9 %



Dit is een beetje een grap. Nauwelijks een klim.  
 Het is officieel een voetpad en het laatste stuk van het pad is bedekt met dik duinzand. Onmogelijk om op een racefiets te fietsen. SCHOOT Hugo - 08-04-2021



Jhr. Alexander Frederik de Savornin Lohman (29 mei 1837 - 11 juni 1924) was een Nederlands politicus en leider van de Christelijk Historische Unie in het eerste kwart van de 20e eeuw



## Cyclosportieve fietstocht over de Col de la Loze.

Vorig jaar heb ik deelgenomen aan de cyclosportieve fietstocht over de Col de la Loze. Deze col is geen BIG, maar ondertussen wel een Natacha en TGV (FRA-496/TGV-T2020-1). Door de samenwerking die vorig jaar ontstond tussen BIGcycling en de organisatie van de cyclosportieve tocht was de deelname aan deze tocht gratis voor BIG-leden, die kans liet ik me niet ontgaan. Nu weet bijna iedereen dat een cyclosportieve fietstocht een wedstrijd element kent, maar ik kan jullie verzekeren dat je daar in dit geval niet van hoeft te schrikken; al vrij snel rijdt je helemaal alleen de berg op in je eigen tempo, want de tocht gewoonweg te zwaar om het tempo van een ander te volgen. Vorig jaar was het de 3e keer dat deze tocht werd verreden, en het is daarmee een van jongste in zijn soort. Erg druk was het dan ook nog niet, zo'n 120 deelnemers waagden het er op om de gehele afstand te gaan fietsen. Een 15-20 tal deelnemers heeft daarbij de finish niet gehaald vanwege overschatting, uitputting of simpelweg pech.

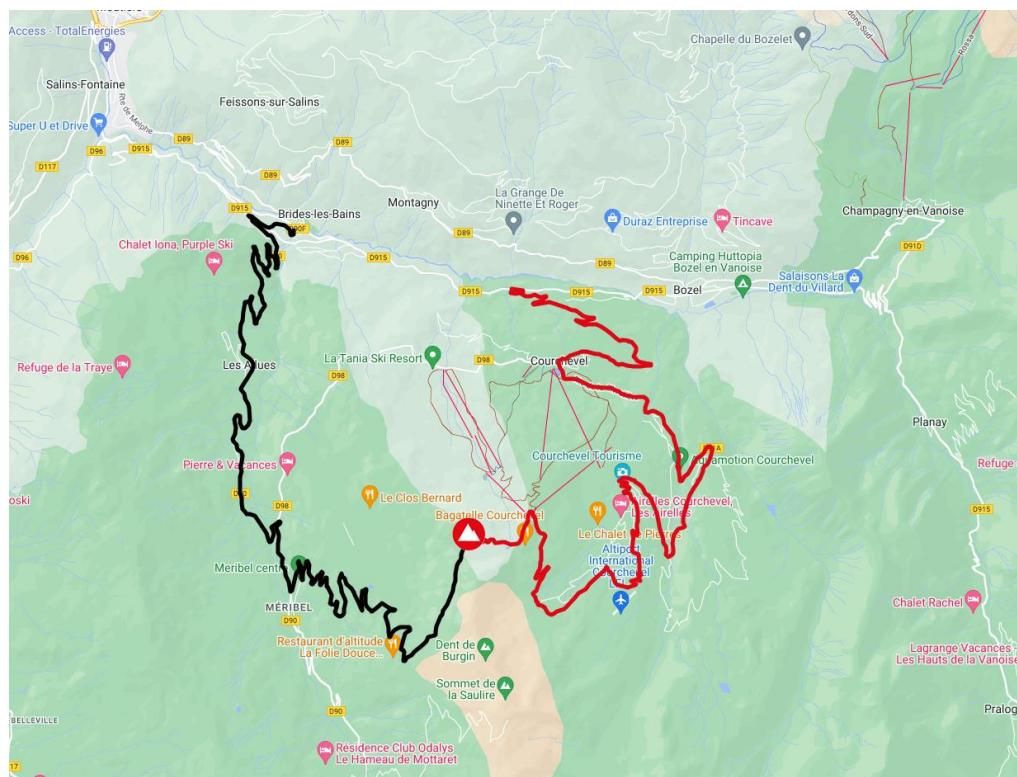
Wij zijn afgereisd met de camper en hadden een viertal nachten op de camping in Brides-les-Bains geboekt. Van tevoren hadden we al wat dagen aan het Meer van Genève gestaan, dus ik had al enige klimkilometers in de benen. Op zich wel handig voordat je aan zo'n zware tocht begint!

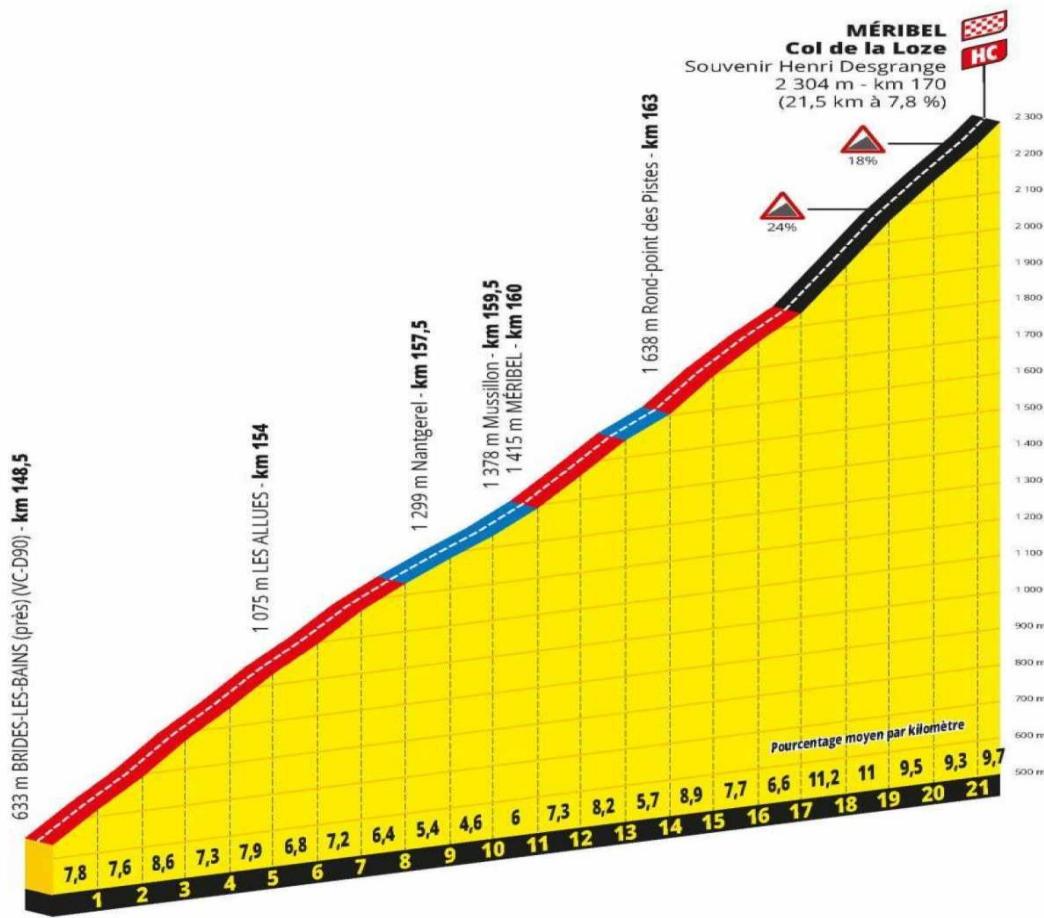
Deze tocht is echt een forse uitdaging, je beklint twee keer de Col de la Loze op 1 dag, zowel vanuit Méribel, als vanuit Courchevel. De klim vanuit Méribel kent een hoogteverschil van 1700 meter, die vanuit Courchevel 1460 meter.

De Col de la Loze heeft zijn bekendheid gekregen doordat ie deel uit maakte van de Ronde van Frankrijk uit 2020. In dat jaar werd de steilste zijde vanuit Méribel voor het eerst voor het oog van het grote publiek beklimmen. Ik was meteen gefascineerd door de geweldige vergezichten en het grilige parcours waarover deze klim voert. Ook komend jaar is de Col de la Loze overigens opgenomen in de Tour, en wel in de 17e etappe, wederom via Méribel en met finish in Courchevel na een kleine afdaling.

De laatste 5 km (van beide zijden overigens) zijn aangelegd over de voormalige onderhoudswegen welke in de winter gebruikt werden voor onderhoud aan de kabelbanen

van het uitgebreide skigebied aldaar. In die laatste 5 km tref je meermalen stroken aan tot 20% met kleine stroken tussendoor van 10-15 % alwaar je even tot "rust" kunt komen.





mijn eigen tempo gaan rijden, want gedurende de gehele klim van bijna 23 km een te hoog tempo aanhouden is zelfmoord..

De laatste 5 km waren een echte uitdaging, 5 tot 6 keer moest je jezelf tot het uiterste pushen om, vanwege de steile passages, te kunnen blijven fietsen. Boven gekomen is er een tijdstop, je kunt boven zolang als je wilt uitrusten, eten en drinken, de tijdmeting gaat pas weer verder als je aan de afdaling naar Courchevel begint. Die afdaling moet je goed in je opnemen, omdat je er aan het eind van de tocht ook weer omhoog moet. Daardoor kun je alvast vooruit kijken naar hetgeen er komen gaat!

Na de afdaling had de organisatie nog een kleine tussen-klim in het parcours geplaatst naar Champagny-en-Vanoise. Niet heel lastig, maar door de warmte en inmiddels al het nodige klimwerk toch een aardige kluif. Omdat ik het in de eerste klim relatief rustig aan had gedaan kon ik hier aardig mijn tempo vast houden. Na passage van het dorp Bozel gaat de tocht dan weer verder met de tweede en laatste klim naar de top van de Col de la Loze, dit keer via het skidorp Courchevel. Ook hier zijn de eerste 18 km relatief gemakkelijk.

De laatste 5 kilometer gaan ook hier weer over een eind jaren 2018/19 aangelegd pad welke alleen door fietsers (en onderhouds-personeel) gebruikt mag worden. Boven aangekomen zijn de vergezichten werkelijk schitterend.

De cyclosportieve tocht kent een viertal tussentijdse tijdmetingen zodat je achteraf kunt zien hoe je gepresteerd hebt in relatie tot de andere deelnemers. Aan die tijdmetingen kon ik zien dat ik mijn race goed had ingedeeld; als 60e over de eerste klim en als 45e op de laatste!

Voor mij een heel geslaagde expeditie, ondanks zwaar afzien gaf het parcours en de vergezichten absoluut de voldoening die je van het beklimmen van een alpenreus verwacht!

De cyclosportieve tocht, welke start in Brides-les-Bains, bestond er in om 117 km te fietsen met 4300 hoogtemeters. Voorwaar een aardig gemiddelde stijging per kilometer! Na de start rijdt je eerst naar Moûtiers, van waaruit een kleine klim naar Feissons-sur-Salins voert. Na een snelle afdaling kom je dan weer terug in Brides-les Bains, waar de eerst beklimming van de Col de la Loze begint. De eerst 18 kilometers valt deze beklimming goed mee met stijgingspercentages van circa 7-8%. Omdat iedereen nog fris is wordt er desalniettemin behoorlijk hard gereden. Ik ben dan ook direct

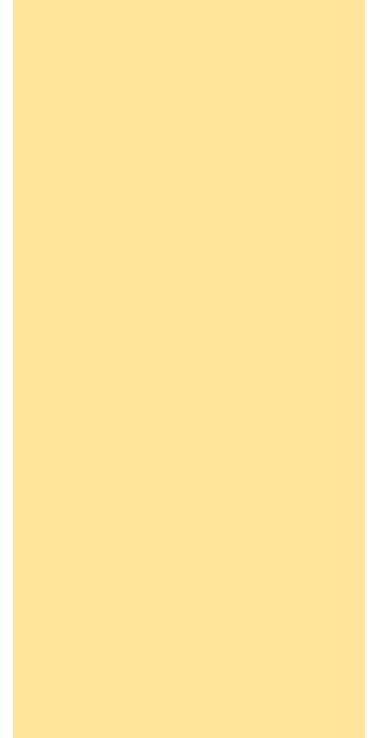




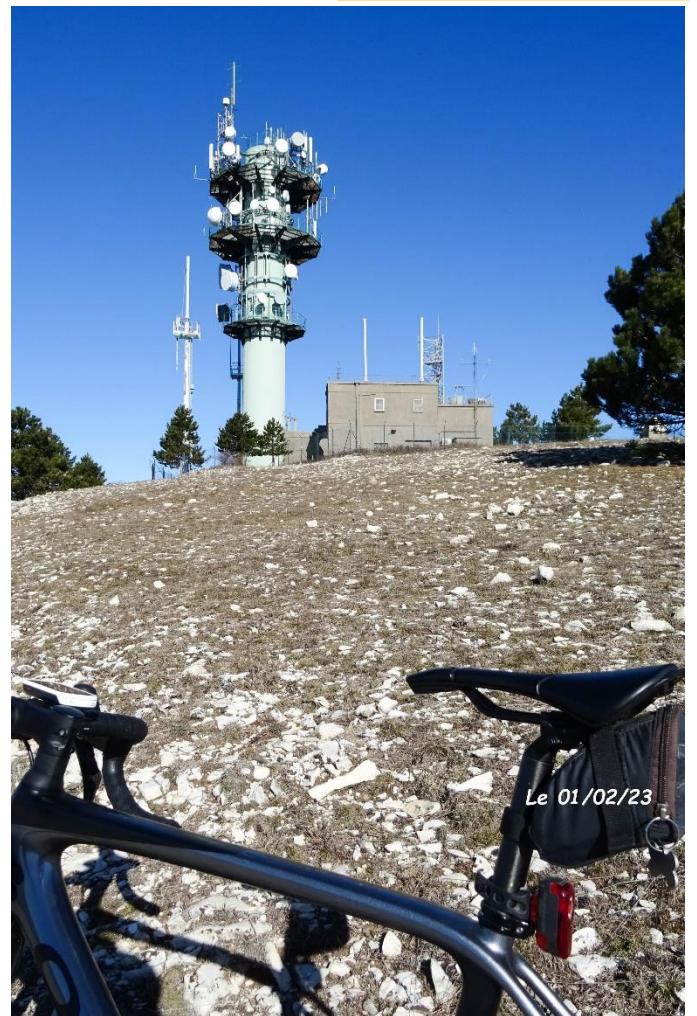
**2 NATaCHAs français passés début 2023. Marc Séguy.**

- **Notre-Dame de la Garde- FRA-637.** Décider de rouler dans Marseille, c'est d'abord choisir son heure, disons 9 h, pas mal pour un dimanche matin. Nous partons de la Pointe Rouge mon gendre et moi même et dans ce cas le versant "corniche", au sud, sera le plus naturel. Peu de voitures et au sommet ... surprise les parkings sont vides. Comme j'avais décidé de monter également le versant nord, nous amorçons la descente. C'est ce lacis de ruelles, souvent en sens unique, qui va finir par nous obliger à un peu de portage en empruntant un des nombreux escaliers. Nous voilà devant "La Criée", le Théâtre National de Marseille, pour une montée depuis le "Vieux Port" qui ne ressemblera en rien à la précédente. Il faut avoir les yeux partout car la voiture est reine ici. Le cycliste est rare sur ces belles pentes et les pistes cyclables inexistantes. A présent les bus sont nombreux au sommet et les touristes/curieux/fidèles venus rendre hommage à "La Bonne Mère" sont légion.





**Mourre Nègre- FRA-579.** Depuis Apt, je prends la direction du village de Saignon adossé à une falaise, avant d'atteindre un peu avant Auribeau, l'intersection avec la piste qui me conduira au "museau noir", le Mourre Nègre donc. C'est le sommet le plus haut du massif du Luberon, 1125 m quand même ! Le revêtement de la piste est très inégal, parfois vraiment rugueux et mon gravel, même chaussé de 30, n'est pas le vélo le plus adapté. Un VTT ferait bien mieux l'affaire. La récompense est à la hauteur des efforts car ce sommet emblématique du Luberon offre des points de vue à couper le souffle : le Ventoux, la montagne de Lure, des gorges et les monts du Vaucluse.





## La basilique Notre-Dame-de-la-Garde

ou plus simplement Notre-Dame-de-la-Garde, souvent surnommée « la Bonne Mère » (en provençal Nòstra Dòna de la Gàrdia/Nouesto-Damo de la Gardi), est une basilique mineure de l'Église catholique datée du xixe siècle. Emblème de Marseille, dédiée à Notre-Dame de la Garde (protectrice de Marseille avec saint Victor), elle domine la ville et la mer Méditerranée depuis le sommet de la colline Notre-Dame-de-la-Garde (site classé depuis 19171).

Elle se situe à cheval sur les quartiers du Roucas-Blanc et de Vauban, sur un piton calcaire de 149 m d'altitude surélevé de 13 m grâce aux murs et soubassements d'un ancien fort. Construite par l'architecte protestant Henri-Jacques Espérandieu dans le style romano-byzantin et consacrée le 5 juin 1864, elle remplace une chapelle du même nom édifiée en 1214 et reconstruite au xve siècle. Bâtie sur les bases d'un fort du xvie siècle construit par François Ier en 1536 pour résister au siège de Charles Quint, la basilique comporte deux parties : une église basse, ou crypte, creusée dans le roc et de style roman, et au-dessus une église haute de style romano-byzantin décorée de mosaïques. Au sommet d'un clocher carré de 41 mètres de haut surmonté lui-même d'une tourelle de 12,5 mètres qui lui sert de piédestal, se dresse une statue monumentale de 11,2 mètres de la Vierge à l'Enfant réalisée en cuivre doré à la feuille2.



## Annuel Meeting 2022 Jura, 14th till 22th of May 2022



I try to organize the annual meetings as perfect as can be. That is why I hate surprises.....

3 days before leaving to Swiss I got a call: prices of the first hotel near Basel could not be guaranteed, even stronger: they enlarged the prices!! You should not do that to a thrifty Dutchman!! So I cancelled the hotel, found a youth hostel outside Lörrach with plenty of parking places communicated to the participants and our adventure could start: 8 days of cycling all-by-bike from Basel to Geneva, support-car driven by Gabor, 9 participants.

I travelled together with my brother Hans and we climbed in Schwarzwald BIG 174 (Blauen) as a warming up. Then we met Ulla, Anja und Dirk who were the first in the youth hostel despite they travelled by train and bike. Soon followed by Jean-Luc who will do bighunting and climb some passes for Club des Cent Cols. Enrico examined the route very carefully, did some climbs already in advance, and adjusted some surprising passes for CCC.

We got a call from Bas that he would arrive soon, directly from his job in Asia. Then we waited for our Hungarian friends Gabor and Balásc, but they did not show up..... That would be a bad surprise because their bus from the cycling club Salgótarján would be our support-car for the rest of the trip.

And then came a call: Yes, we are in Lörrach, but despite 4 new tires we have a flat one, and we tried to change it for the spare tire but we cannot fix this, and even 4 fireman cannot help us.....

We went to the bus which was parked next to a church in Lörrach and decided that we needed professional assistance and Hans called ADAG who arrived within half an hour. This professional said: it is a flat tire because of the valve but I do not dare to change the wheel because of the bad situation underneath the car. Aahhhh said Bas, rubbing his hands, never say it is impossible before you try it. And very carefully he fixed it beating 4 fireman and an ADAC-professional.....

We went to a Greek restaurant and had a nice meal and a good beer so our trip could start next morning.

With beautiful weather we cycled to the Swiss border where we made a nice picture of the total group. We could pass the river by bike by the old Roman Bridge in Rheinfelden but Gabor and Jean-Luc had to drive back to Basel. Everybody knows that Switzerland is very expensive, so I bought lots of food and drinks in the Netherlands and loaded this in the



bus. So a Hungarian bus with 1 driver, 9 pieces of luggage, and a lot of food: border controls caused trouble for less.... But Gabor managed without problems and we met him at the first stop where he went cycling with Jean-Luc. Delay in this trip made that we missed Gabor for lunchtime so we climbed the first BIG (Passwang) without food and drinks. As it proved out later: this would be the only misunderstanding of the total trip so this was acceptable.

We had some steep climbs in the first stage but we feared the climb to Balmberg Passhöhe. And it turned out to be a terrible steep climb which some of us conquered walking. But the reward was to descent nice to Hotel National in Langendorf. With 100 km and 2400 DoL the first stage was a hot start of the trip but we made an appointment not to complain about the weather.....

Second stage started heavy with the climb to Weissenstein, with the start just outside the hotel. But we succeeded and we did ride through the beautiful Swiss countryside to St Ursanne where we climbed Sur la Croix, rested in the shadow because again it was hot. Then on to Montfaucon where we arrived after 95 km and almost 3000 DoL in Saignelegier where we stayed



in 3 lovely small houses. Our host was a very friendly woman who served us a free beer, washed our clothes and prepared us a fantastic breakfast.



The third stage started in a special way: we started on a kind of highway but after 5 km we did descent to the foot of Noirmont at the bridge in La Goule. It was a splendid road without traffic and with very nice nature. Down at the bridge we took a lot of pictures because the lake and the river were like a fairytale. The climb itself was not heavy so soon we arrived in St Imier where we climbed first to the right to Mont Soleil and then to the left the long climb Le Chasseral with an altitude of 1591 the second highest climb of this trip. Then a long descent to the lake of Neuchatel. In the city it was hot, very hot, and we had to climb the 4<sup>th</sup> climb: Vue des Alpes. With 130 km and 3200 DoL the heaviest stage of this trip before we arrived in Morteau, France.

Every participant has his own navigation-system: Gabor has it in his head, Balásc on his phone, I am a simple cyclist so I need a Garmin, but the most skillful navigator was Anja: she was constantly giving directions: left, right, across the bridge. And if there was ever a discussion about the route, she clearly stated what her vision was, and in the end it

always turned out to be the right one!! Chapeau!



For dinner, Jean-Luc contacted Christoph Badonnel who was cycling in the region with some friends. We mixed up and despite the language-problems we had a good meal with a lot of wine and a fantastic evening. Next morning I felt that the trip was quite heavy for I got some trouble with my knee. But again the sun was shining and the mountains were waiting. And while Bas, Jean-Luc and Gabor went to a garage to change the wheel

again, we cycled from Morteau to Pontarlier: it is mainly descending so we cycled very fast to the Grand Taureau. In order to avoid too much border-crossings Gabor made a plan. But during the lunch we got a call from Bas.

A few days ago he parked his car in Neuchatel, now he was cycling to the car but forgot his keys which were in the luggage in Gabor's bus. So now he returned in our direction, Gabor brought him the keys, and we followed our route

to Col d'Aiguillon where we lost the track. Enrico and Balásc corrected the track and in the end we were all together again to climb Mont Morond before entering the hotel in Métabief where we had a great dinner.

Fifth stage started with Mont d'Or, which was quite easy, and by the beautiful small lake Lac de Joux we climbed Mont Tendre, the highest point of our trip, followed by Col du Marchairuz and finally ending in Divonne les Bains where we stayed for a few days in an apartment where we could prepare our own food.



It allowed Gabor to cycle with us instead of driving the bus. So the next day we started together to climb La Barilette but within 5 km we lost each other out of sight and due to some other physical discomforts of different participants we all cycled in our own speed to the top. Hans and I decided to follow the track to Col de la Faucille and Haute Crêt, Enrico went for Napoleons Fountain, Dirk and Anja did a TGV, Ulla chose her own path as usual, and Gabor and Balásc simply cycled too quick to follow. But in the end everybody came back to the hotel, had a nice beer, and enjoyed the splendid evening-weather walking up and down to a lovely Pizzeria.

It had been a very exhausting trip, so we were glad that Gabor took us by bus to the foot of Cirques des Avalanches on the last day, where we arrived at the same time as Bas, quite by chance. Hans and I cycled back to Divonne les Bains, Balásc and Ulla did the same but expressly wanted to cycle via Geneva. Jean-Luc, Enrico, Anja and Dirk opted for their own program. And again: the day ended in the same Pizzeria, for why should we change something that is perfect?

On the last day we had a divided program and our group fanned out: Bas was already cycling in France, Jean-Luc returned home, the die-hards Enrico, Hans, Gabor and Balásc cycled Mont Salève before returning to Basel by bus. Anja, Ulla, Dirk and I returned to Basel by train. I cycled back to Lörrach where I found my car undamaged and waited for the bus to say goodbye to the others: Enrico went back to Italy, Gabor and Balásc stayed in Lörrach and travelled



back to Hungary the next day and Hans and I drove back to the Netherlands. That was the end of a very heavy trip with splendid weather (in 8 days we did not get 1 drip of rain!!!) and a perfect company!!

The only bad thing was that now writing this article in December, I still cannot cycle because of problems with my knee..... shit happens.....

But I hope to see you all in September 2023 in the Meeting Sardegna-Sicilia.

## Christiaan Weytmans



Photo : Jean-Luc Le Tutour

The sky is the limit. It's something that a lot of sports people are dreaming of.

It counts for professionals , but also for amateurs.

One of my bucketlist climbs was the Pico Veleta in Andalusia, region of Granada, Spain.

It is the highest paved road in Europe , 3396m above sea level, located in the heart of the Sierra Nevada.

Well known by professional cyclists for the ideal region for training .

To conquer the Veleta , I booked a week of cycling in Ronda, with an organization , called Sunhill Cycling . I made it this time easy for myself. No worries with searching a hotel , and also no worries with renting a bike .

All was sorted before. I only needed to collect my bike and off I was .

5 wonderful days of cycling in the Ronda region, with as highlight the climb to the Puerto de las Palomas.

The advantage I had with making the adventure to the Pico Veleta was that the organization took care for everything.

So , on the 23th of September , we started very early in the morning our journey.

With a bus trip from aprox 2 hours , we packed out our bikes and under a sunny morning in Granada we started for a trip of almost 45km .

Once we were out of the traffic , a very unique landscape was our part. The views are very wide and nature looks like a sort of desert. In a way it is really unique.



The view over the lake of Guejar Sierra is really amazing . Here the road is really not so steep. After 25km we reached the ski resort at the Sierra Nevada, after a long straight part .

At this point , the real adventure starts .

The official road stops , but behind the barel cyclists and hikers are allowed to continue there way.

As we were going higher , landscape becomes rough , unearthly and wild. As the weather was warm and nice so far , clouds and fog were coming in front of us.



When the sealevel of 3000 m is there , are not only the clouds a bummer, but very steep bends (In my opinion almost 20%..) , and also the road is getting worse.

With tires of 25mm on a racing bike is this not ideal..

As I try to avoid the big holes in the road, I still need to take care with the gradient ...

It feels like dancing on a thin rope.

The last 1500m are gravel .... It is a mix of staying on the bike and trying to avoid the big rocks.. but with a last effort I could make it to the top.

The last 50m are very hard , up to 17% .

From far I can see the statue which marks the top, but to get there , you need to climb on the rocks with your bike in the hand .

With some struggle I reached the highest point . The marvelous view is hidden between the clouds, it's a pity , but ..... at the other side : this was one of the most wonderful cycling adventures in my life !

On the top I met some people from Flanders , and asked them to take some pictures.

I had some flat normal shoes with me , so it was easier to climb on the rocks, and to walk the first 1500m in the descent on the gravel part with my racing bike .

One hour later a wonderful Spanish beer was tasting like never before.

Today , I was in cycling



## Quelques-uns de mes TGVs 2021.



### En Italie, la vallée d'Aoste.

- **Vétan (incl. Verrogne), TGV-G2019-3.** La vue est vraiment dégagée sur la vallée d'Aoste et au loin sur le parc national "Gran Paradiso". J'ai choisi de monter par les villages de St Pierre et St Nicolas et cela correspond au versant S.W. En finissant dans les nuages à 1782 m, j'ai bien fini par rencontrer la pluie. Pas très gênante.



• **Pila, TGV-G1987-3.** Pour apprécier l'étendue de la ville d'Aoste rien de telle que cette grimpée vers la petite station. Tout en montant on peut admirer de beaux chalets, de très beaux chalets même mais le final ne vaut pas triplettes. La curiosité, c'est ce tunnel très en pente, depuis la partie basse de la station jusqu'au point le plus haut, 1877 m : il permet, semble-t-il, un accès facile aux différents petits immeubles ou hôtels.

• **Druges, TGV-G1992-2.** Des prairies d'un vert tendre, des épicéas, des mélèzes, plusieurs petits hameaux de 4 ou 5 maisons aux toits de lauze, tout y est pour rouler en rêvant. Au sommet, moins d'un kilomètre de piste

bien damée pour atteindre le site d'une mine de fer, au passé 2 fois millénaire, fermée en 1957 et rouverte partiellement au public à présent.

• **Saint-Barthélemy (Praz), TGV-G2015-3.** Moins de petits villages, peu de beaux chalets, une route à peine fréquentée et au bout, deux très modestes hameaux dans un cadre tel que j'ai eu l'impression de rentrer dans une carte postale. Il fallait bien une récompense après cet effort en pleine chaleur.

• **Col Saint-Pantaléon, TGV-G1992-1.** Ci-dessus je



parle de récompense, mais quel vocable choisir pour évoquer la silhouette unique du Cervin qui surgit dans le final de la montée : alors, soyons fou, je n'hésite pas à parler de la mirifique beauté du lieu, elle vous prendra aux tripes. Allez y, vous ne le regretterez pas.





longue "valle del Lys" est agréable à remonter à l'exception peut-être du tout début, un peu trop peuplé, et de la petite station de Stafal nommée aussi Tschaval. Cette dernière se trouve au pied du mont Rose... tout de même ! Dans la traversée des autres hameaux on peut y observer des chalets, des décos, des sculptures ainsi que des inscriptions dans un idiome local. Par contre, il est difficile de parler d'une montée mythique pour un grand tour comme le Giro : sportivement, les grimpeurs ont-ils trouvé leur compte sur ce terrain ?

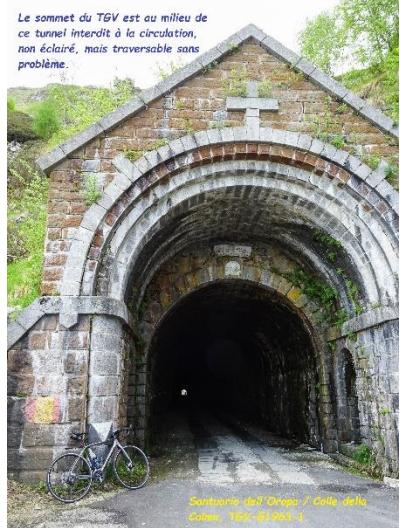
- *Col de Joux, TGV-G1962-5, et Col Tzecore, TGV-G2018-2.* C'est ce dernier qui a ma préférence. Les hameaux me semblent mieux mis en valeur, plus paisibles et les photos à saisir plus nombreuses.

- *Gressoney-La-Trinité (Stafal), TGV-G1995-7.* Toute la



## En Italie, le Piémont

- *Santuario dell'Oropa / Colle della Colma, TGV-G1963-1.* Moins de 3 km après le départ de Biella j'aperçois le dôme du sanctuaire. La première partie est assez fréquentée, parfois très pentue. Les 4 derniers km, après la basilique, le sont beaucoup moins. Ce secteur est entièrement à l'ombre de beaux arbres. Le terme c'est un tunnel, pavé de grosses dalles, fermé aux véhicules mais traversable à vélo sans aucun problème. La totalité de ce lieu de culte grandiose, inscrit au patrimoine mondial de l'Unesco, mérite la visite ! Une rencontre curieuse : peu de km après Biella, je fus intrigué par une musique religieuse avant de rejoindre un jeune vététiste au visage de séraphin. Dans son petit sac à dos, il transportait un haut parleur et la diffusion de ces cantiques tout en avançant vers ce sanctuaire marial cela ressemblait presque à une élévation..... non je délire !!!!
- *Madonna del Colletto, TGV-G1999-3.* Bien balisée la montée : 6,1 km, 5,1 km, 4,1 km, 3,1 km, 2,1 km, 0,1 km. Tiens, tiens.... il manque une balise ! Emportée sûrement par un amateur-collectionneur de panneaux aux indications impressionnantes concernant les moyennes. La route dans les deux hameaux est vraiment étroite et la montée dans la forêt est rude mais superbe.
- *San Giacomo de Roburent, TGV-G1977-2.* Depuis Pamparato c'est une petite montée sans prétention que j'ai poursuivie en allant voir le village de San Giacomo (moins de 2 km au-delà du sommet) et sa fontaine bien mise en valeur.
- *Colla di Casotto (Garessio 2000), TGV-G1996-1.* Il fait chaud et il n'est que 8 h, mais l'ombre épaisse et rafraîchissante sera présente au moins la moitié du temps pour cette montée depuis Garessio. Et parmi toutes les espèces d'arbres, les châtaigniers en fleurs, parés de leurs chatons jaune pâle, resplendissent. La toute petite station fait partie du domaine skiable des "Alpi Marittime" car on peut, par temps clair, skier en voyant la mer de la côte Ligure.
- *Rucas di Montoso, TGV-G2019-1.* Des quantités de bogues sur la route ainsi que des feuilles de hêtres, pas de doute



*l'automne s'installe en ce début octobre. La montée est rude jusqu'au village de Montoso puis la pente s'adoucit et les arbres se font rares. Pour le terme il faudra se fier au GPS, à l'altitude et à la distance parcourue car il n'y a pas d'indication spécifique.*

#### En Italie, la Lombardie

- *Passo di Zambra, TGV-G1976-4.* La montée est parcourue par des cyclistes bien sûr, ainsi que par des motards, mais également par des bus de tourisme. A n'en pas douter les lieux plaisent. Pour ma part c'est au retour, dans le premier tiers de la descente, que je découvre de beaux panoramas.
- *Monte Pora (incl. Passo della Presolana), TGV-G2008-2.* Au sommet une station discrète, bien intégrée à la montagne, voilà l'impression très positive que je garde de cette sortie. L'ascension finale passe par un léger replat, c'est le "colle di Vareno". Il est un peu plus musclé que le "passo della Presolana".

#### En Italie, la Toscane

- *Ce Passo della Cisa, TGV-G1921-3* (axe N.S. Parme/La Spezia) n'est plus emprunté que par des ramasseurs de châtaignes ou de champignons, quelques cyclistes, des motards heureux d'en découdre avec les nombreux virages, sans oublier les vaillants marcheurs de la Via Francigena (Canterbury/Rome, 3 000 km tout même !!). Pas de poids lourds, pas de véhicules de tourisme. En effet, c'est par l'autotoute A15 et le tunnel sous le col que se font la plupart des passages. Personnellement je ne m'en plains pas, mais que penser des deux restaurants définitivement fermés et des modestes commerces au sommet ?

#### En Espagne, L'Aragon

- *Aramón Formigal, TGV-V1972-2.* (province de Huesca) Commencer par la rive gauche du lac de retenue de Lanuza est une très bonne idée. La route est très peu fréquentée, jalonnée de bornes anciennes "C-136" blanches et vertes ainsi que de panneaux bleus tout en hauteur comportant la mention "compartamos la ruta" : pas de soucis pour le partage, je n'ai rencontré que 5 véhicules et 2 cyclistes ! Elle traverse deux villages sans charme particulier puis débouche sur la route du col du Pourtalet. Peu après sur la gauche une barrière interdit l'accès aux véhicules à moteur et les 4 ou 5 km restants serpentent parmi des paturages, un vrai plaisir pour les yeux. La modeste station contraste avec le parking de taille XXL ... au moins !
- *Balneario de Panticosa, TGV-V1983-1.* Comme hier, toute la route d'accès est vraiment belle à parcourir avec une mention particulière pour les derniers kilomètres encastrés dans les profondes pyrénées aragonaises ("garganta del Escalar", gorges d'Escalar) avant l'arrivée aux thermes et aux complexes hôteliers récents. Quelques hôtels en ruines témoignent d'une splendeur passée certaine.
- *Puerto del Serrablo, TGV-V1982-1.* Un gros troupeau de vaches, un petit groupe de motards sont les seules rencontres sur près de 14 km depuis le village de Boltana. Un seul hameau, Campodarbe et ses maisons en pierre, à 500 m de la route, mérite le petit détour.

#### En Espagne, La Navarre : une des sept provinces du grand Pays Basque

- *Alto de Etxauri/Alto de Echauri, TGV-V1955-2.* Changement radical de paysage dans cette région à l'ouest de Pampelune. L'activité agricole semble bien implantée avec des cultures céréalières et fourragères. A noter la production artisanale de sel à proximité de Salinas de Oro, tout petit village dans la montée.
- *Puerto de Velate, TGV-V1950-1.* Avec un peu



*La vue depuis Alto de Etxauri/Alto de Echauri, TGV-V1955-2.*

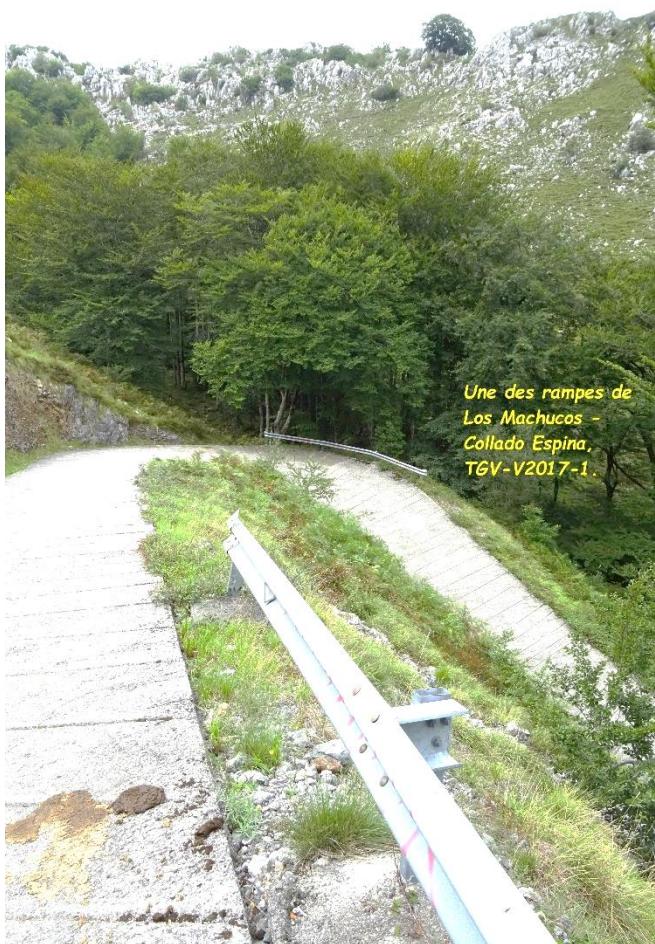
de chance, j'aurais pu ne rencontrer qu'un minimum de véhicules car cette modeste NA 1210 double la N 121<sup>A</sup>, axe "Hendaye/Pamplona" important pour le commerce à en juger par le nombre de poids lourds. Oui mais .... des travaux dans le tunnel de la voie principale ... des routiers obligés de passer par le col ... vous devinez le reste. Et encore ne devrais-je pas tempêter contre les odeurs ou le bruit parce qu'il y avait plus mal loti que moi : en effet un des chemins de Compostelle emprunte exactement la montée de ce TGV !!!

#### En Espagne, la Cantabrie

- *Puerto de Los Tornos, TGV-V1936-2.* Une particularité, la route est pendant 7 ou 8 km la frontière entre le pays basque espagnol à l'est et la Cantabrie à l'ouest. Elle est bien revêtue, de pente raisonnable mais assez empruntée. La vue au sommet est très très belle.
- Commencer la journée par le *Puerto de Alisas, TGV-V1935-2* avec de superbes panoramas et des senteurs d'eucalyptus c'est sûrement ce qu'on appelle manger son pain blanc car le plus difficile est à suivre :
- *Los Machucos - Collado Espina, TGV-V2017-1.* Ce terme "difficile" est une aimable



Au Puerto de Los Tornos, TGV-V1936-2.



derniers km, est venu amoindrir le plaisir de la sortie.

atténuation, un superbe euphémisme. Les panneaux indiquant, dans la montée et seulement dans la montée des 22% ou 26%, informent certes, mais le coup d'œil et les jambes fournissent la même info !! Par contre, poser ces panneaux de danger dans la descente serait un encouragement à la prudence car sur cette étroite route des gravillons et de multiples trous en formation s'ajoutent aux pentes infernales ! Une note positive : le vert des alpages est lumineux, les falaises de karst érodées gris blanc tranchent sur les paturages et le ciel restera bleu, moutonné de nuages chantillyesques : enfin bref tous les ingrédients sont réunis pour remplir sa besace de belles photos souvenir quasi inratables.

- *Picón Blanco, TGV-V2021-1.* La pente est sévère par moments seulement mais la vue est superbe. Seul le vent, très violent sur les deux



En Espagne, Castille et León

accélération de ma part en est la raison, petits flatteurs.

- **Puerto de Beratón, TGV-V2015-4.** Voilà un TGV sur lequel je ne tarirai pas d'éloges. Il a tout pour lui son côté légèrement sportif, un dépassement garanti sur ce chemin visinal goudronné, ainsi que le charme des 3 petits villages dont un Purujosa que je suis retourné visiter avec Cathy. Seul petit bémol, tout petit : bien visibles sur une ligne de crête, une cohorte d'éoliennes susceptibles de donner des cauchemards à Don Quichotte !

• C'est une longue procession de pins aux fûts bien droits et bicolores qui bordent la route d'un bout à l'autre du **Puerto de Santa Inés, TGV-V1998-3.** Comment ne pas trouver la montée monotone quand on n'aperçoit que 2 voitures, 1 camion et 4 motards en 17 km ! Poor lonesome rider? Non, pas tout à fait. C'était sans compter sur la trentaine de mouches qui m'accompagna jusqu'à la côte 1550 m environ : une nuée d'électrons libres agaçants autour de mon casque. Pas de vent contraire, une température clémente alors pourquoi ne sont-elles pas montées plus haut ? Et n'allez pas imaginer une seconde qu'une

En Espagne, Catalogne

- Deux belles montées dans la verdure, de larges panoramas et comme je suis parti de Solsona pour atteindre **Serra-Seca, TGV-T2009-1**, celle-ci fut aussi intéressante sportivement que **Coll de Bóixols, TGV-V1977-3**. Des efforts et des plaisirs identiques alors ? Pas vraiment car je ne pourrai jamais oublier les macro-fermes destinées à l'élevage intensif de porcs et la très forte odeur du lisier au cours de la grimpée de Serra-Seca. L'Espagne n'est pas devenue 1<sup>er</sup> producteur européen de porcs par hasard !!



Dans Leitza au pied de Alto de Ezkurra. TGV-V1956-1.



Marc Seguy

## The conquest of the Alps!

In 2007 I started cycling in the mountains. In the first years I did the famous mountains. For example, L'Alpe d'Huez (THE Dutch mountain) Galibier, Mont Ventoux, Tourmalet, Bonette and Stelvio. After that I faced a problem: what's next? Other mountains aren't so interesting as the previous ones. In 2015 I was lucky I heard about the BIG community. It opened for me the opportunity to set new cycling goals.

About 15 years later, 2022 would be a special year. A year I could finish all the alps registered in the BIG 1000 and 'Fiets (Cycle) 500' mountains. First in June 2022, my last mission was in Austria. Region Nieder-Osterreich and Stiermarken in the east of Austria was the last location I never cycled. It was a surprisingly beautiful area with jagged mountains. One of the most interesting mountains in that area is the **Grosser Speikkogel (BIG 657)**. It is a climb of 15 km long with 1650 altimeters!! It was hard work to go to the top, but the fulfilment and the view is great.

Normally it is possible for me to do 2 or 3 mountains on one day. But from Bad Eisenkappel (a border place between Austria and Slovenia) I tried to do 5 serious mountains on one day. I found the day before a camping place near de start place. That gave me the chance to start early in de morning. The first 4 mountains were nice with in the beginning the sun coming up: **Schaidassattel (Fiets 494)**, **Eisenkappler Hütte (BIG 660)**, **Paulitschsattel (BIG 881)**, **Seeberg Sattel (BIG 661)**.



Before starting the fifth and last mountain there was a heavy rain shower and hail on the way. So, I had to wait for more than an hour in my car. Then the bad weather went away and I finished the last mountain: **Luschasattel**. I was very happy to finish my ambitious plan of 5 mountains in one day.

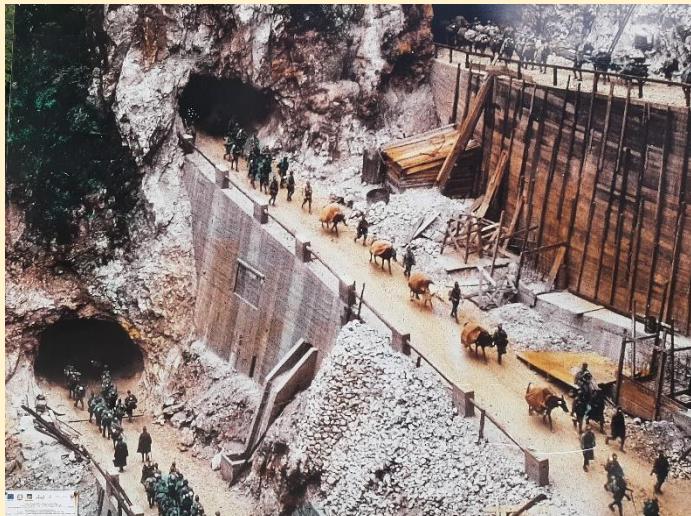


The most surprising area for me was the Karawanken in Slovenia.

Very beautiful rocks that resemble the Dolomites. In particular **Mang(a)rtsko Sedlo (BIG 880)** was a nice and jagged decor to cycle in.

In July 2022 I went with my wife to the Alps. First to do my last mountains in Swiss in the North-East of Zurich. After that we went to Italy to do the last 8 mountains of the Italian Alps.

A very special one was **Monte Grappa (BIG 727)**. It is a historical mountain since about 10.000 soldiers died in the first world war over there. On the top you have an amazing view on the Po-area 1500 meter down.

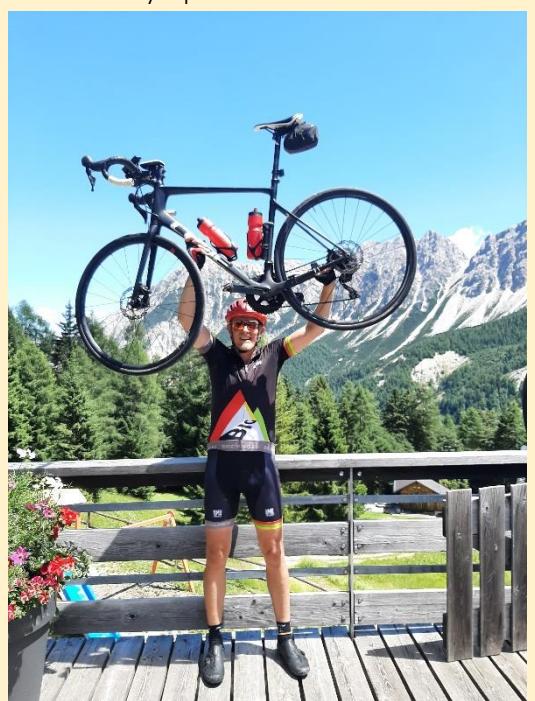




Another special mountain in Italy is **Passo di San Boldo**. It isn't a BIG mountain but very special because the five tunnelled hairpin bends. The way is built in 100 days in the first world war. Maybe in the future a BIG mountain?

My last mountain to finish the Alps was the beautiful **Forcella Cibiana**

(**BIG 718**). I was very euphoric to finish the job. Finishing the Alps in La France, Swiss, Germany, Austria, Slovenia and Italy. I don't know the exact number because it is a combination of BIG and Fiets 500. I think about the 350 mountains. That means 350 adventures in fantastic areas. With melancholy we said goodbye to the Alps by climbing **Passo di Sella** (**BIG 712**) for dessert.



Gerard Meijering

## Half-finisher en un seul jour

Daniel Gobert

Les challenges auxquels nous nous confrontons sont souvent de longue haleine. Pourtant, certains objectifs peuvent être réalisés à plus court terme, comme les challenges nationaux des plus petits pays européens. Le Fürstentum (principauté du) Liechtenstein recense 15 sommets seulement et devenir half-finisher induit d'en réussir 8.

J'avais eu la chance en des temps ancestraux, dans une autre vie d'un autre siècle, d'avoir grimpé Malbun depuis Vaduz en logeant à Steg durant une semaine. Mon score affichait 1 unité. Half-finisher signifie 8 unités. Je me mis en tête d'élaborer un tour reprenant 7 sommets parmi les 14 manquants que je pourrais effectuer avec Nat' lors d'un charmant séjour près de Feldkirch durant les vacances d'été 2022.

Nous avons nos vélos de course, pas nos vélos de cyclo-cross ou VTT. Je vais devoir par conséquent choisir les ascensions routières asphaltées.

Heureusement, il en reste 8. Je vais laisser tomber Gaflei qui demande une ascension plus longue et je propose les 7 sommets restants à Openrunner, qui me sort un parcours de 60km au plus court. Un coup d'œil sur le tracé et je me dis qu'il faudrait viser les 7 à l'aller et revenir via le splendide halage du Rhin, en toute décontraction. Openrunner m'indique alors 66km : c'est bon.



Mais c'était sans compter les multiples rebondissements d'une journée pas comme les autres où tous les problèmes non matériels mais circulatoires vont apparaître.

Quelle journée !

Nous nous en souviendrons longtemps. La carte ci-dessus montre en n°1, Malbun, déjà réalisé, puis du n°2 au n°8, les sommets à franchir à l'aller,

contenant dans l'ordre le Schellenberg, le Guggelhalde,

le Steinegerta, la Rüfestraße, l'Erlenweg, le château de Gutenberg et Iradug.

Nous avons prévu de mettre notre voiture en stationnement près de l'église dans le village autrichien de Nofels au pied du Schellenberg, dans un parking apparemment gratuit entrevu la veille. Lorsque nous arrivons, deux énormes cars et une centaine de passagers occupent les lieux. Nous mettrons un bon quart d'heure à trouver une place gratuite, à 1km de là, sur une parking de supermarché. On rajoutera 1km à l'aller et 1km au retour. Ce n'est pas grave. Je mets le GPS en route et je me dis que ça ne vaut pas la peine d'emporter mon habituelle carte Michelin supplétive dans ma poche. Mauvaise idée !

L'ascension du **Schellenberg** est très agréable, en forêt d'abord en franchissant la frontière du Liechtenstein sur une route étroite et peu encombrée, puis dans le village et en forêt à nouveau pour le sommet. La descente se fait sans encombres, mais sans GPS, nous nous serions perdus.

Celui-ci nous dirige vers le **Guggelhalde**. Plus nous montons, plus la route est étroite et raide. Le GPS indique soudain à gauche, nous prenons. Puis il bippe. Faire demi-tour. Nous revenons au carrefour. Prendre à gauche. Nous reprenons. Il bippe. Faire demi-tour.

Après auscultation des lieux, une sente asphaltée certes mais très étroite se trouve 10m après le virage à gauche sur la droite. C'est elle. Nous la prenons et frôlons les 15 %. Le sommet offre un joli panorama arrière, une chambre d'hôtes originale et une fin d'asphalte.



Vue arrière (sommet du Guggelhalde)

La trace nous ramène sur nos pas puis nous indique à 50m « à droite » et nous nous trouvons avec deux rues à droite qui se suivent et une précision insuffisante sur la flèche de l'écran. Nous tentons les deux. Faire demi-tour ! Mais non ! Finalement usés par la répétition, nous continuons la route principale et le GPS nous fait rejoindre la trace dans la vallée.

Celle-ci offre deux possibilités directes : le halage le long du Rhin qu'on prendra au retour et la nationale parallèle où le trafic est conséquent mais qui est munie d'une piste cyclable bienvenue. On la prend durant quelques kilomètres.

Avant la capitale, on va prendre à gauche le **Steinegerta**, avec une pente très costaude et une très longue ligne droite terminale. Le sommet est jonché de statues en bois et de sentiers de promenade. Le lieu de villégiature est convivial.



On redescend par la ligne droite avant un virage à gauche et l'accès un peu alambiqué à l'impressionnante **Rüfestraße**. Ligne droite pentue, ardue, avec la forêt comme objectif. Un dernier virage à droite vers un parking et un préau avec de nombreuses invitations touristiques. Bel endroit !

Dans Vaduz, le GPS prend des sentes réservées aux cyclistes, ce qui est très bien mais

jusqu'à ce que ça nous mène dans un ... chantier d'immeuble en construction. Aucune issue et la voie

du GPS n'existe plus. Nous allons y user une demi-heure en nous retrouvant à chaque fois, via des accès différents, dans le chantier.

Aux grands maux, les grands remèdes, on se farcit 4km de ville et de nationale bouchonnée vers le sud, on fait appel à l'ami GPS et il nous amène au pied de l'**Erlenweg** avec une rue étroite et sympathique qui débouche après un bel effort d'intensité moyenne sur une nationale. En face : un mur ! On prend avec démarrage à l'arrêt. Ca fait mal partout, la sente est asphaltée à moitié et la pente frôle le tenable.

Sommet escompté atteint, on fait demi-tour et on se tape l'équivalent en dénivelé sur la nationale franchie au milieu de l'ascension. La descente en lacets vers la vallée, au superbe asphalte avec de larges panoramas, nous revigore. On reprend la nationale encombrée plein sud jusqu'à Balzers où on distingue déjà le château dominant le village. Mais à l'entrée : déviation. Une route en travaux sur 500m. On passe à pied. C'est long !

On arrive sous le **château de Gutenberg**, notre but. Le GPS nous envoie en faire le tour, prendre une rue de village et nous dit « à droite » mais ... pas de rue ! On refait deux fois le tour du château, on demande en allemand à un autochtone, il nous dit qu'il y a une rue pavée comme on avait vu sur les photos. M'enfin, nous ne sommes pas aveugles.

Puis on s'arrête à hauteur de la rue à prendre. Et on voit un homme descendre à pied d'en haut. Il y a donc bien une rue. Mais sans accès ? Est-ce possible ? Et soudain, l'illumination : à nos côtés, un camion, un long camion. J'en fais le tour à pied et je peste, j'enrage, je râle.

Ce camion s'est stationné pile poil devant l'entrée de la rue pavée. Nous devons sans élan, en s'appuyant sur le camion, démarrer dans du 12 % pavés. Tant bien que mal, le cyclo-cross de l'hiver aidant, nous nous retrouvons dans l'ascension. Après la petite place, les deux lacets pavés qui mènent au château sont magnifiques, on pénètre sous l'arche et on se pose pour admirer le panorama à travers les douves.



*Les pavés du château de Gutenberg*

Il n'en rest qu'un, du doux nom d'**Iradug**. Maintenant, je le sais à vie, mais ce jour-là, je ne l'avais pas mémorisé. On redescend dans le village de Balzers et on se retrouve devant les travaux. On ne fait plus de la marche à pied mais on suit toute la déviation et là, le GPS ne mentionne plus rien. Nous sommes proches de l'Autriche et plus de réseau du tout! Avec nos téléphones ? Nous sommes au Liechtenstein et se mettre en 4G, c'est comme en Suisse, c'est extrêmement cher. On évite. Je n'ai pas la carte et je ne sais plus où aller. Je ne sais plus le nom.

Je fais comment pour demander en allemand « Pourriez-vous s'il-vous-plaît me dire où se trouve un endroit dont je ne sais plus le nom ? ». Quelle journée ! Une seule solution, repasser légèrement en Autriche par une nationale et regarder en 4G mon téléphone pour savoir le nom. 10Km de plus !

Je retrouve le nom Iradug sur notre site Bigcycling. Nous avons demandé trois fois à des jeunes : personne ne connaît Iradug. Mais heureusement, une dame plus âgée, nous dit « à la fontaine, sur la mini place, c'est là ». Nous y sommes déjà passés deux fois. Pas possible!



Et de fait, une petite pancarte discrète sur le coin d'une maison indique « Iradug ». On la grimpe sans GPS puisque de réseau il n'y a point. C'est solide et ça mène à la frontière autrichienne, là où l'asphalte s'arrête. Ouf ! Le compte est bon.

*La pancarte « Iradug »*

On vise la piste cyclable. Evidemment, ça devait être simple mais ça ne l'est pas. Il y a deux pistes cyclables le long du Rhin, une en hauteur dominant le fleuve et une plus bas, plus loin du fleuve. On prend laquelle, m'sieur ?

Heureusement, le GPS retrouve la trace et on fait 15km sur le halage du haut plein nord. Le Rhin est à sec, on voit les bancs de sable. De quoi nous inquiéter pour la planète. La journée est bien avancée.

Pour sortir du halage, on prend d'abord un chemin choisi par Openrunner mais très peu accessible aux vélos de route. On prend la suivante et c'est OK. On n'est plus à un ennui près.

Evidemment, sur la nationale qui ramène à notre village de départ, on se tape à nouveau... des travaux (ben oui!) et une déviation vers Feldkirch. Quelques kilomètres de plus, maintenant, on s'en fout mais on a mal aux jambes un peu et à notre motivation beaucoup.

Feldkirch, on est venu en voiture par là et on sait qu'il reste 2km pour le supermarché de Nofels et notre parking désiré. Nous retrouvons de l'enthousiasme.

Mais voilà, quand ça ne veut pas, ça ne veut pas. Du centre de Feldkirch, on a rejoint ce lieu en voiture le matin via un tunnel... interdit aux cyclistes.

Si ! Oui, oui ! Interdit aux cyclistes. Juste 5km pour contourner le tunnel via de multiples pistes cyclables interrompues par de nombreux feux qui ne se mettent au vert qu'une minute après notre arrivée à chaque fois. Après de nombreux zigzags, nous nous retrouvons de l'autre côté du tunnel.

Nous nous arrêtons et je cherche le panneau indicateur avec le nom du village. Je vois un panneau pour cyclistes « Nofels: 920m ». Vous pouvez imaginer mon bonheur. Je le dis à Nat' qui se décompose et s'écroule littéralement. « 920km ? ». La pauvre, quel stress ! Je lui explique que c'est quand même un peu légèrement impossible et que c'est quand même tout juste mille fois moins. Nous avons ri jusqu'à la voiture. Notre cerveau était déconnecté de la réalité

après une pareille journée. Notre tour de 66km en a fait finalement près de 100 et nous a pris 8h.

Le soir, je déclarai nos réussites sur le site et les réactions ne se sont pas faites attendre., *Ha ha, half-finisher en un jour !N'est-ce pas trop facile ? » Euh…non ! Cela dépend du jour....*



*Le tunnel interdit aux cyclistes*



## Millrütte (BIG 601)

## Roland Schuyer

In the end of May 2022 I did some cycling in the western part of Austria. For some days I stayed in a hotel in Hohenems.

Hohenems is a small town (about 16.000 inhabitants) in the Austrian state of Vorarlberg and is situated in the district of Dornbirn (DO). The river Rhine, not far away, forms the natural border between Austria and Switzerland.

A wellknown inhabitant of Hohenems is professional cyclist Matthias Brändle (Israel-Premier Tech): on October 30, 2014 he rode in Aigle (CH) 51,850 km/h , a new record at the time.

From my hotel in Hohenems it was a short ride to my first climb: Millrütte.

It was heavily clouded and the streets were wet due to nocturnal rainfall. I cycled to the town of Götzis (alt 410 m) some kilometers to the south. In the mean time it has started raining again.

My computer navigated me to the start of the climb: intersection Sankt Ullrich Strasse and Bundesstrasse 190. At an altitude of 449 m the 'official' climb started. The



first 1.5 km were a kind of warming-up and had an average of 6%. After that the more serious kilometers followed (see profile of climbfinder.com)

The advantage of high percentages is that you gain height very quickly (although, that was what I was telling myself); so, I left Götzis 'fast' behind me. Rainfall intensified and little streams appeared crossing the road. The rain and low temperatures didn't hurt me because I had to work hard and was sweating.

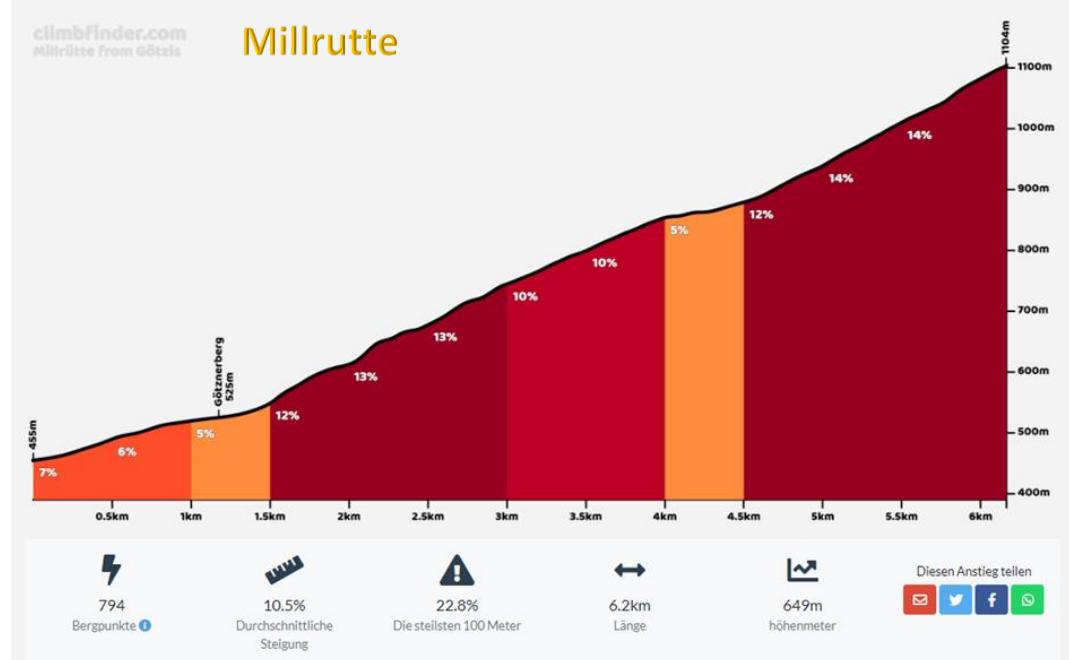
A pity was that because of the heavy rainfall and low cloud cover there was not much to see of the surrounding area. So, I concentrated me on the wet road, some rocks and my climbing pace. The road meandered up the mountain and towards the end it became steeper and steeper (even over 20%). Suddenly the Alpenhaus Millrütte (alt 1109 m) appeared through the clouds and rainshowers.

It was wet and windy; not a nice place te stay. I put on my rainjacket and went downhill. Because of the steepness I didn't peddle instead I had to use my disk brakes very

frequently. Despite the short descent, my body cooled down considerably. Back in Götzis I changed my plan to climb Stoss Pass (BIG 555) subsequently. I noticed some symptoms of hypothermia and cycled back to my hotel. A long shower and a hot coffee did miracles.

In the afternoon the weather cleared a bit; at least it stopped raining and I picked up my bike from the parking garage of the hotel. I cycled to Altstätten (alt 465 m) in Switzerland to climb Stoss Pass (BIG 555 and alt 948 m). In the early 70's I rode this climb by my 50 cc Kreidler moped (on the return route from Italy and Austria). But climbing Stoss Pass by ATB I couldn't recognize much of it. Stoss Pass is a not difficult climb. The road was silent and went through meadows and forests. At the top it's almost flat for some kilometers. Back and forth Hohenems, with a little detour, it were 55 kilometers.

Eventually, I completed my initial plan for the day by climbing Millrütte and Stoss Pass.



## BIG events in 2022



BIGs, but we saw every professional racers in the streets of Budapest. My data: 70 km and 225 m DOL.

Stage third was on the Transdanubia and include an **Tihanyi apátság (Eurobig no: 970)**. Before the race I climed this BIG and after going to see the peloton – with BIG member Balazs Abraham - before the finish line. My data: 50 km and 430 m DOL.

This year has got more events for me than before two years.

1. In front of May was the Giro „Grande partenza” in Hungary. I visited every hungarian stages by bike. Stage first has got one **NATaCHA Visegrád highcastle (HUN-22)** which was the stage finish too. Many hungarian BIG members (and other ten thousand cyclists and walkers) were near the road. It was a fantastic speed of the climb from the racers. Huge tempo! My data: 64 km and 335 m DOL.

Stage second was a time trial. It wasn't contain any



2. At the end of May I was the helper and a participant on the Offical BIG Meeting in Jura. My team-mate and friend Christiaan Weytmans had an invite. It was a great gesture and honour for me and fantastic team-work from Lörrach to Geneva and back with Anja, Ulla, Dirk, Christiaan, Hans, Bas, Enrico, Jean-Luc and Balazs. I passed again new superbig since September of 2019. I think the „all by bike” style is the best way to the BIG challenge. My data: 388 km and 11251 m DOL, include **21 Superbigs** and 29 CCC cols.



3. I times Regional BIG meeting around my I organized twice home-town Salgótarján. The first circle was to Matra-mountains include **Hurok út (HUN- 43)**. The route has got some short climbs, but the hardest and the highest was the NATaCHA climb. My data: 98 km and 720 m DOL.

The second circle was to Cserhát-mountains with two special climbs **Garáb (HUN - 46)** and **Sas-bérc (HUN- 45)**. The way has got a village of Hollókő – with a cobbled road (!) - which is part of the World Cultural Heritage. My data: 90 km and 865 m DOL. Besides me only one BIG member connected to me. Not bad, better than zero.

I'm glad to Hungary has got a Regional BIG meeting every year a row from the first Offical BIG day in 2010. The hungarian list has got 75 climbs and we had passed already 33 with the regional BIG meeting.

4. From 01.07.2022. started the NATaCHA Austria include 300 climbs. This zone is one of my favourite area and I'm *happy that this country has got new targets. When I started the BIG challenge (2005) my first goal was : fill it the zone 08.* I being finished 2011 with famous austrian member Ferenc Suplicz. So, this year my godchild and me have got some trips near to the hungarian border. First way was to the **Braunsberg (AUT-176)**. This was a beatiful viewpoint to the Danube and surroundings. Next day we had a circle the Neusidler See and passed a nice **Martinplatz'l (AUT-292)** and a tough **Kaiser-Franz-Josef-Warte Parkplatz (AUT-193)**. The continuing day was a rain with hard wind, but in the afternoon we had a trip to the **Forchtenstein-Heuberg (AUT-293)** with nice hairpins and a **Sendemast Brentenriegel (AUT-294)** with quiet forest. The last BIG trip had got three different climbs. The long **Guglhupf (AUT-295)**, the steep **Oberweinberg (AUT-296)** and the friendly **Eisenberg (AUT-298)**. My data: 315 km and 2635 m DOL.



Thanks again for all to the BIG members those who cycled with me. I like BIG challenge, but don't forget: the life is not a race!

Gabor Kreicsi

## 2022, caccia ai Natachas Italia

Il mio obiettivo BIG per il 2022 era la conquista del badge half-finisher dei Natacha Italia: ero a 300 conquiste alla fine del 2021, e occorreva quindi scalare almeno 100 Natacha entro l'anno.

Una seria caccia deve iniziare già a gennaio, è necessario sfidare le temperature invernali, e così dopo una breve spedizione nelle vicinanze per scalare Alpe Tedesco ITA-139, il facilissimo Muro di Taino ITA-141 e la Colma di Valpiana ITA-036, si organizza una vacanza in Liguria e Toscana, sperando in un clima più temperato. Si comincia da Genova con l'impegnativo Monte Fasce ITA-122, e nei giorni successivi Monte San Giacomo ITA-128, il Castello di Madrignano ITA-131, il Monte Pitoro ITA-416, per concludere il ritorno alla base con la lunga salita da Rapallo al Santuario di Montallegro ITA-124. Nel week-end successivo, altro spostamento in Lombardia, per San Fermo della Battaglia ITA-149, il terribile Madonnina di Crezzo ITA-155, il Monte Barro ITA-160, e i facili Colle Brianza ITA-161 e Lissolo ITA-162.

Per febbraio si può cominciare ad affrontare quote più alte, con le salite piemontesi ai 1411 m di Rima ITA-033 e ai 1300 m di Campello Monti ITA-032, proseguendo con altri sei diversi Natacha nel nord Italia.

Arriva finalmente la primavera, e dopo una parentesi ciclistica in Francia e in Belgio, ad Aprile si parte per un tour più lungo in Italia centrale, con un raccolto di 17 Natacha, mete che offrono una motivazione in più per visitare luoghi pieni di storia e di meraviglie ambientali. Tra tutti il bellissimo borgo medioevale di Civita di Bagnoregio ITA-517 e la Pietra di Bismantova ITA-365.



Pietra di Bismantova ITA-365



Bagnoregio ITA-365

Con l'inizio dell'estate, tra la salita di apertura al Colle del Nivolet ITA-045, obbligatoria ogni anno per i ciclisti di Torino, e tre nuovi Natacha in Val d'Aosta, si completa la collezione delle mitiche salite alpine, con Bormio 2000 ITA-183 e le Torri di Fraele ITA-182, in Valtellina, oltre a Foppolo ITA-170, Monte Avaro ITA-171, Sant'Antonio Abbandonato ITA-173, in Lombardia. Con luglio di continua a cercare il fresco sulle montagne della Valle d'Aosta, con Champorcher ITA-025 e Val Veny ITA-003 in compagnia di Enzo Santa.

Ariva la stagione delle vacanze e quale meta migliore della Sardegna per proseguire la caccia ai Natacha e godere di un mare bellissimo? Durante il trasferimento al porto di Livorno si approfitta del viaggio per conquistare il Passo del Biscia ITA-127, il Rif. Donegani ITA 413 e il Monte Serra ITA-425.

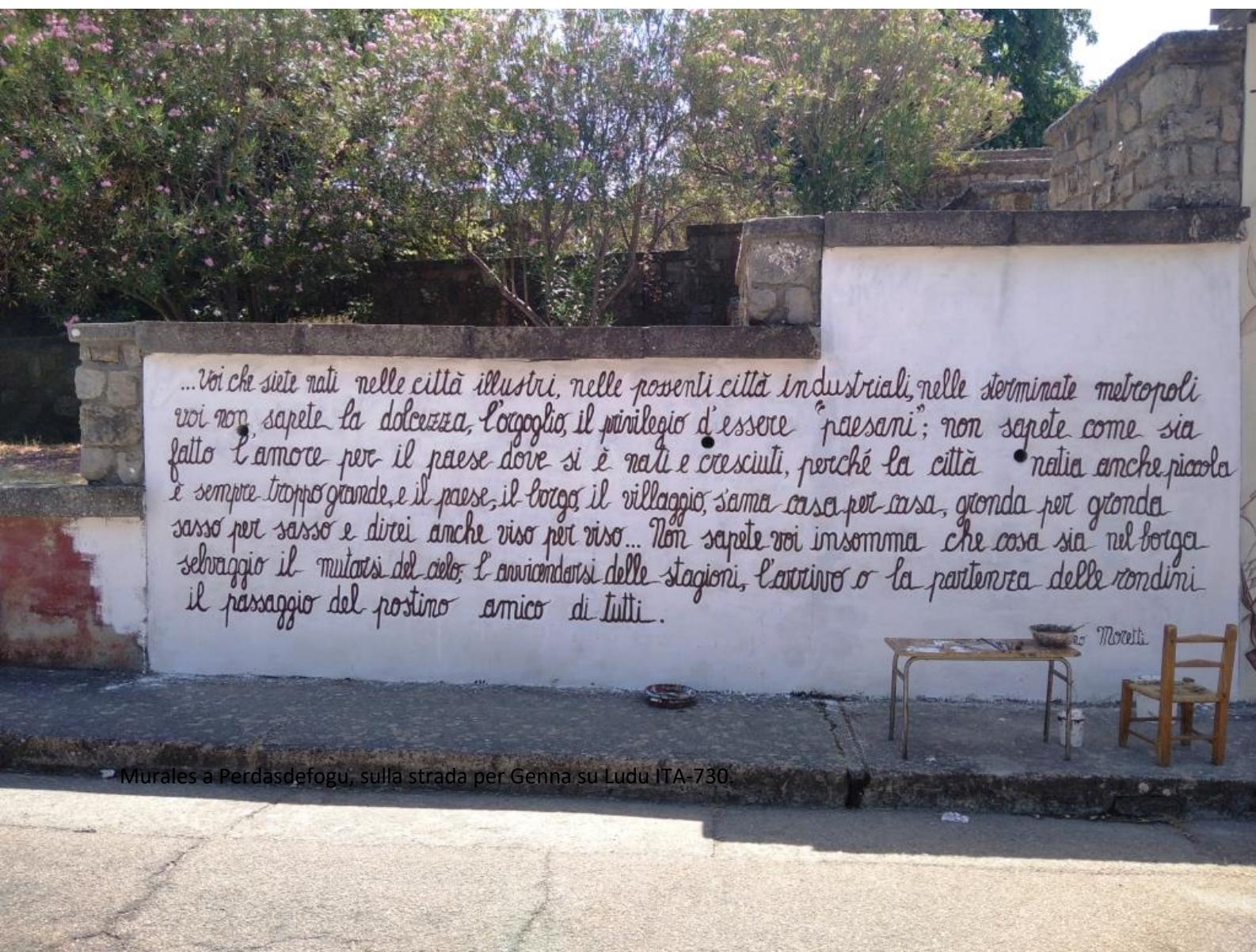


La Sardegna offre strade poco trafficate all'interno dell'isola e una scelta fra 50 Natacha, di cui 7 BIG. Alla fine del viaggio si conquistano 17 nuovi Natacha, tra cui i più belli sono nelle montagne del Gennargentu, Rif. Sa Crista ITA-726 e sulle strade deserte dell'interno, Genna su Ludu ITA-730 passando da paesi ospitali come Perdasdefogu.

Genna su Ludu ITA-730, solo noi sulla



Pattada ITA-709



Murales a Perdasdefogu, sulla strada per Genna su Ludu ITA-730.

Sulla strada del ritorno a Torino, ancora tre salite, Monte Santa Croce ITA-447, Casa del Romano ITA-120 e Monte Veri ITA-358.

Il mese di agosto si completa con una spedizione al Nord-Est per conquistare 8 facili Natacha in Veneto, oltre all'impegnativo Monte Avena ITA-298 e tre passi in Trentino, Cereda ITA-279, Costazza ITA-277 e Valles ITA-276.

IL mese di settembre è dedicato al padrinaggio del Colle della Maddalena ITA-061, con 25 salite vicino a casa, ma senza trascurare un'incursione in Lombardia per scalare Piani Resinelli ITA-157, Val Gerola Pesce gallo ITA-168 e Alpe Motta TGV-G2021-3.

Con il mese di ottobre si arriva al traguardo di 100 Natacha Italia, dopo una secondo viaggio in Nord-Est , con le salite di Passo Oclini ITA-238, Passo Monte Croce Comelico ITA-281, Forcella Monte Rest ITA-334, Cuel di Forchia ITA-338 e Nevegal-Monte Faverghera ITA-726.

Il badge di half finisher NAT-ITA è conquistato, nuovi obiettivi saranno presto stabiliti per non fermare la meravigliosa attività che BIGCYCLING ci propone. Grazie BIG!

Luigi Spina 377

**Natasha Italy 2022****Gabriele Brunetti**

Four other regions of NAT-IT challenge have been completed in the 2022. Two regions, Piedmont and Lombardy are in the Southern Alps. Two regions, Tuscany and Marche, are in the Northern and central Apennine. To date, 7 regions have been completed with a total of 10 finishers. All finishers are Italian.

Other three regions in the Alps, Alto Adige, Trentino and Veneto are nearly to be finished. The challenge has been taken seriously by BIG members. For the first time I felt a strong desire to complete the list. First because it was feasible without the need to take vacation. Second, because I enjoyed the NAT day experience (which means early wake up, car journey, several hours of cycling and back home in the evening). I was determined to continue until completion of the list.

**NAT Piedmont**

There was a strong but fair competition among Enzo Santa, Gabriele Brunetti and the Superbig finisher & globetrotter Luigi Spina.



Enzo won the sprint to be the first finisher of this large size region with just one day ahead Gabriele. Enzo lives in the flat part of Canavese, the entry door of the famous Col di Nivolet, and climbed the first Piedmont NAT Croce Serra in 1994. Then, for Enzo it took 28 years of activity to complete the Piedmont-NAT list.

This list is very difficult with 70 NAT including 12 BIG, 1 climb with a summit at 3,000 m above sea level and other seven that are over > 2,000 m. Only 20 climbs have an altitude less than 1,000 m above sea level. The last climb for Enzo was Tanarello Pass (2,042 m) which with the final 8 km on an unsurfaced road. Enzo left the car at S. Bernardo di Mendatica pass (1,263 m) and went down to the starting point Pieve di Teco (240 m) with a race bike. At Mendatica pass he changed the

race bike with MTB and continued the climb to the top. He carefully planned the journey to minimise the chances of failing



*Fraiteve from Col Basset*

Climbs that have mixed segments raise problems. I climbed Monte Fraiteve (2,700 m) which is asphalted for 2/3 and unsurfaced from Sestriere (2,035 m) to the top. Sestriere is a sport mountain village which is very famous as being the host site of Olympic winter Games in 2006, arrival of Tour de France (1952 winner Fausto Coppi, 1992 winner Chiappucci after

incredible breakaway in the first part of the stage) and Giro d'Italia. From Sestriere, the climb become soon unrideable even with MTB due to long unpaved stretches > 30% with stones. On the other side, the climb is steep but cyclable from Col Basset located on the legendary Assietta (the 35 km military gravel road connecting Colle delle Finestre to Sestriere on the ridge with the highest point (2.538m) after the Assietta pass and the lowest point (2.286m) before Col Bourget.

For members coming from abroad, there are in my opinion some must-do-climbs among the NAT: Piancavallo, Colma di Valpiana (from Lago d'Orta), the two impressive climbs in the Biella area (Bielmonte and Oropa where Pantani made one of his most incredible performances reaching and overtaking 49 rivals in 5 km), Passo del Lupo (Canavese), Malciaussia (the last 6 km are difficult and gorgeous) in Valli di Lanzo, Superga and Maddalena (top of hills dominating the town of Turin), San Giacomo di Barge (near Saluzzo, start of the majestic Agnello pass), La Morra in the magic Langhe and Bric Berton in the Alto Monferrato.

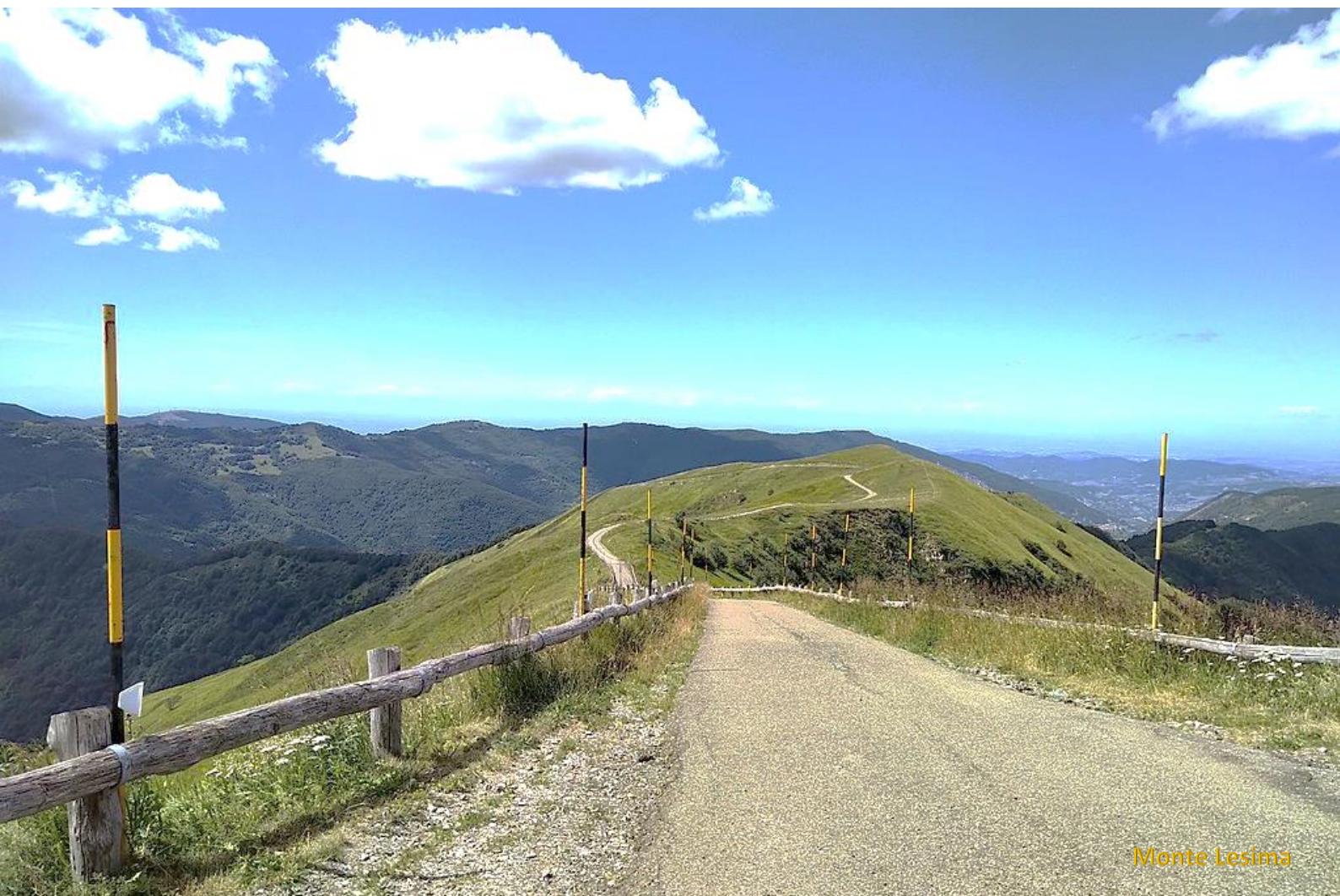


### NAT Lombardy

Mauro Repetti is the first and only finisher of the Lombardy list. The list of Lombardy is the greatest and one of the most challenging in Italy with 75 NAT including 15 BIG and 5 climbs over 2,000 m. Only 22 climbs have an altitude less than 1,000 m above sea level. Mauro lives in Tirano the door of Alta Valtellina and become godfather of Mortirolo. It took 18

years to complete the Lombardia-NAT list which includes many Alpine, Prealpine and tops close to lakes (Maggiore, Como, Iseo, Garda) and some NAT in the Apennine close to Pavia and two muri – NATs.

The must-do climbs in the Como area are Rifugio Venini with the final short gravel and Sighignola the balcony of Italy at the border with Switzerland, in Valtellina Preda Rossa and Laghi di Cancano, in Lecco area Valcava, in the Lake Iseo area the astonishing Colli di San Fermo from Grone (very difficult side) and Monte Creo, in the Bergamo area Monte Avaro and Monte Farno, in Brescia area Passo del Termine passing through the painted village of Belprato, in Pavia area Monte Lesima (1728) at the border of 3 regions. It is very rare that the road reaches the top of the mountain; here, a private road (not shown in the map) serves the air traffic control station. After 19 km with an elevation gain of 1000 m to reach Capanne di Cosola pass, there is a descent to Passo del Giovà before the last killer 2-km with some passages at 25%. Get the top without placing the foot on the ground is a great satisfaction only reserved to strong legs and fit hearts)



#### NAT Tuscany

I was the first finisher of the Tuscany list. The Tuscany list has 60 NAT including 11 BIG, 22 climbs over 1,000 m. Only 12 climbs have an altitude less than 500 m above sea level. I was born in Romagna which made easier to complete the list. The Apennine range separates Emilia-Romagna from Tuscany and is rich of NAT. It took me 21 years to complete the Tuscany which means that I started the collection many years before NAT-IT was launched. The last NAT was unplanned. I decided to take a Monday off following a great cycling weekend with stable and mild weather in the south of Tuscany. I decided to make a gift to myself and to take a boat to Isola del Giglio. The crossing is longer than the time to get the top of Giglio Island. The trips are rare in winter so a full day is needed. I made the top from the three sides. It was nice: me, the bike, the sea, the island and birds. Difficult to see people even in the tiny villages of Giglio Castello and Campese. You

need to love solitude in these places. The only noises in the island are the boat and vehicles around the harbour in Porto Giglio.

Tuscany has a various territory which means different climbs and landscapes. In the Apennines, Orecchiella, Orto di Donna, Pizzorne, Cerreto, Sambuca, Prato alla Penne, Secchietta, Monte Lori and Faggeto are recommended, other special climbs are Monte Serra (a training camp for pro cyclists around Pisa and Lucca), Campo Cecina (in the heart of Alpi Apuane with mines of marble), San Baronto in the hill area south of Montecatini and Pistoia. Monte Senario is a fantastic climb above



Orto di Donna

Firenze which may be approached via Fiesole or the hard side of Sesto Fiorentino made by Giro.

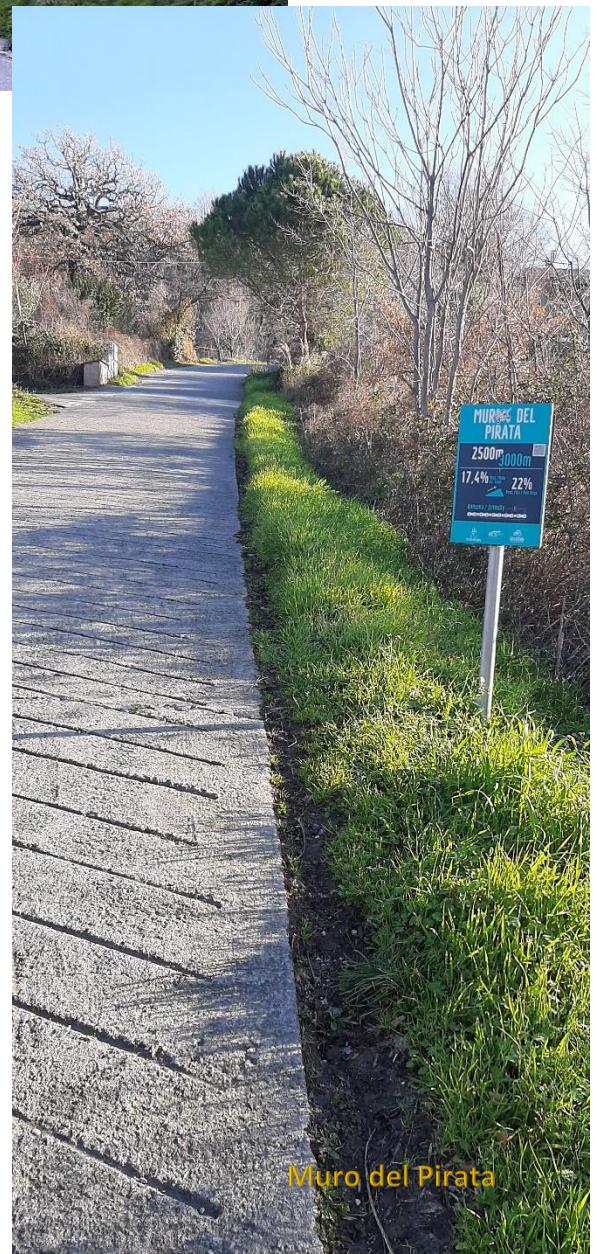
In the list, there also two legendary gravel roads that could not be missed. The 11 km-segment including Monte Sante Marie (included in the Strade

Bianche pro race as well as in Eroica 209km) with a profile at saw blade is something to be done at least once in the life. Great memories also for Montalcino in the route of the legendary stage of Giro 2010 with the last 20 km in the dust, mud, rain through Castiglione del Bosco and Passo del Lume Spento at 2-km from the arrival in Montalcino. Nice are also the climbs to Sassetta, Volterra and the muro to Sassofortino. Other climbs which are worth are Passo degli Incrociati (there is also a gravel section) and Muro del Pirata at Saturnia which is a remarkable place for the free hot springs in the fields along the road. Muro del Pirata with dedicated signposts is a tribute to Marco Pantani who loved and used to train in this area. For those who survive the muro, the climb continues for further 16 km in the superb landscape of Maremma, a part of world that conserves its slow rhythm of life .

#### NAT Marche

I was the first finisher of the Marche list. The Marche list has 30 NAT including 4 BIG, 11 climbs over 1,000 m. Twelve climbs have an altitude less than 500 m above sea level.

Marche is the land of muri. Tirreno-Adriatico and sometimes Giro d'Italia included the stage of muri. It is estimated that there are more than 1,000 muri in the region. Most of borghi (villages) are on the top of the hills and the roads from the valley floor were built without much consideration for the gradient. Typically the length of the muro is 700 m with a peak of 18-22%, occasionally more than 25%. The borgo has usually the central square in his upper part so the uphill street is lined with houses on both sides with some car traffic and parking. There is no much emotion and pleasure during the climb as you are highly



Muro del Pirata

concentrated on the effort and minimum speed to maintain the equilibrium. If you have the right gear and you have fresh energy there are no great problems. It is an acute situation that last few minutes much different from long endurance climb. Our situation is completely different from Pro cyclists who attack the muro in the final stage after 2500 m of elevation gain. That is often a great show. In my own experience (I do not use GPS though I plan carefully my ride) it is difficult to find the right and selected muro among the different roads going uphill which may differ each other of some decimal points of gradient.

After being a NAT finisher, I can say that Marche have a great value for cycling – same level of Tuscany with unique features. Muri are a remarkable characteristic but are not the best for emotions and sense of achievement. There is also a consideration for safety. The roads running into the valley floor at the bottom of the hills have a lot of high-speed traffic and are not nice place for cycling and connecting to other climbs.

In Marche I loved the long and challenging climbs in the mountains, which are among the most beautiful of Apennines: Forca di Presta, Sassotetto , Catria, Carpegna, Monte Nerone and San Vicino are first-level climbs (same level of Alps). All are unforgettable for me. I would include also Poggio San Romualdo ("Porcarella") with an impressive series of hairpins, which unfortunately is not a NAT.



**Uphill to Sassotetto**

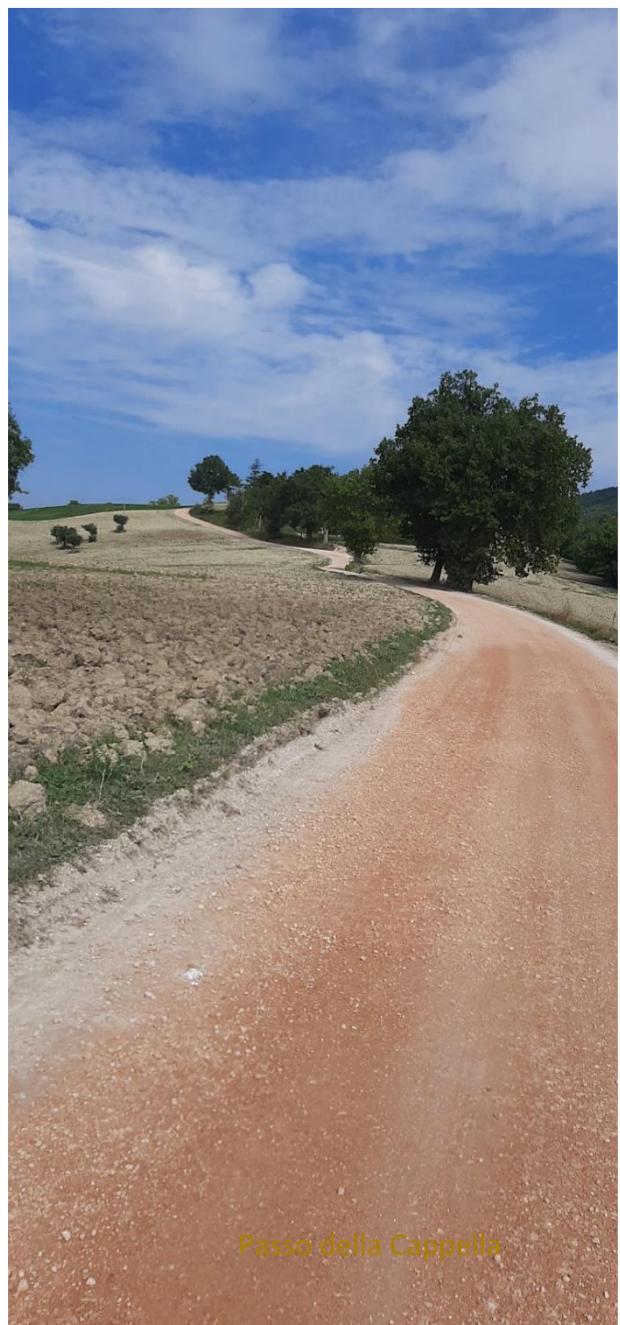
With regard to borghi and muri, if you have to make a choice in the Marche NAT list I would suggest Urbino, Recanati (the village of poetry with the "Colle del Infinito"), Montelupone and Fermo. Other borghi that are nice to be discovered such as Cingoli (the balcony of the Marche), San Ginesio and Cupramontana, which is not a NAT. These are not technically muri as the length of the climb is about 4-5 km (muro is per definition less than 2 km) but include muri or ramp segments (16-18%).

Fermo is probably the best place for muri. It has been often the arrival for a Tirreno-Adriatico stage. Fermo is the host town of the Granfondo of 7 Muri. It is remarkable that the most difficult one reaching a peak of 28% (Capodarco – Vallescura) was abandoned as did not meet the favour of the majority of participants. Many of them hiked the bike in this muro, which is a situation of shame or embarrassment .

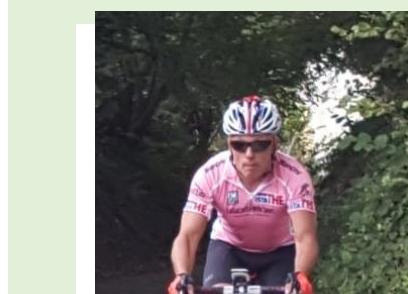
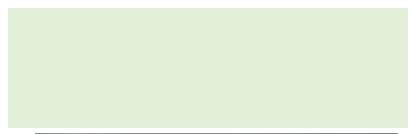
Marche is also worth of visit for coastal panoramic roads of Monte Conero and San Bartolo. There are also superb climbs in middle mountains such Passo della Cappella Monte Cavallo (the last 3 km are gravel) and Monte San Paolo. These climbs celebrate the landscape painted by Raffaello.

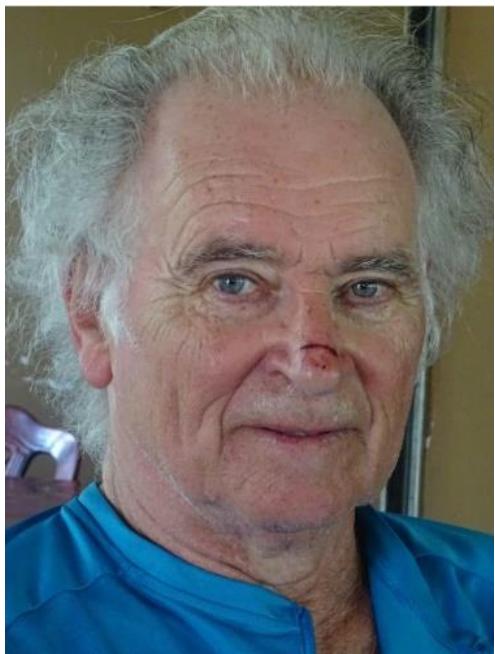


Capodarco- Fermo



Passo della Cappella





## Bonjour Tristesse    Bonjour Vieillesse

Trophées, médailles, brevets, comptes-rendus élogieux, accompagnent au fil des ans nos exploits sportifs.

Cela dure 10, 20, 30 ans puis un jour on pédale un peu moins vite, on n'est plus en tête du peloton, on souffre plus dans une côte, on souffre dans une côte, on se fait lâcher dans la côte on met pied à terre dans une côte. ... Le vélo s'use, on doit changer le dérailleur, les pneus, les freins, la chaîne, le vélo ... Le corps vieillit, on change un genou, une hanche, un second genou, on se fait opérer d'une hernie discale, d'un tendon rompu, d'un ligament déchiré ...

Bref le déclin s'amorce inexorablement. Bien sûr lors d'un été indien on peut toujours se donner l'illusion que le temps n'a pas d'emprise sur soi, mais la morsure de l'hiver qui suit, en sera d'autant plus cruelle.

La vieillesse se profile, s'insinue dans vos articulations, vos beaux mollets fondent, les chaires s'affaissent, cheveux et dents connaissent l'automne, Bigre que c'est triste tout cela. Que c'est triste Orly sans bécane .

C'est socialement incorrect d'en parler. Mieux vaut cacher ses petites misères, les passer sous silence, éviter les réunions avec le gente cycliste, voire raccrocher son vélo au clou, ou le troquer contre un vélo électrique.

Lors de mon voyage au Sri Lanka j'ai touché le fond. Un exemple parmi mille autres. Après 15 km de plat à une altitude de 15 m au-dessus de la mer, je n'en peux plus, ma tête tourne, j'ai du mal à respirer, mon pied gonfle les forces m'abandonnent, je suis obligé de faire de l'auto-stop.

Je suis contraint de modifier mon programme et de me traîner sur 994 km, me rendant compte que j'effectue mon dernier voyage itinérant avec bagages. Ils sont loin mes grands voyages tels Bruxelles Thessalonique, Bruxelles Grenade, Bruxelles- Cap Nord ... Être ou ne pas être, être et avoir été. Misère, misère .....

Bien sûr je pourrai évoquer des circonstances atténuantes Un ressenti de 40 degrés, une pollution incroyable .... Mais à quoi bon, cela ne me rendra pas une seconde jeunesse.

### To be and to have been . To Be and to Have Been .

Trophies, medals, patents and glowing reports accompany our sporting achievements over the years. It lasts for 10, 20, 30 years and then one day you pedal a little slower, you are no longer the leader of the pack, you don't breathe normally any more on a hill, instead you suffer on a hill, you get dropped on a hill, you put your foot down and walk the hill. The bike wears out, you have to change the derailleur, the tyres, the brakes, the chain, the bike ... the body ages. You change a kneecap, a hip, a second kneecap, you have an operation for a slipped disc, a ruptured tendon, a torn ligament ... in short, the decline begins inexorably.



Of course, during an Indian summer, you can always give yourself the illusion that time has no hold on you, but the bite of the winter that follows will be all the more cruel.

Old age creeps into your joints, your beautiful calves melt away, your buttocks sag, your hair and teeth begin to experience the autumn of life. How sad it is that all this has happened. It is socially incorrect to talk about it.

It's better to hide your miseries, to keep them quiet, to avoid meetings with the cycling community, or even to hang up your bike and trade it for an electric bike.

During my trip to Sri Lanka I hit rock bottom. Mine was an example among a thousand others. After 15 km of flat riding at an altitude of 15 m above sea level, I can't take it any longer, my head is spinning. I can hardly breathe, my strength is failing me, I am forced to hitch-hike. I am forced to change my programme and drag myself for 994 km, realising that I am making my last itinerant journey with luggage.

My great journeys such as Brussels- Thessaloniki, Brussels- Granada, Brussels- North Cape ... To be or not to be, to be and to have been. Misery, misery ..... of course I could mention extenuating circumstances; a feeling of 40 ° Celcius and incredible air pollution.... But what's the point, it won't bring back my youth again!



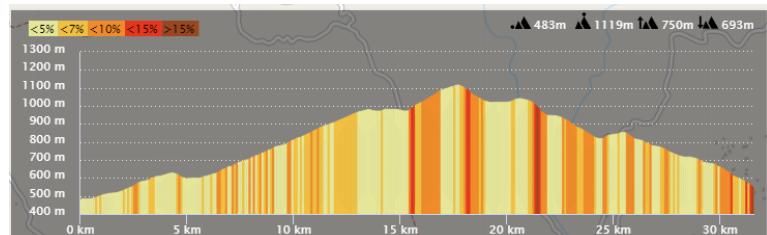
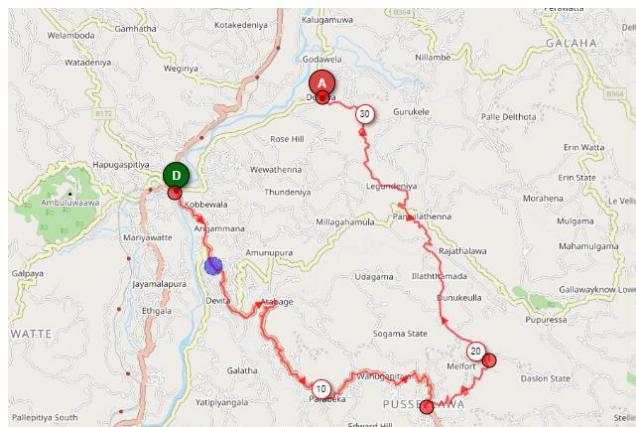
## Melfort Estate

<https://www.openrunner.com/r/14499680>

2 versants

Belle ascension qui vous fait quitter les plaines tropicales pour les cultures de thé qui marquent le début de la montagne.

Les pentes sont là mais la fraîcheur aussi. J'ai fait le versant NO



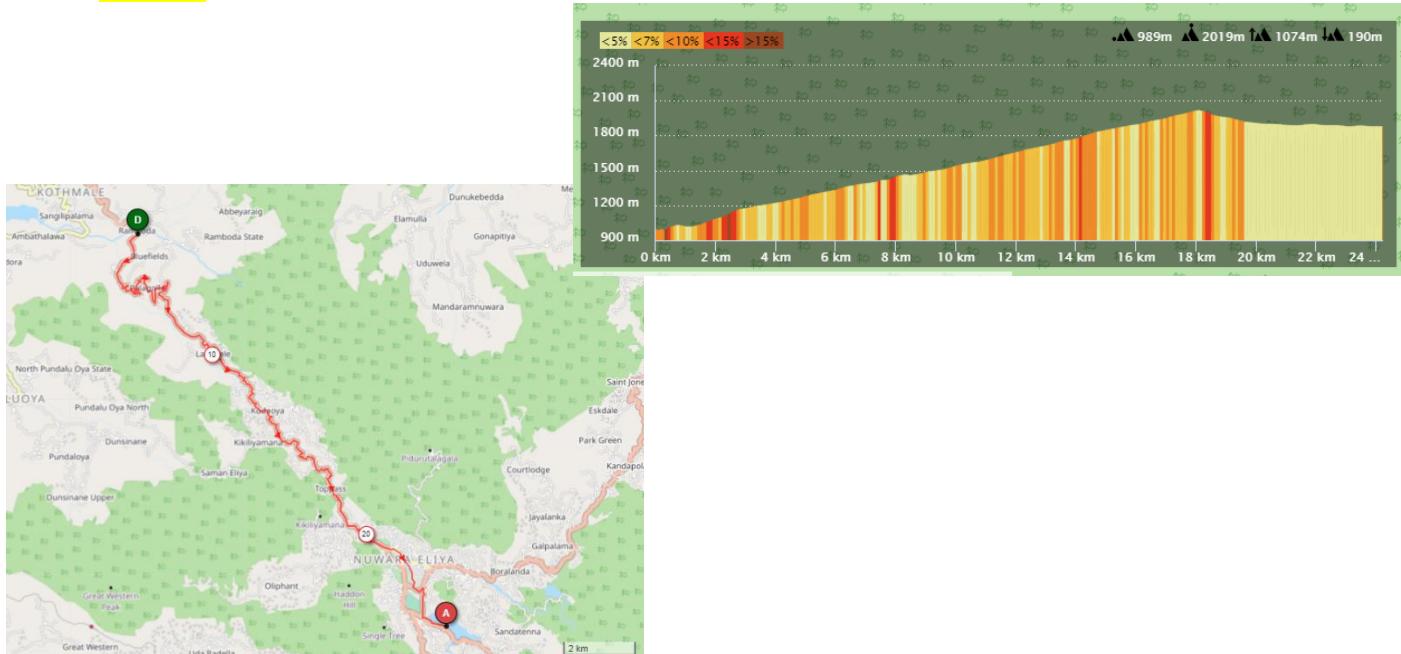
## Nuwara Eliya 1893

<https://www.openrunner.com/r/14494032>

Une grande ascension qui vous amène à Nuwara Eliya. La route grimpe bien et à partir de 1700 m d'altitude, nous retrouvons la fraîcheur relative. De beaux paysages vous y attendent

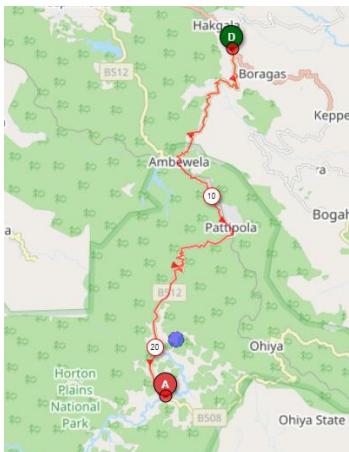
Malheureusement route est fort fréquentée.

En 2017 ,Hoogeveen Huub et Tiggeloven Pem ont déjà réalisé cette ascension . Le sommet qu'ils indiquent à 1868m correspond à la localité de Nuwara Eliya qui se trouve légèrement en contrebas. Le sommet lui se situe à 2019 m.



## Horton Plains Reserve

<https://www.openrunner.com/r/14494238>

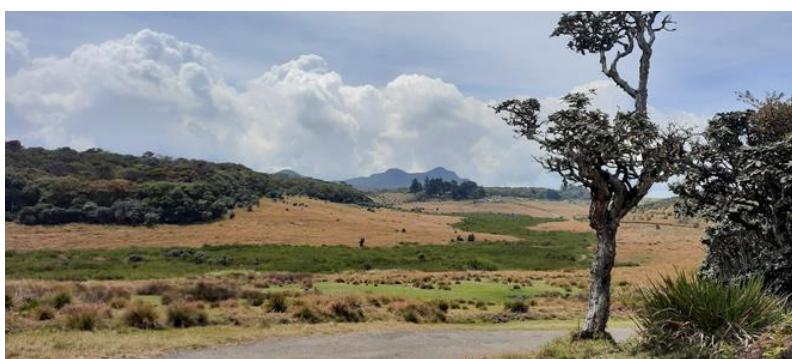
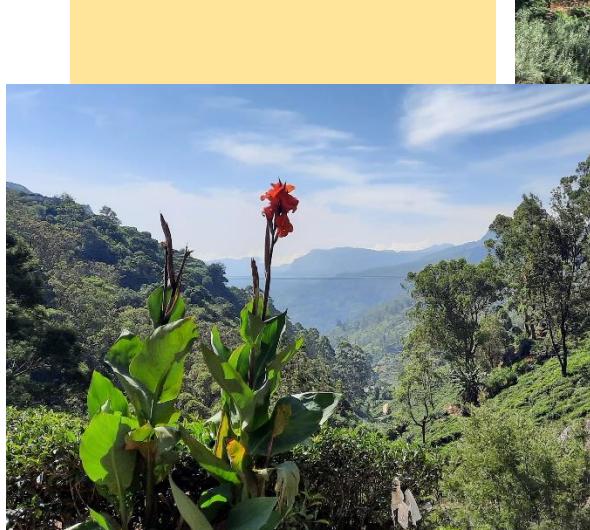


2189m c'est l'altitude que l'on atteint à l'arrivée au parc de Norton Plains. Le début n'est pas difficile et offre de plendides vues sur la vallée .

Une fois la route principale rejointe, le parcours se fait en forêt. Les derniers kilomètres avec mes bagage furent un vrai calvaire et je dus pousser mon vélo sur 2 km.

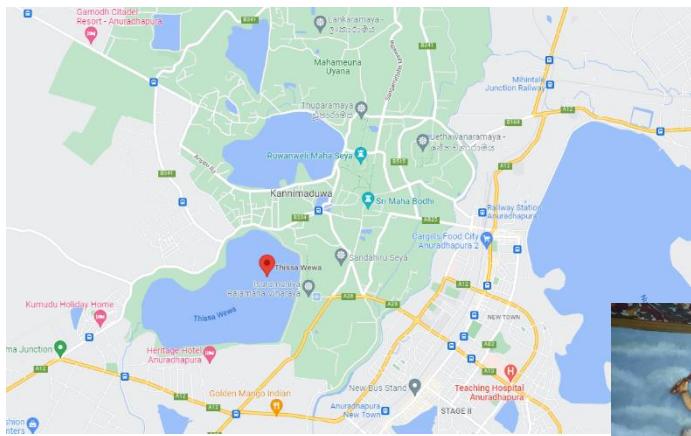
Sur le plateau changement radical de paysage. La plaine ondolante est couverte de hautes herbes faisant penser aux landes.

Autre surprise. Nous devons nous acquitter chacun de 25 euros pour pouvoir traverser le parc. C'est autant que la vignette suisse mais pour 8 km!



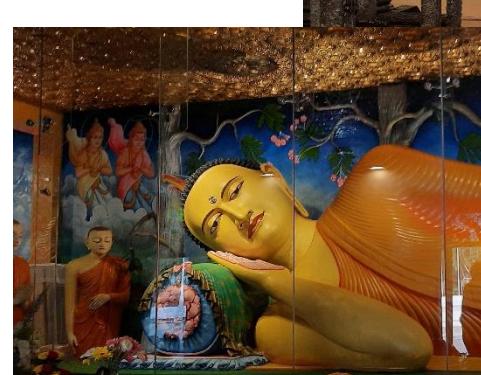
## Réserveoir Tissa Wewa

Anuradhapura abrite une cité antique. Dans un écrin de verdure se trouve 3 dagobas géants. Ce site magnifique est un incontournable lors de la visite du Sri Lanka. Il n'y a pas d'ascension en ce lieu.



### **dagoba (n.m.)**

1.construction pérenne bouddhiste, monument funéraire sans espace intérieur accessible.  
stupa est nommé "dagoba" au Sri Lanka et "chörten" au Tibet.



## Les promesses n'engagent que ceux qui y croient .



Six mois après ma déconvenue au Sri Lanka, avec mon frère Alain, me revoilà reparti pour un nouveau périple .

En Tunisie, début novembre les grosses chaleurs ont fait place à un temps clément.

J'ai retrouvé le plaisir de pédaler et ne connaîtrai tout au long des 1250 km de notre voyage pas les affres de ma dérive Sri lankaise.

L'objectif principal est le Djel Blr

De Tunis nous remontons plein nord vers Bizerte qui est un port des plus pittoresques du pays.

De là, direction l'Ouest vers l'Algérie

Sur cet cote les paysages sont très verdoyants et les dénivelés pas trop excessifs. A Tabarka station balnéaire qui semble quelque peu abandonnée suite aux deux ans de Corona se situe le pied d'une ascension qui mérite d'être gravie : le début est un léger faux plat de 11 km (alt 65 m) puis l'ascension commence vraiment, 14 km pour 740 m , tout à fait jouable . Arrivés à Ain Draham nous déposons nos bagages à l'hôtel Beau séjour (à recommander) avant d'effectuer la fin de l'ascension qui est corsée : 2 km à du 10% sur un petit chemin traversant le foret. Après un bon km de part et d'autre de la route deux blocs en béton : celui de gauche nous signale que nous arrivons dans une zone militaire, sur celui de droite il y a un stop.

Pas de barrière, nous continuons donc, c'est à 200 m du sommet que 3 militaires armes au poing nous ordonnent de redescendre. Léger petit désagrément mais l'objectif atteint.

Le voyage peut se poursuivre

Dominique Jacquemin

