

Magazine BIG 2024



N° 38

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Big Magazine

N°38

01-03-2024

BIG Cycling

Editor

Jacquemin Dominique

Cover : Jean-Luc Matte



Le mot du président

Merci

Daniel Gobert



En cette année 2024, je vais terminer mon huitième quinquennat. Cela signifie quarante ans de présidence en tant que créateur et que gestionnaire de l'ensemble de ce mouvement cyclogrimpeur appelé BIG, puis Challenge-big puis Bigcycling. Mais ce n'est pas pour cela que, en tant que créateur, je doive rester président à vie. L'âge aidant, après avoir assuré la pérennité morale et statutaire ainsi que la sécurité juridique de l'association en la faisant AISBL, après avoir adjoint au challenge principal, trois challenges secondaires de valeur à l'esprit identique, il est temps d'entrevoir comment passer les rênes, comment donner les commandes à un groupe de personnes assez motivé pour assurer la continuité de ce qui a bien fonctionné tout en amenant des innovations compatibles avec les avancées technologiques et la pratique moderne, actuelle et future, du vélo et de ses ascensions dans son ensemble.

Lors de l'AG2024, notamment, nous débattons de la manière dont on pourra passer le témoin. Et en l'an 2025, nous mettrons en application les résultats des votes liés à ce passage. J'en serai heureux car j'ai toujours eu l'âme d'un passionné, d'un novateur, d'un fonceur, d'un homme de gros-œuvre pour les grands travaux, d'un mégalomane géographique de la beauté cyclogrimpeuse, mais j'ai été beaucoup plus amené à rester président qu'à être président par conviction, ou par amour du pouvoir. La présidence m'a permis un bon nombre de nouvelles créations et de structuration de l'AISBL sans trop de soucis mais m'a fait perdre un grand nombre d'amitiés que je souhaitais conserver avec des cyclogrimpeurs dont je partageais la passion pour avoir dû à un certain moment privilégier la valeur d'une idée, la conformité d'une suggestion au simple copinage ou à une vieille amitié. J'ai toujours, en tant que président donné la priorité aux idées plutôt qu'aux personnes. Alors pour la suite, je tiendrai à rester actif, notamment en continuant cet ouvrage des challenges nationaux appelés natachas dans l'Europe, puis dans quelques pays des autres continents, car ce travail comble tous mes désirs en maintenant ma soif de découvertes d'ascensions et de partages de la beauté ou de la renommée de celles-ci. Ce sera limité à cela.

Mais avant de passer la main, je tiens à remercier tous ceux qui m'ont accompagné dans ce chemin d'une longueur insoupçonnée et qui ont été des compléments incontournables à ce que j'apportais aux challenges. Robert Hossein disait que le talent c'était dix heures de travail par jour et de reconnaître le talent des autres. C'est ce que j'ai fait ! Ceux qui ont travaillé avec moi ont tous amené des compétences que je n'avais pas et des qualités pour compenser mes défauts.

Je remercierai d'abord les membres d'honneur, le fidèle Dominique qui a toujours occupé des postes essentiels en relevant le gant au pied levé (présidence temporaire, revue, trésorerie), le fabuleux Helmuth qui a donné au BIG sa période la plus exaltante en y amenant un fourmillement d'idées et qui a secondé Wouter dans la mise en place du site interactif que nous occupons toujours maintenant, le fonctionnel, discret et précis Christian qui tint la comptabilité aux moments où les aspects financiers bougeaient le plus et Martin qui tint la revue annuelle d'une manière irréprochable et consciencieuse. Je ne peux oublier nos deux premiers finishers en remerciant sincèrement Etienne pour la gestion maintenue du poste compliqué qu'est la zone hors Europe et en remerciant avec un immense respect Eric, ce phénomène intellectuel du monde cyclogrimpeur qui est l'encyclopédie vivante de toutes les listes que nous avons conçues et l'artisan ultime de l'harmonie entre elles. La liste est longue et je ne peux publier les noms de tous, mais ils restent tous dans mon cœur puisque le BIG est dans mon cœur. Le travail actuel de Robert pour la base de données est flagrant d'efficacité et d'humanité, Coen occupe son poste de secrétaire avec soin de façon permanente, Amaury a redonné vie à la page Facebook et a amené l'idée géniale du TGV. N'oublions pas les maillots dont la lourde tâche de la gestion des commandes fut gérée par Bernard, puis Xavier et enfin Lina et les trophées par Pierre. N'oublions pas les managers nationaux et notamment Gabor pour la Hongrie, Axel pour la Belgique et Claudia, Anja et Heiko pour l'Allemagne qui ont organisé tant de meetings dans leurs pays. N'oublions pas le gestionnaire complet et organisé des meetings officiels qu'est Christiaan. N'oublions personne parmi les membres ! Sans leurs déclarations et souvenirs, notre travail aurait été vain.

Merci à vous, merci à tous, merci à nous. Nous allons continuer à écrire cette belle page cyclogrimpeuse dès l'an prochain, en 2025. Ce sera structuré différemment, mais la passion restera, le sport gagnera, le tourisme d'altitude se dévoilera et l'amitié entre cyclogrimpeurs vaincra. La formule est italienne mais elle est magistrale dans une association liée à mille sommets cyclistes : grazie mille !

President's Word

Thank you

Daniel Gobert

In this year 2024, I will complete my eighth five-year term. This means forty years of presidency as creator and manager of this entire cycling movement called BIG, then Challenge-big then Bigcycling. But that is not why, as a creator, I must remain president for life. Age helps, after having ensured the moral and statutory sustainability as well as the legal security of the association by making it AISBL, after having added to the main challenge, three secondary challenges of value with an identical spirit, it is time to glimpse how to hand over the reins, how to give orders to a group of people motivated enough to ensure the continuity of what has worked well while bringing innovations compatible with technological advances and the modern, current and future practice of cycling and his climbs as a whole.

During GA2024, in particular, we will debate how we can pass the baton. And in the year 2025, we will implement the results of the votes related to this passage. I will be happy because I have always had the soul of a enthusiast, an innovator, a go-getter, a man of structural work for major projects, a

geographical megalomaniac of cycling beauty, but I was much more led to remain president than to be president by conviction, or by love of power. The presidency allowed me a good number of new creations and structuring of the AISBL without too much hassle but made me lose a large number of friendships that I wanted to keep with cycloclimbers whose passion I shared for having had to at a certain moment favor the value of an idea, the conformity of a suggestion to simple cronyism or an old friendship. As president, I have always given priority to ideas over people. So for the future, I will want to remain active, in particular by continuing this work of national challenges called natachas in Europe, then in some countries in other continents, because this work fulfills all my desires by maintaining my thirst for discovery of climbs and sharing their beauty or fame. It will be limited to that.

But before handing over, I would like to thank all those who accompanied me on this unsuspectedly long journey and who were essential complements to what I brought to the challenges. Robert Hossein said that talent was ten hours of work a day and recognizing the talent of others. That's what I did ! Those who worked with me, all brought skills that I did not have and qualities to compensate for my faults.

I will first thank the honorary members, the faithful Dominique who has always occupied essential positions by picking up the gauntlet at short notice (temporary presidency, review, treasury), the fabulous Helmuth who gave the BIG its most exciting period by bringing a host of ideas and who assisted Wouter in setting up the interactive site that we still use now, the functional, discreet and precise Christian who kept the accounts at the times when the financial aspects were moving the most and Martin who held the annual review in an impeccable and conscientious manner. I cannot forget our the first two finishers by sincerely thanking Etienne for the continued management of the complicated post that is the area outside Europe and by thanking with immense respect Eric, this intellectual phenomenon of the cycloclimbing world who is the living encyclopedia of all lists that we have designed and the ultimate architect of harmony between them.

The list is long and I cannot publish the names of them all, but they all remain in my heart since the BIG is in my heart. Robert's current work for the database is blatantly efficient and humane, Coen occupies his position as secretary with care on a permanent basis, Amaury brought the Facebook page back to life and brought up the brilliant idea of the TGV. Let's not forget the jerseys whose heavy task of managing orders was managed by Bernard, then Xavier and finally Lina and the trophies by Pierre. Let's not forget the national managers and in particular Gabor for Hungary, Axel for Belgium and Claudia, Anja and Heiko for Germany who organized so many meetings in their countries. Let's not forget the complete and organized manager of official meetings who is Christiaan. Let's not forget anyone among the members! Without their claims and memories, our work would have been in vain.

Thank you, thank you everyone, thank you to us. We will continue to write this beautiful cyclo-climbing page from next year, in 2025. It will be structured differently, but the passion will remain, the sport will win, high-altitude tourism will be revealed and the friendship between cyclo-climbers will win. The formula is Italian but it is masterful in an association linked to a thousand cycling summits: grazie mille!

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
12	Trøn	no
13	Dovre fjell	no
14	Blåhø	no
15	Vestkap	no
16	Trollstigveien	no
17	Dalsnibba	no
18	Gamle Strynefjellsveino	no
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	Flatruet	se
35	Sälens Högfjällshotelse	se
36	Vemdalskalet	se
37	Nipstugan Pass	se
38	Klevaliden	se
39	Tossebergsklätten	se
40	Hunneberg	se
41	Höggkullen	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 Bavnehøj	dk
50	Himmelbjerget	dk

ZONE 02

51	Sperrin	nrth
52	Spelga Dam	nrth
53	Gap of Mamore	ie
54	Grianan of Aileach	ie
55	Glengesh Pass	ie
56	Cliffs of Moher	ie
57	Connor Pass	ie
58	Coomakesta Pass	ie
59	Ballaghasheen Pass	ie
60	Ballaghbeama Gap	ie
61	Healy Pass	ie
62	Mullaghanish	ie
63	Slieve Bloom Mount	ie
64	Sally Gap	ie
65	Wicklow Gap	ie
66	Bealach Na Ba	sco
67	Bealach Ratagain	sco
68	Lowther Hill	sco
69	Cairn Gorm	sco
70	Lecht Road	sco
71	Tom Dubh	sco
72	The Strone	sco
73	Devil's Elbow	sco
74	Glen Quaich	sco
75	Carter Bar	sco
76	Great Dun Fell	engl
77	Westernhope Moor	engl
78	Hartside Cross	engl
79	Whinlatter Pass	engl
80	Honister Pass	engl
81	Hard Knott Pass	engl
82	Wrynose Pass	engl
83	Kirkstone Pass	engl
84	Fleet Moss	engl
85	Rosedale Head	engl
86	Cow & Calf	engl
87	Oxenhope Moor	engl
88	Holme Moss	engl
89	Snake Pass	engl
90	Mam Tor	engl
91	Bush Down	engl
92	Exe Plain	engl
93	Dunkery Beacon	engl
94	Chineway Hill	engl
95	Cheddar Gorge	engl
96	Llanberis Pass	wales
97	Horseshoe Pass	wales
98	Bwlch-y-Groes	wales
99	Devil's Staircase	wales
100	Gospel Pass	wales

Zone 3

101	Posbankl	nl	151	Waseberg	de
102	Italiaanse Weg	nl	152	Hermannsdenkmal	de
103	Oude Holleweg	nl	153	Hoher Meissner	de
104	Cauberg	nl	154	Hoherodskopf	de
105	Keutenberg	nl	155	Mützenich	de
106	Eyserbos	nl	156	Schwarzer Mann	de
107	Oude Huls	nl	157	Hohe Acht	de
108	Gulpenerberg	nl	158	Krautscheid	de
109	Vijlenerbos	nl	159	Steigung Bremm	de
110	Drielandpunt	nl	160	Stumpfer Turm	de
111	Rodeberg	be	161	Erbeskopf	de
112	Kemmelberg	be	162	Festung Königstein	de
113	Koppenberg	be	163	Schaumberg	de
114	Kluisberg	be	164	Hesselberg	de
115	Oude Kwaremont	be	165	Donnersberg	de
116	Paterberg	be	166	Trifels	de
117	Muur	be	167	Hornisgrinde	de
118	Mont Saint Aubert	be	168	Schliff Kopf	de
119	Ry de Rome	be	169	Löcherbergwasen	de
120	Triple Mur Monty	be	170	Kandel	de
121	La Gayolle	be	171	Schauinsland	de
122	Montagne Croix	be	172	Belchen	de
123	Col de Corbion	be	173	Herzogenhorn	de
124	Col du Sati	be	174	Blauen	de
125	Mur de Huy	be	175	Lochen Pass	de
126	Signal de Botrange	be	176	Weissenbach Sattel	de
127	Ferme Libert	be	177	Petersberg	de
128	Côte de la Redoute	be	178	Kahler Asten	de
129	Col du Rideux	be	179	Großer Inselberg	de
130	Les Hézalles	be	180	Wasserkuppe	de
131	Col du Rosier	be	181	Hohe Wurfzel	de
132	Côte de Wanne	be	182	Großer Feldberg	de
133	Col du Stockeu	be	183	Katzenbuckel	de
134	Baraque de Fraiture	be	184	Sonnenberg	de
135	Cheval de Bois	be	185	Brocken	de
136	Col d'Haussire	be	186	Roßtrappe	de
137	Pied Monti	be	187	Auersberg	de
138	Côte de Munshausen	lu	188	Fichtelberg	de
139	Mont Saint Nicolas	lu	189	Schwarzriegel	de
140	Bourscheid	lu	190	Großer Arber	de
141	Jardin Napoléon	lu	191	Oberjoch Paß	de
142	Côte d'Eschdorf	lu	192	Nebelhorn	de
143	Ferme de Masseler	lu	193	Riedbergpaß	de
144	Herrenberg	lu	194	Allgäuer Berghof	de
145	Gorges du Loup	lu	195	Keßbergstraße	de
146	Altrier	lu	196	Wallberg Straße	de
147	Côte d'Houwald	lu	197	Spitzing Sattel	de
148	Eoliennes Pafebiert	lu	198	Südfeld	de
149	Birgerkraiz	lu			
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						
ZONE 05						ZONE 06					
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	Vixia 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 Toullaéron	fr	278	Col Grand Cucheron	fr	329	Col de Braus	fr	380	Cabeza dManzaneda	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 Morredero	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 Glorioes	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 Favard	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 Ceniz	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 Hachueta	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 Planachat	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	Oranzurieta	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 Méné	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 Baracuchet	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'Agnès	fr	425	El Portillon	es
251	Chaise-Dieu	fr	303	Col du Pontis	fr	354	Col de Pégère	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'Oeilon	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	es
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 Faisses	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	ColGrand 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 Tantaño	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 Demanda	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	Bergeries 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 Urbiones	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	ZONE 07			600	Malbun	li	674	Auf dem Straßegg	at
452	P.Vidré-Vistabella	es	526	La Barillette	ch	ZONE 08			675	Ebenwaldhaus	at
453	Puerto Remolcador	es	527	Col de la Givrine	ch	601	Millrütte	at	ZONE 09		
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	PortilloLas Batuecas	es	531	Vue des Alpes	ch	605	Berwang	at	679	Colle Sommeiller	it
458	Peña de Francia	es	532	Le Chasseral	ch	606	Hahntennjoch	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	Halital	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	Oscheniksee	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	Obere Fesetalpe	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 Pordoï	it
492	Alto de la Sagra	es	566	Oberaarsee	ch	640	Hochwurzen	at	714	Passo di Fedaiä	it
493	Puerto Padilla	es	567	Sustenpaß	ch	641	Tauernpaß	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	Gerlitz	at	724	Mataiur	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 Dixence	ch	652	Hochkar Gleischlag	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 Jesus	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 Luzzzone	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	Glaspas	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

A high-angle, vertical photograph capturing a stunning coastal scene in Montenegro. In the foreground, a dense forest of green pine trees frames the bottom of the image. Below the forest, a small town with red-roofed buildings and a green sports field is visible. The town sits on a peninsula that curves into a deep, vibrant blue bay. A large white cruise ship is docked at a pier on the right side of the bay, with several smaller boats nearby. The bay is flanked by steep, rugged mountains with patches of green vegetation. In the distance, more mountain ranges are visible under a clear, bright blue sky.

Challenge BIG TOP100 Super,Euro, half Finishers,... 31.12.2023

SUPER-FINISHERS

1	MAYEUR Etienne	08-09-2011 S 1000
2	LUCAS Eric	25-12-2011 S 1000
3	JACQUEMIN Dominique	14-07-2018 S 1000
4	OOSTRA Ard	20-06-2019 S 1000
5	BRIOLLET Daniel	21-06-2019 S 1000
6	SPINA Luigi	22-09-2020 S 1000
7	SEGUY Marc	21-11-2021 S 1000
8	VAN ELS Wim	18-04-2023 S 1000
9	TAYLOR Martin	05-10-2023 S 1000

EURO-FINISHERS

1	SPEED Kevin	15-09-2018 E 1000
2	JACQUEMIN Alain	30-09-2018 E 1000
3	SZILAGYI Andras	08-10-2023 E 1000

HALF-FINISHERS

13	KARBAUSKIENE Lina	hF 999
14	LINNERT Heiko	hF 908
15	VERLAET Johan	hF 886
16	RAFOLS Frederic (+)	hF 847
17	ESCUER MESTRES Nuria	hF 841
18	BERASATEGUI Ruben	hF 801
19	WEYTMANS Christiaan	hF 796
20	MORALES GARCIA Angel	hF 785
21	TORELLI Cecilia	hF 778
22	BRENNER Karl	hF 748
23	AARD Miki	hF 744
24	NOTTEN Peter	hF 708
25	SOMMER-Brenner Claudia	hF 673
26	van AMEIJDEN Richard	hF 669
27	HILSON Daniel	hF 599
28	CATTANEO Luciano	hF 577
29	NOOTENBOOM Louis	hF 570
30	VAN DER SLUIJS Herman	hF 566
31	VAN SCHAICK Ronald	hF 565
32	HUL Philip	hF 564
33	NOTTEN Jean-Pierre	hF 555
34	BOSDIJK Rob	hF 551
35	MEIJERING Gerard	hF 540
36	PARTHOENS Jean	hF 539
37	COULON Daniel	hF 535
38	SCHILLEMANS Coen	hF 522
39	GOBERT Daniel	hF 518
40	DEMAESSCHALCK Patrick	hF 514
41	GOMEZ Manel	hF 501
42	VANSTIPHOUT Dominique	hF 500

BIGGERS → TOP100

43	ÁBRAHÁM Balázs	475
44	OPOLECKY Hynek	472
45	ALLEMEERSCH Kris	469
46	CIJSOUW Jakob	466
47	SCHNEIDER Irene	460
48	NILSON Jerry	458

49	KREICSI Gabor	457
50	ANTXUSTEGI Aitor	457
51	KOOL Martin	450
52	VAN LONKHUYZEN Michiel	449
53	CHEREKI Marius	446
54	OLDEMAN Gerrit-Rudolf	442
55	RUBIO COMPTE Jordi	440
56	MATTE Jean-Luc	438
57	BOYENK Arnold	438
58	CHARBONNIER Robert	434
59	JACQUEMIN Gilles	431
60	ALBERINI Enrico	430
61	PLAINE Patrick(+)	424
62	VAN HECKE Marnix	418
63	BERNEGGER Klaus	417
64	VON HEYDEBRECK Anja	416
65	PEETERS Marc	406
66	RECKHAUS Juergen(+)	405
67	DEWEZ Rudy	404
68	RUIZ-OPITZ Mario	403
69	HANSEN Rob	402
70	MARTINS Juris	401
71	HUNZIKER Hanspeter	401
72	DEKKERS Helmuth	400
73	VANDENBUSSCHE Tom	399
74	COSIALS Xavier	392
75	MENARD Michel	389
76	CAPELLANI Luigi (+)	384
77	OTEMAN Luc	380
78	KOEDIJCKER Hans	376
79	PIRET Véronique	374
80	JACQUEMIN Julien	371
81	DEJACE Jules (+)	365
82	ANDELT Radek	364
83	ANGERER Elisabeth	363
84	BEAUJOIN Daniel	356
85	DELAHAIE LIONEL	354
86	BOUVIER Frédéric	354
87	HOPPE Ulla	352
88	NIMMEGEERS Stefaan	349
89	JANSEN Axel	349
90	FROGNEUX Bernard	345
91	JALABERT Etienne	344
92	VALLEJO PARTE LuisFernando	341
93	JACQUEMIN Renaud	340
94	CHARY Denise	337
95	SALA Roger	331
96	CHOZAS Eduardo	331
97	HINK Mark	329
98	LE TUTOUR Jean-Luc	328
99	BEEKMAN Aart	328
100	BETTA Enrico	327



FINISHER



Finishers / Half-finishers / Leaders

All Natachas 31.12.2023

Natacha 01 – NAT-HUN – 75

1	KREICSI Gabor	18-05-2016 F 75
2	PUSKAS Aladár	30-09-2017 F 75
3	ÁBRAHÁM Balázs	10-10-2018 F 75
4	SZILAGYI Andras	08-05-2019 F 75
5	PAL Gabor	26-07-2019 F 75
6	DOMONKOS György	hF 69
7	GALCSIK Robert	hF 68
8	JARVAS Tamas	hF 67
9	WILLEM Luc	hF 48
10	VINCZE Gabor	hF 46
11	HOFFER Marci	hF 45
12	SZILVAGYI Péter	hF 43
13	NAGY Andrea	hF 42
14	CSONTOS Ivett	hF 42
15	BERGMANN Peter	hF 39

Natacha 02 – NAT-ROM – 125

1	CHEREGI Marius	hF 114
2	MOGA Claudiu	hF 85
3	POP Adrian	hF 81
4	SZILAGYI Andras	hF 76

Natacha 023 – NAT-AND – 25

1	CODINA Arnau	23-07-2017 F 25
2	GOMEZ Manel	10-06-2020 F 25
3	LEGAL Patrice	20-05-2021 F 25
4	HILSON Daniel	hF 24
5	GOMES-MART. MUÑOZ August	hF 23
6	LE TUTOUR Jean-Luc	hF 21
7	COLL EROLES Roger	hF 18
8	RUBIO COMPTE Jordi	hF 17
9	COTS Xavier	hF 16
10	SEGUY Marc	hF 15
11	MORALES Kiko	hF 15
12	KARBAUSKIENE Lina	hF 15
13	PEREZ GAÑAN David	hF 14
14	LANGERAK Jacco	hF 13
15	GARCIA SANZ FELIX	hF 13

Natacha 04 – NAT-CZE – 150

1	HISLP Pavel	hF 123
2	ANDELT Radek	hF 109
3	ANDELTOVÁ Eva	hF 106

Natacha 05 – NAT-MNE – 75

1	MOGA Claudiu	17
2	HEFNER Hans-Peter	8
3	WEISS Nathan	7



Natacha 06 – NAT-DEU – 375

1	LINNERT Heiko	20-09-2019 F 375
2	JOHN Achim	16-09-2023 F 375
3	BRENNER Karl	hF 333
4	SOMMER-Brenner Claudia	hF 330

Natacha 07 – NAT-IRL – 100

1	SPEED Kevin	42
2	LE TUTOUR Jean-Luc	32
3	BARRY Eoghan	27

Natacha 08 – NAT-ISL – 100

1	KRISTINSSON Ómar Smári	36
2	SPINA Luigi	12
3	VAN ELS Wim	8

Natacha 09 – NAT-UKD – 450

1	SPEED Kevin	hF 429
2	TAYLOR Martin	153
3	REPETTI MAURO	103

Natacha 10 – NAT-CRO – 125

1	STILINOVIC Zlatan	20
2	ÁBRAHÁM Balázs	19
3	MOGA Claudiu	18

Natacha 11 – NAT-BIH – 100

1	MOGA Claudiu	26
2	SZILAGYI Andras	6
3	SEGUY Marc	6

Natacha 12 – NAT-NED – 50

1	WEYTMANS Christiaan	24-03-2021 F 50
2	NOOTENBOOM Louis	26-03-2021 F 50
3	VAN HAK Marcel	10-04-2021 F 50
4	SCHILLEMANS Coen	23-05-2021 F 50
5	JACQUEMIN Dominique	23-10-2021 F 50
6	LINNERT Heiko	07-11-2021 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 SLUIJS Herman	hF 49
12	ALLEMEERSCH Kris	hF 46
13	SCHUYER Roland	hF 45
14	DE GRAAF Edwin	hF 45
15	FLINSENBURG Thijs	hF 44
16	VAN ELS Wim	hF 43
17	JANSEN Gerrit-Yme	hF 41
18	MATTHYSEN Sam	hF 39
19	FELLINGA Jack	hF 39
20	VAN DEN BROEK Peter	hF 37
21	STOFFELS Joost	hF 37
22	TIGGELOVEN Pim	hF 36
23	DE VRENG Arno	hF 36
24	JACQUEMIN Alain	hF 35
25	DELEU Krist	hF 33
26	BOYENK Arnold	hF 33
27	VISSERS Dirk	hF 32
28	HOVINGA Vincent	hF 32
29	VERKUIJLEN Tineke	hF 31
30	SCHOOT Hugo	hF 31
31	TOLBOOM Michiel	hF 30
32	DUFFHUES Jan	hF 30
33	DE VRIES Gert-Jan	hF 30
34	VERMEULEN Filip	hF 29
35	VAN SCHAIK Ronald	hF 28
36	SNIEKERS Paul	hF 28
37	MANK Rolf	hF 28
38	BRUGMAN arjan	hF 28
39	VAN ZETTEN Marnix	hF 27
40	HULS Rob	hF 27
41	VAN DOORNE Jefta	hF 26
42	MOLS Bas	hF 25
43	LANGERAK Jacco	hF 25
44	HOEFKENS Jan	hF 25
45	GOBERT Daniel	hF 25
46	DERENDORP Leonie	hF 25
47	DEKKERS Helmuth	hF 25

Natacha 13 – NAT-ITA – 800

1	BRUNETTI Gabriele	hF 456
2	SPINA Luigi	hF 437
3	TORELLI Cecilia	326

Natacha 14 – NAT-SVN – 75

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

Natacha 15 – NAT-SRB – 125

1	MOGA Claudiu	21
2	CHEREGI Marius	7
3	AARD Miki	7

Natacha 16 – NAT-MKN – 75

1	MOGA Claudiu	10
2	STOFFELS Joost	4
3	VINCZE Gabor	3

Natacha 17 – NAT-ALB – 75

1	MOGA Claudiu	12
2	SZILAGYI Andras	4
3	SPEED Kevin	4

Natacha 18 – NAT-KOS – 50

1	MOGA Claudiu	5
2	STOFFELS Joost	3
3	SZILAGYI Andras	2

Natacha 19 – NAT-BEL – 100

1	MAYEUR Etienne	15-01-2022 F 100
2	LE TOUTOUR 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
7	WEYTMANS Christiaan	08-06-2023 F 100
8	VERMEULEN Filip	03-07-2023 F 100
9	DELEU Krist	03-07-2023 F 100
10	GOBERT Daniel	hF 92
11	MATTHYSEN Sam	hF 91
12	GEORGE Nathalie	hF 89
13	MENARD Michel	hF 87
14	HOEFKENS Jan	hF 83
15	KRUIZINGA Johan	hF 68
16	VAN ELS Wim	hF 67
17	LENAERTS Ward	hF 67
18	LE CORRE Christian	hF 67
19	VISSERS Dirk	hF 66
20	LENAERTS Wietse	hF 66
21	DE DOBBELEER Davy	hF 63
22	HERNALSTEEN Jan	hF 62
23	PREILLON Amaury	hF 61
24	DE DOBBELEER Jordy	hF 57
25	DEMAESSCHALCK Patrick	hF 56
26	SCHILLEMANS Coen	hF 54
27	SPINA Luigi	hF 52
28	PIERRE Michel	hF 52
29	DE RUYCK Wouter	hF 52
30	SPANOGHE Philip	hF 51
31	MARIUS Pieter	hF 51
32	JACQUEMIN Alain	hF 51

Natacha 20 – NAT-AUT – 300

1	BRENNER Karl	115
2	KREICSI Gabor	114
3	NILSON Jerry	111

Natacha 21 – NAT-LIE – 15

1	DUCRET Robert	10-07-2022 F 15
2	HULS Rob	13-09-2022 F 15
3	LINNERT Heiko	hF 13
4	GOBERT Daniel	hF 8

Natacha 22 – NAT-LTU – 75

1	ÁBRAHÁM Balázs	1
2	SZABO Peter	1
3	KRIK Marius	1

Natacha 23 – NAT-LUX – 50

1	LINNERT Heiko	06-01-2023 F 50
2	MAYEUR Etienne	07-01-2023 F 50
3	HILSON Daniel	28-06-2023 F 50
4	JACQUEMIN Dominique	11-08-2023 F 50
5	MENARD Michel	26-09-2023 F 50
6	SCHILLEMANS Coen	hF 27
7	MATTHYSEN Sam	hF 27

Natacha 24 – NAT-FRA – 800

1	MENARD Michel	hF 670
2	DUCRET Robert	hF 513
3	SEGUY Marc	hF 468
4	MAYEUR Etienne	hF 457

Natacha 25 – NAT-SMR – 10

1	SPINA Luigi	23-04-2023 F 10
2	TORELLI Cecilia	23-04-2023 F 10
3	GIGLIOTTI Giuseppe	30-09-2023 F 10
4	BRUNETTI Gabriele	hF 6

Natacha 26 – NAT-MLT – 25

1	SZABO Peter	5
2	JACQUEMIN Dominique	4
3	JOHN Achim	3

Natacha 27 – NAT-POR – 250

1	CHARBONNIER Robert	27
2	LINNERT Heiko	26
3	JACQUEMIN Dominique	26

Natacha 28 – NAT-SVK – 100

1	ÁBRAHÁM Balázs	41
2	KREICSI Gabor	33
3	KIAC Milan	33

Natacha 29 – NAT-CYP – 50

1	MOGA Claudiu	hF 38
2	SPORRE Goran	11
3	VERLAET Johan	9

Natacha 30 – NAT-MDA – 75

1	SZILAGYI Andras	1
2	PAL Gabor	1
3	ESCUER MESTRES Nuria	1



TGV - TOP100 - PELOTON & GRUPETTO 31.12.2023

1	SPINA Luigi	PEL 387	par 123	70	HANSEN Rob	GPT	158	par 352	
2	SEGUY Marc	PEL 364	par 146	71	SAINZ-PENA L-Migu	GPT	157	par 353	
3	TAYLOR Martin	PEL 358	par 152	72	GORKA Bidegain	GPT	156	par 354	
4	ANTXUSTEGI Aitor	PEL 299	par 211	73	NOOTENBOOM Lou	GPT	155	par 355	
5	NILSON Jerry	PEL 293	par 217	74	HINK Mark	GPT	152	par 358	
6	TORELLI Cecilia	PEL 289	par 221	75	DEMAESSCHALCK P.	GPT	151	par 359	
7	KARBAUSKIENE Lina	PEL 288	par 222	76	SASTRE CANDIL Ca	GPT	150	par 360	
8	BRENNER Karl	PEL 288	par 222	77	ODORICO Michel	GPT	148	par 362	
9	RUBIO COMPTE Jordi	PEL 270	par 240	78	GIACOMAZZI Daniele	GPT	148	par 362	
10	MAYEUR Etienne	PEL 270	par 240	79	BOSDIJK Rob	GPT	147	par 363	
11	VAN ELS Wim	PEL 264	par 246	80	MATTHYSEN Sam	GPT	146	par 364	
12	SPEED Kevin	PEL 255	par 255	81	GOBERT Daniel	GPT	146	par 364	
				82	PEETERS Marc	GPT	144	par 366	
13	JACQUEMIN Domin	GPT	254	par 256	83	ANGERER Elisabeth	GPT	144	par 366
14	GOMEZ Manel	GPT	253	par 257	84	WINTER Charles	GPT	143	par 367
15	SZILAGYI Andras	GPT	247	par 263	85	KOOL Martin	GPT	143	par 367
16	BRIOLLET Daniel	GPT	246	par 264	86	JALABERT Etienne	GPT	143	par 367
17	SOMMER Claudia	GPT	245	par 265	87	ÁBRAHÁM Balázs	GPT	141	par 369
18	OOSTRA Ard	GPT	245	par 265	88	VANDEBUSSCHE T	GPT	141	par 369
19	RAFOLS Frederic (+)	GPT	242	par 268	89	GÓMEZ Domingo	GPT	140	par 370
20	JACQUEMIN Alain	GPT	242	par 268	90	RUPEREZ MIGUEL J	GPT	139	par 371
21	ESCUER M. Nuria	GPT	242	par 268	91	BAENA David	GPT	139	par 371
22	LUCAS Eric	GPT	241	par 269	92	ALLEMEERSCH Kris	GPT	139	par 371
23	V.D.SLUJIS Herman	GPT	240	par 270	93	MARSZALEK Daniel	GPT	138	par 372
24	VERLAET Johan	GPT	237	par 273	94	DEJACE Jules (+)	GPT	138	par 372
25	BERASATEGUI Rub	GPT	231	par 279	95	CODINA Arnau	GPT	137	par 373
26	VALLEJO PARTE Lui	GPT	228	par 282	96	CANDELI Luigi	GPT	135	par 375
27	HILSON Daniel	GPT	228	par 282	97	MONTEFUSCO Claud	GPT	134	par 376
28	CAPELLANI Luigi (+)	GPT	224	par 286	98	LE TUTOUR Jean-L	GPT	134	par 376
29	BEAUJOIN Daniel	GPT	224	par 286	99	FRAILE HERNANZ F	GPT	132	par 378
30	v.AMEIJDEN Richard	GPT	223	par 287	100	UGARRIZA Juan Carl	GPT	131	par 379
31	GOMES-MART. Aug	GPT	220	par 290					
32	LINNERT Heiko	GPT	219	par 291					
33	VAN SCHAIK Ronald	GPT	216	par 294					
34	MORALES G. Angel	GPT	216	par 294					
35	ALBERINI Enrico	GPT	215	par 295					
36	WEYTMANS Christ.	GPT	212	par 298					
37	CATTANEO Luciano	GPT	209	par 301					
38	SCHILLEMANS Coen	GPT	201	par 309					
39	NOTTEN Peter	GPT	198	par 312					
40	V.LONKHUYZEN Mic	GPT	196	par 314					
41	CHOZAS Eduardo	GPT	196	par 314					
42	BRUNETTI Gabriele	GPT	196	par 314					
43	COULON Daniel	GPT	192	par 318					
44	BOYENK Arnold	GPT	190	par 320					
45	BETTA Enrico	GPT	190	par 320					
46	CHARBONNIER Rob.	GPT	189	par 321					
47	HUL Philip	GPT	187	par 323					
48	RUIZ-OPITZ Mario	GPT	184	par 326					
49	PARTHOENS Jean	GPT	184	par 326					
50	SANTA Enzo	GPT	183	par 327					
51	MEIJERING Gerard	GPT	183	par 32752					
	LAULHE Jean-Luc	GPT	182	par 328					
52	LAULHE Jean-Luc	GPT	182	par 328					
53	DUCRET Robert	GPT	182	par 328					
54	PEREIRO Pedro	GPT	180	par 330					
55	NIMMEGEERS Stef.	GPT	179	par 331					
56	GONZALEZ T. Inigo	GPT	174	par 336					
57	BERNEGGER Klaus	GPT	174	par 336					
58	HUNZIKER Hanspet	GPT	171	par 339					
59	GRANERO M-Angel	GPT	171	par 339					
60	NOTTEN Jean-Pierre	GPT	170	par 340					
61	AARD Miki	GPT	169	par 341					
62	CIJSOUW Jakob	GPT	163	par 347					
63	SALA Roger	GPT	162	par 348					
64	CAIRO ANDRES JM	GPT	162	par 348					
65	EPIARD Christian	GPT	161	par 349					
66	BOUVIER Frédéric	GPT	160	par 350					
67	OLDEMAN Gerrit-R	GPT	159	par 351					
68	MENARD Michel	GPT	159	par 351					
69	PLAINE Patrick(+)	GPT	158	par 352					

CHALLENGE



IRONBIG

EXTRA, SUPER,IRONBIGGER 31.12.2023

EXTRA

1	MENARD Michel	xl 65
2	KREICSI Gabor	xl 50

SUPER

3	PUSKAS Aladár	sl 27
4	HOEFKENS Jan	sl 25

IRONBIGGER

5	ANTXUSTEGI Aitor	22
6	ÁBRAHÁM Balázs	21
7	WEYTMANS Christiaan	20
8	MONFERRER MONF. Manuel	18

9	JOHN Achim	17
10	DEKKERS Helmuth	13
11	MAYEUR Etienne	12
12	GOBERT Daniel	12
13	GRANERO NAVARRO M.Angel	11
14	VIJVER Silvan	11
15	SPINA Luigi	10

16	JANSEN Axel	8
17	CATTANEO Luciano	7

18	LINNERT Heiko	7
19	MAZON DEL CAMPO Carlos	4
20	EUSSEN Thomas	4
21	SCHUYER Roland	4
22	GEORGE Nathalie	4
23	DE CARVALHO Guillaume	4
24	KARBAUSKIENE Lina	4
25	COUCKE Raphaël	3
26	VANSTREELS Miel	3
27	VAN DEN BRINK Rudo	3
28	DOMONKOS György	3
29	VINCZE Gabor	3
30	PREILLON Amaury	3
31	SCHILLEMANS Coen	3
32	NIJSTEN Stan	3
33	SANDER Jaminon	3
34	COULON Daniel	3
35	SCHILLEWAERT Pierre	3
36	SCHOOT Hugo	3
37	HOCHULI Olivier	3
38	CASTAGNOLI Giordano	3

D211

ALPE D'HUEZ
Alt.1815m



BOURG D'OISANS
13,2Km

25x



03-01-2024 - WANTED : Promotion managers for one challenge:



We have many lists now in many countries. For the year 2024, we need specific promotion managers of our challenges for one year. See [HERE](#) .

That means only one person per challenge (example : 1 for BIG Superlist, 1 for Natacha France, 1 for Natacha Slovenia, 1 for TGV, ...) able in the year 2024

Charts / Statistiques 2023

Membr	Total	New	BIG	Finishers	Half-finishers	#164	#30	Natacha	Finishers	Half-finishers
2003	277	84	2007	0	3	70	398	HUN	5	15
2004	360	83	2012	2	13	154	1361	ROM	0	4
2005	440	80	2013	2	17	175	1483	AND	3	15
2006	535	95	2015	2	25	212	1631	CZE	0	3
2007	634	98	2016	2	27	224	1695	DEU	2	4
2008	1863	1229	2017	2	31	236	1759	IRL	0	0
2009	2665	802	2018	5	32	250	1832	UKD	0	1
2010	3398	733	2019	7	32	260	1888	NED	10	47
2011	3992	694	2020	8	35	272	1935	ITA	0	2
2012	4424	432	2021	9	38	277	1977	BEL	9	32
2013	4816	392	2022	9	39	284	2007	LIE	2	4
2014	5082	266	2023	12	42	296	2031	LUX	5	7
2015	5339	257						FRA	0	4
2016	5622	283						SMR	3	4
2017	5846	224						CYP	0	1
2018	6381	535			TGV					
2019	6663	282			KOM	0				
2020	6840	177			LEADERS	0			IRONBIG	
2021	7058	218			CHASERS	0			EXTRA	2
2022	7221	163			PELTON	12			SUPER	4
2023	7373	152			GRUPETTO	180			IRONBIGGER	15

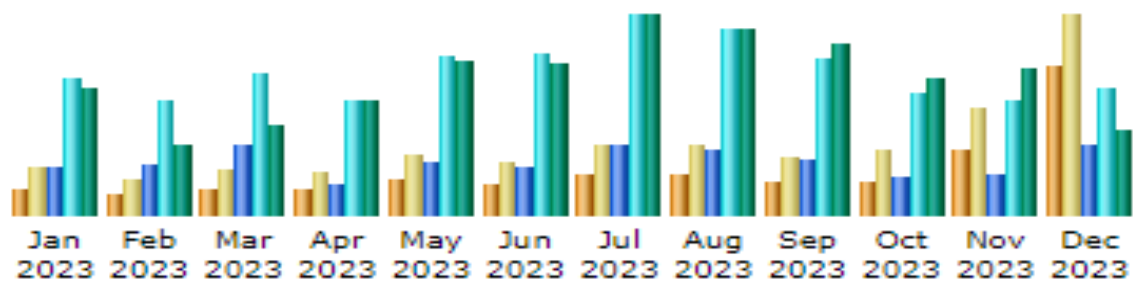
Claims / Déclarations Evolution

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
New	11694	11222	9990	10057	10647	9151	6219	7726	8297	7234
									Total	276149

Claimers / Challenge 2023

	BIG	TGV	IRONBIG	NAT-HUN	NAT-ROM	NAT-AND	NAT-CZE	NAT-MNE	NAT-DEU	NAT-IRL
	494	350	45	22	2	15	33	0	89	1
New 2023	NAT-ISL	NAT-UKD	NAT-CRO	NAT-BIH	NAT-NED	NAT-ITA	NAT-SVN	NAT-SRB	NAT-MAK	NAT-ALB
	3	17	14	5	67	180	21	2	1	5
New 2023	NAT-KOS	NAT-BEL	NAT-AUT	NAT-LIE	NAT-LTU	NAT-LUX	NAT-FRA	NAT-SMR	NAT-MLT	NAT-POR
	1	97	68	6	0	44	279	7	3	22
New 2023	NAT-SVK	NAT-CYP	NAT-MDA							
	20	1	0							1914

Website Visitors 2023



Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2023	3,845	6,755	127,137	379,160	78.01 GB
Feb 2023	3,035	5,115	141,164	307,978	43.52 GB
Mar 2023	3,990	6,594	192,859	391,703	54.76 GB
Apr 2023	3,814	6,174	89,287	314,965	71.34 GB
May 2023	5,284	8,552	146,657	437,830	94.29 GB
Jun 2023	4,626	7,667	127,400	441,688	93.28 GB
Jul 2023	5,735	9,989	192,442	543,281	122.10 GB
Aug 2023	5,856	10,022	180,904	508,347	114.77 GB
Sep 2023	4,947	8,249	150,956	422,819	104.74 GB
Oct 2023	4,938	9,255	105,116	333,231	84.14 GB
Nov 2023	9,212	15,334	111,692	310,121	90.27 GB
Dec 2023	21,343	28,468	188,766	347,357	51.83 GB
Total	76,625	122,174	1,754,380	4,738,480	1003.05 GB



Outcomings and incomings 2023

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

1) 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
Total	8257.68

Stocks :

- vêtements / clothes 6937.

2) Dépenses et recettes 2023 / Outcomings and incomings 2023

Dépenses / Outcomings		Recettes / Incomings	
Site web / website	744,15	Cotisations / Contributions	2090
Revue / Reviews	716,83	Dons /	416.9
Vêtements / Clothes	0	Reviews	7328
Diplômes et médailles	166,8	Vêtements / Clothes	275
AG Darmstad	220.62		
Memmo Anker	333.96		
Frais bancaires / Banking charges :	74.55		
• PayPal	54		
• Triodos			
Total dépenses / outcomings	2310.91	Total recettes / incomings	3509.9

Solde au 31/12/2022	8257.68
Rentrées	3519.9
Sorties	-2310.91
Solde au 31/12/2023	9466.67

3) Solde au 31/12/2023 / Balance on 31/12/2023

Compte Triodos / Triodos account	3122.2
Compte d'épargne Triodos / Triodos savings account	1808.50
Compte PayPal / PayPal account	4535.4
Total	9466.1

Stock vêtements :

Vente: 280 € + ancienne collection 46€

Budget prévisionnel 2024

Estimated budget 2024

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

ANALYSE

Remarques du tableau, classements des Iron BIG-man en 2023

Michel reprend la première place avec **65** Parrainage et totalise **79 points**

Il y a eu **9** récidivistes ou multirécidivistes (En comptant Rudo VAN DEN BRINK **nouveau** Parrain, puisqu'il en réalisa trois cette année) et un deuxième **nouveau** Parrains : Jabi GARNIKA. Ils ne sont pas représentés dans le tableau car il ne totalise pas encore les **5** points nécessaires ; donc il y a le même nombre que l'an dernier, soit **39** Toutefois, on peut noter que :

- Jabi GARNIKA réalise un Parrainage (sur l'année) = 4 points.
- Rudo VAN DEN BRINK réalise trois Parrainages : **1** (sur le mois) = 2 points.
2 (sur la journée) = 2 points.

Il faut aussi savoir que

- Michel conserve et accentue sa première place au classement sur la journée.
- Sur le mois, Michel et Gabor sont toujours premier ex aequo.
- Et sur l'année, Aitor Antxustegi conserve et accentue sa première place.
- Aucune féminine n'a réalisé de Parrainage cette année.
- Avec **46** Parrainages, c'est la troisième meilleure année après 2012 et 2018 ; principalement avec la participation de :
- **Jan HOEFKENS** qui en a réalisé **21**, nouveau record sur l'année ; et détrône Michel MENARD avec **15** en 2012. Au tableau, il fait un grand bon passant de la 33^{ème} à la 9^{ème} place.

Résultat au 31 décembre

Le 31 / 12 / 2010 : Il y avait 61 Parrainages			→ Pour 55 Parrains.
2011	98	(soit 37 de plus)	→ Pour 75 Parrains (soit 20 de plus)
2012	175	(soit 77 de plus)	94 (soit 19 de plus)
2013	212	(soit 37 de plus)	103 (soit 9 de plus)
2014	244	(soit 32 de plus)	112 (soit 9 de plus)
2015	266	(soit 22 de plus)	115 (soit 3 de plus)
2016	297	(soit 31 de plus)	121 (soit 6 de plus)
2017	332	(soit 35 de plus)	127 (soit 6 de plus)
2018	378	(soit 46 de plus)	129 (soit 2 de plus)
2019	416	(soit 38 de plus)	132 (soit 3 de plus)
2020	454	(soit 38 de plus)	140 (soit 8 de plus)
2021	480	(soit 26 de plus)	143 (soit 3 de plus)
2022	510	(soit 30 de plus)	145 (soit 2 de plus)
2023	5 (?)	5	#
2023	561	(soit 46 de plus)	147 (soit 2 de plus)
↘ 414 Parrainages multiples.			↓
			67 récidivistes ou multirécidivistes (Soit 1 de plus).
			81 BIGeurs n'ont qu'un Parrainage.

(?) **5** Parrainages en France en 2018 / 2019 non enregistré à ce jour pour Michel Ménard (N° 199/299/029/211/213).

Pour ne pas désorganisé le tableau, je les ai notés en début d'année 2023.

Moi-même BIG 78. Col.mont.big@orange.fr

AF41

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OUR LAST FINISHER ANSWERS TO OUR QUESTIONS

19-05-2023

Wim Van Els Just claimed its 1000th BIG. He is a finisher. We asked him our usual questions.

1) What are your feelings reaching the arrival ?

It's not like an exam that you can pass or fail, so it feels pretty normal, but of course I have a very satisfied feeling about the fact that I have completed such an extensive endeavour, and there is a lot of extra attention which makes it more emotional.

2) Why and how did you begin to cycle ?

Injuries that forced me to give up football and later I had problems running also. I wanted to keep practicing a sport and cycling turned out to be a logical option.

3) Why and how did you begin the BIG challenge ?

When I started cycling I immediately noticed that I liked cycling in hilly areas the most. When I read something about the BIG for the first time in 1999, I was immediately hooked.

4) Was there someone who motivated you in the beginning ?

Initially, I was self-motivated, even my friends in the local club showed little interest, but my acquaintance with others affected by the BIG virus during the Meeting in 2003 was very pleasant.

5) At which moment did you think : "I'll reach 1000"?

Perhaps the idea of reaching a 1000 was latent somewhere in my brain. But for a long time I thought I would end at about 950 climbs. Especially in 2014 after I had to turn around half way up the Orjen Sedlo in Montenegro because I wanted to be back before dark and a few days later when I skipped another Big because of the dangerous traffic. I never wanted to oblige myself to finish. But after cycling with other members in some special countries, I knew that finishing was achievable in an attractive way for me.

6) About your score evolution, were there events in your private life that increased or decreased it ?

To my surprise, my employer offered me the opportunity to take unpaid leave during the summer. I am still grateful to him for that.

7) What were the countries where you found more difficulties to cycle ?

I haven't had any real problems, nice people live all over the world. Some trips were of course expensive. There were bad roads or roads with too much traffic. In some areas there are no campings.

Once I was at the border of Ukraine but I had to turn around and go back home because I didn't have the right car papers to enter the country. I drove back to Ukraine soon after.

In southern Italy, Greece and Georgia I had problems with aggressive sheepdogs.

Fortunately, I have not had any problems with for example, corrupt police.

8) What are the most beautiful sceneries (landscapes) that you met ?

I have discovered that I like green landscapes better than more arid areas. In the Alps, the highest areas stand out with Colle de Nivolet being the most beautiful. Landscapes that differ greatly from what I am used to in Western Europe always make the greatest impression. The climbs in Wales and Ireland really appealed to me. Climbs in Chile were epic to use a modern word. New Zealand, great. Norway fantastic when the weather is good. The Azores, of which I said in 2009 that I did not like to go there, outstanding.

9) Did you often think : "I put my wheels where professional racers put theirs" or "where other BIG members put theirs" ?

I was always interested in professional cycling. So cycling famous climbs



was a plus. And that also applies to watching speed cycling on TV with climbs that I have done myself.

10) Were there a final competition or race between those at the end who were near the Grail of 1000 ?

Not for me.

11) What are your best souvenirs of relationships sharing in the BIG world ?

I enjoyed meeting all sorts of people with different interests than most of the people I am usually surrounded with in my village and my local cycling club. I enjoyed the meetings. And I keep a special place in my heart for the BIG members with whom I have traveled in recent years to some special countries. So thank you Ard, Heiko, Anja, Luigi and Daniel. And don't forget Helmuth, Patricia and Christiaan who live in my province and who were there for me at Gran Canaria.

But above all of course Tineke, nobody completed as many BIGs with me as she did.

12) What are your worst souvenirs inside the 1000 ?

Dogs in Greece really scared me.

Some roads with dangerous traffic.

Thunder, rain, storm, and cold. Strangely, I often felt satisfaction after I had braved bad weather.

13) The several languages used in the BIG Cycling World : is this an additional interest or a real problem for you ?

it's a plus for me.

14) Do you think that your kind of passion is very similar to the majority of the other members that you met ?

I do believe there is a shared interest in travel and of course an emphasis on climbing as part of cycling. Often people find the figures related to a climb very interesting, not to mention the feeling of scoring reaching a top.

15) Had you a good feedback inside your country when talking about the BIG ?

Of course many people, including cyclists, were hardly interested. That changed over time, as people realized that doing so many BIGs is quite special

16) Do you think that the national dutch challenge will give an additional interest to your fellow countrymen ?

That Dutch list is of course a bit idiotic. But if I'm in the area I'll pick them up. And I'm not the only one.

17) Among your 1000, what are the most difficult ones with the slopes ?

Angliru and Monte Zoncolan were tough, but two stand out: Malga

Palazzo and the Nebelhorn. Two impossible climbs and an adventure in itself.

18) What do your family and friends think about this passion for cyclo-climbing in Europe ?

They think it's wonderful what I've done,

19) Do you have any bad or sorry feelings somewhere about all these years used to build your score in BIG ?

No, but otherwise I would have had some other travelling.

20) How do you see your future in your cycling practice ?

I'll keep on going, but won't go through complete lists anymore.

21) What do you want to say to those who begin the BIG now ?

Put enjoyment first, it's not about reaching 1000 climbs, but about getting there, el camino.

22) Can you sum up BIG in one short sentence ?

It's a hobby, a virus, a bucket list!

10TH SUPERLIST FINISHER - WIM VAN ELS 19-04-23

Bravo Wim !

On 18 April 2023 BIG member no. 122 Wim van Els climbed his 1000th BIG of the Superlist, the Pozo de las Nieves on the island of Gran Canaria.

He became the 8th Superlist finisher and the first Dutch national in the Netherlands to climb 1000 BIGs.

Wim is among the first members of the BIG club and has been a permanently active member and climber, declaring new BIGs every year. 2009 was a year especially rich in new conquests for Wim, in that year he climbed 172 BIGs, ex æquo with Luigi Spina. Luigi and Wim did it in different ways and decided in the end to finish the year with the same number of climbs, surely one of the most memorable events in the long Challenge BIG history! At these times it was exceptional to see members climbing so many BIGs in one year. That yearly record stood for a long time.

Wim's camping car and bikes brought him to almost all regions and corners of Europe, even to Iceland!

Only for some trips to overseas continents he had to leave the camping car behind. Wim often made individual long and short travels but also is one of the most active participants in the annual BIG meetings and crossroads. Also he is actively involved in his local cycling club and participates in road classics. Not forgetting his hiking activities.

His wife Tineke often joins him and also climbs BIGs herself.

Some memorable examples:

The BIG meeting in Georgia in July 2018, in sometimes very hot weather (42C) and difficult situations (bad roads, aggressive dogs, closed borders, bad quality rental bikes) more than 10 BIGs were climbed all over the country. Especially, the Caucasus mountains were highly impressive. Interesting fact: out of the four participants, Wim is the third to reach the 1000th, after Ard and Luigi.

A 4 week roadtrip in August 2017 with Ard Oostra in Eastern Europe, especially Roumania and Bulgaria and the Balkans. A trip with many hours of cycling and driving, every day a new environment, cultural, social and culinary experience, with obviously it's amount of unexpected events....

Also special was the travel in Chile in January 2019 with Anja and Heiko. After Luigi's travels there some years before, several other BIG members discovered that this a beautiful, varied, exceptional country for climbing BIGs (for the zone South America). The Andes mountains and volcanic landscapes make it an eldorado for cyclists. Just to mention, the tunnel and Christo Redentor pass up to 3800 m altitude or the climbs in the Atacama desert up to 5000m altitude.

What is exceptional about Wim is that he has almost non stop energy and motivation to travel, bike and hike. Wim took early retirement because he wanted to concentrate his life on the cycling. He was very relieved when he got rid of a knee injury right at that period of time. During the two years of the pandemic it was not possible to make many trips abroad and finish his list but still Wim managed to cycle 15.000kms per year! In the last year 2022 Wim went to the Balkans and Greece to climb his last BIGs, all done but one! Most of previous BIG laureates would have immediately climbed their last BIG to reach 1000. Not Wim, in the summer he made first an impressive nostalgic trip over the French Alps highest cols and passes before organizing his trip to Gran Canaria.

Of all laureates so far Wim is among the strongest, fittest, most perseverant and active members.

Text written by Heiko, Luigi & Ard, other finishers

Voetballer gaat wielrennen en levert een unieke prestatie



Wim van Els in het hooggebergte.

Wim van Elst (69) uit Uden vond de 12 kilometer van zijn huis naar de middelbare school vroeger erg saai. Ook toen hij naar zijn werk fietste, was dat geen hobby van hem. Later wordt hij alsnog besmet met het wielervirus en heeft hij een zeer bijzondere prestatie neergezet.

Wim werd geboren in Landhorst en voetbal was altijd zijn favoriete sport. Toen hij door blessures moest stoppen, werd hij lid van de atletiekvereniging in Uden. Maar ook daar gooiden blessures roet in het eten.

In 1992 koos hij daarom voor wielrennen. Met de plaatselijke club deed hij mee aan een klimmetje in Berg en Dal en toen werd Wim verliefd op de sport. "Het gevoel van een beklimming deed me denken aan een goede duurloop."

De daaropvolgende jaren volgden heel wat beklimmingen in binnen- en buitenland. In 1999 las Wim over de BIG. Dat is een internationaal brevet voor mensen die van beklimmingen houden. Er is een lijst met 1000 bergen die bijvoorbeeld bekend zijn van wielerscoers en die in trek zijn bij toeristen.

"Sommige bergen waren zo steil dat ik stukken moest lopen."

"Ik hield altijd al bij welke bergen ik beklom en noteerde het aantal kilometers en hoogtemeters. De BIG trok me en ik schreef me in, zonder dat ik dacht ze ooit allemaal te beklimmen."

Maar die duizendste beklimming kwam er dit jaar wel degelijk. Na afloop kreeg hij in Gran Canaria uit handen van fietsvrienden het certificaat. "Ik ben wereldwijd de tiende fietser die de lijst vol heeft en de eerste Nederlander. Er waren zelfs twee bergen die zo steil waren dat ik stukken moest lopen."

940 van de beklimmingen liggen in Europa, waarvan tien in Nederland. Er zitten bekende bergen tussen als de Alpe d'Huez en de Mont Ventoux, maar ook veel zware beklimmingen in bijvoorbeeld Oostenrijk en Italië.

"Fietsen in Chili en Nieuw-Zeeland was onvergetelijk."

Wim heeft door zijn liefde voor het fietsen vrijwel alle Europese landen bezocht. "Van Georgië en Oekraïne tot Ierland en Schotland. Ook ben ik op eilanden geweest, zoals de Azoren. De ene plek was nog mooier dan de andere. Noorwegen heeft bijvoorbeeld ongelooflijke stukken natuur."

Om de duizend beklimmingen vol te maken, mogen deelnemers op ieder continent 10 bergen zelf uitkiezen. "Ik hield altijd al van sportieve uitstapjes, maar de vakanties hebben we de afgelopen tientallen jaren helemaal afgestemd op de BIG-lijst. Zo ben ik met mijn vrouw of andere fietsers op prachtige plekken geweest. Het is moeilijk om één hoogtepunt te noemen, maar fietsen in Chili en Nieuw-Zeeland was onvergetelijk."

"Het kost erg veel tijd en geld."

Hij hoeft niet bang te zijn dat zijn vrouw er nu genoeg van heeft. "Zonder steun van het thuisfront was dit nooit gelukt. Het kost natuurlijk erg veel tijd en geld. Tineke is gelukkig ook fanatiek met de BIG-lijst bezig en heeft al ruim 280 beklimmingen op haar naam staan, de hoogst genoteerde Nederlander. We gaan samen lekker door met onze passie. Er zijn nog zoveel mooie bergen die we willen beklimmen, we kiezen de pareltjes uit. En de snelheid? Dat is bijzaak, we zijn normale fietsers."



Wim van Els tijdens een beklimming.

Congratulations to Martin Taylor, who became the winner of the Super BIG on 5 October 2023.

1) What are your feelings reaching the arrival ?

It's funny, but to start off with it is a bit of an anticlimax - I was just focussed on getting up and down the climb in one piece. It was only later, with the assistance of a cold beer, that I was able to reflect on what I had done and only then was I filled with a real sense of achievement. Ultimately though, finishing should be no big deal because it is all about the journey. And planning the next adventure...

2) Why and how did you begin to cycle ?

Like most people, I started to cycle as a child. Growing up in Norway I skied more than I cycled, but I was the proud owner of a purple tricycle. On returning to the UK I was upgraded to a shiny, red, 5-speed racing bike and there was no looking back. I started to cycle longer distances once I got too old for lego, but was still too young for beer and girls. University and professional qualifications in London resulted in a near-cessation of all cycling activity and it was only when a) I realised I was fat and unfit and b) my employer offered me a 6 month sabbatical that I decided to get back on the bike. I bought a touring bike and a tent and cycled from Brittany in Northern France to the Pyrenees. Whilst it was a nice route overall, it was not until I reached the top of the Col de



Port near Foix (it forms the bulk of BIG 354 Col de Peguere) that I was hooked and the rest, as they say, is history.

3) Why and how did you begin the BIG challenge ?

I had always been motivated by various cycling challenges. I used to pore over maps searching for the highest roads in each country, or looking for the climbs on the Tour de France, and then Alpine passes over 2,000m. I started to plan my touring routes to climb all these hills and it was whilst I was researching these trips that I came across an early





5) At which moment did you think : "I'll reach 1000"?

I never planned to do the 1,000. I had everything on a spreadsheet and I had calculated that 915 would be my target as I had no interest in going to certain places in the challenge (no names!). It was only after meeting some of the other Biggers that I was encouraged to go to these places and then I thought 'why not?'

6) About your score evolution, were there events in your private life that increased or decreased it ?

incarnation of the BIG website. It was a veritable gold mine of information and after a few years I decided I should tally up the number of 'BIGs' I had done - surely I had done most of the them by now? In fact I had done less than 100 so this clearly piqued my interest. I moved away from touring and got more into riding sportives and so it was in preparation for the 2009 Etape du Tour (summit finish on Mont Ventoux) that I decided to incorporate a BIG-hunting trip into my training programme. I found the motivation of bagging a big added to a huge improvement in my fitness and hill-climbing ability an intoxicating combination.

My main issue is that I live in London! My nearest climb is a one hour cycle away and only 200m high; my nearest big is in another country; and I have to get on a plane or a ferry to go anywhere with proper mountains. London really is not a good place to cycle. When I do travel I have to fit it around work. When I was able to take time out, Bigging increased, and when I had to work, Bigging more or less stopped. I am lucky enough to be a consultant so most of the time I could be flexible and take large chunks of time off work, the only exception being 2013-2020 when I worked full time which coincides with a massive drop off in my BIG collecting. And then, of course, there was Covid...

4) Was there someone who motivated you in the beginning ?

I was always motivated (and relieved!) to see guys older than me still riding their bikes up all these hills. I particularly remember one chap 15 years my senior absolutely kicking my ass at the 2007 Etape and that motivated me to train more and harder which inevitably resulted in more BIG action.





7) What were the countries where you found more difficulties to cycle ?

Cycling difficulties can come from two sources: the natural environment; and people. The only place I have had difficulties with the latter was in Morocco, where I had stones thrown at me and the constant unwelcome attention of people trying to separate me from my money. Environmental challenges come in all shapes and sizes whether it's forgetting how to breath at 5,000m in the Himalaya, carrying 10 litres of water on your bike to make it across the Mojave Desert or looking for somewhere bear-free to camp in the Alaskan wilderness. But, ultimately, all these challenges add to the adventure and form part of the memories that one carries forward.

8) What are the most beautiful sceneries (landscapes) that you met ?

In no particular order, my favourite landscapes have been in: Norway (especially the Lofoten Islands); Swiss Alps; North West Scotland; Patagonia; Utah & Arizona USA; And, of course, pretty much anywhere in Italy!

9) Did you often think : "I put my wheels where professional racers put theirs" or "where other BIG members put theirs" ?

I do find it motivating to think that the pros have raced up the same climb as me and I like to watch the races on television and see that even a pro can suffer like a dog. I must confess that I do not often think about other biggers that might have cycled the same

road although it is nice to do a climb that not many others have done.

10) Was this a final competition or race between those at the end who were near the Grail of 1000 ?

I have always kept an eye on other people near the top of the classification. I used to be a little higher up so I would try and keep up with Aard and Kevin but work got in the way and they pulled away. I have had a few battles to get the highest number in the year as well.

11) What are your best souvenirs of relationships sharing in the BIG world ?

There are too many individual souvenirs to list, but overall the BIG world has taken me to literally hundreds of places I would not otherwise have visited. I have also met some likeminded fools who have been great company and motivated me still further.



12) What are your worst souvenirs inside the 1000 ?

I don't have any bad souvenirs really. Yes, there has been some bad weather (like the time I pushed my fully laden touring bike through the snow on Col du Parpaillon only to find the tunnel doors shut at the top), numerous mechanical failures, and some bad roads with idiot drivers, but that was all just part of the story.

13) The several languages used in the BIG Cycling World : is this an additional interest or a real problem for you ?

I am a lazy English person, so lucky that almost everyone speaks my language. I can speak some French so I like to see that too. I can't comment on the Dutch...

14) Do you think that your kind of passion is very similar to the majority of the other members that you met ?

It was a very pleasant surprise to meet other Biggers when I finally joined the 2015 trip to Greece. I thought you would all be strange, but in the end you were just as strange as me and it was great to finally find some likeminded cycling companions.



15) Had you a good feedback inside your country when talking about the BIG ?

To be honest, I struggle to get people interested. Most of my friends have full time jobs and full time families and have very limited time to get away and cycle. They are also scared to come cycling with me for some reason... Maybe now the kids are starting to leave school and go to university, who knows...?

16) Do you think that your national challenge will give you an additional interest ?

Personally I do not find the UK Natacha motivating, but that is more to do with the nature of hill cycling in the UK. There are very few climbs where you would make a special journey just to cycle a climb, so I am less inclined to chase these climbs. Also, if I have free time, I would almost always prefer to travel to Europe and ride in the higher mountains.

17) Among your 1000, what are the most difficult ones with the slopes ?

I think the Nebelhorn stands out for me. It is ridiculously steep and the only one of the 1000 where I had to push the bike a bit (don't tell anyone...). Then you have the famous climbs like Angliru and Zoncolan - I am just blown away when I watch the pros race up these slopes - it is not human. But the (unpleasant) surprise for me was the severity of many of the lesser-known Austrian climbs - Kitzbühl, Zillertal, Rettenbach, Oschenicksee, Zirknitztal, Hochkar, Grosserspeikogel, not to mention all the shorter steep ones (I think I may have actually gone into cardiac arrest on Loferalp). I have never been so broken, so many times, by one country!

18) What do your family and friends think about this passion for cyclo-climbing in Europe ?

They think I am absolutely crazy, but give me a bit of respect too.

19) Do you have any bad or sorry feelings somewhere about all these years used to build your score in BIG ?
No!!!



20) How do you see your future in your cycling practice ?

I see myself getting back into longer distance touring. I really enjoyed my ride through Patagonia earlier this year and I have a lot of plans - Japan, Tibet, Bolivia, USA to name but a few. However, I have also enjoyed riding some of the TGVs albeit at a more leisurely pace! There are some fantastic climbs in this list, particularly in Italy. And I will always gravitate back to the Alps and the Pyrenees where a few old friends like the Tumalet need to be climbed from time to time...

Additional question : why do you choose Üçoluk as the last one ?

I am afraid that my choice of Ucoluk was purely pragmatic. I just wanted to get my last remaining Asian BIG and Antalya is the closest mountainous place with a direct flight from London. I did not even hire a car...

Vinny
(Martin Taylor)

21) What do you want to say to those who begin the BIG now ?

Take your time and enjoy the journey. Enjoy planning the trip and enjoy doing the trip. And start planning the next one as soon as you finish.

22) Can you sum up BIG in one short sentence ?

Challenge, motivation, companionship, adventure memories, dreams (technically not a sentence, but you catch my drift).



SZILAGYI Andras



1) What are your feelings reaching the arrival ?

I am really happy. I managed it in the last moment. My legs etc. are getting weaker day by day.

2) Why and how did you begin to cycle ?

My cousin Magdi, who was **three months younger** than me had been riding a bicycle for a few years as a girl ! But as was 13 during the summer vacation I as usual stayed at my grandparents in Ecser. I very well remember even now : it was a pretty hot summer noon. Nobody had been seen around, so I pushed a bicycle out of the shed, where several ones used to stand.

I set in the saddle on the empty street. Better said I started to pedal under the frame, because I was too small, and landed straight in the trench on the opposite side.

Apart from my scare I did not get hurt. So I tried it again.

That was the start my cycling 's "career" over few hundred thousand km.

3) Why and how did you begin the BIG challenge ?

2573 - BERGMANN Peter recommended me to join this movement. We meet in Nagymaros after a kind of amateur cycling event.

Was there someone who motivated you in the beginning ? I followed the www.bigcycling.eu website , who is leading or improving his rank.

5) At which moment did you think : "I'll reach 1000"?

I think it was in October 2016 as I made a round trip on Corse (France).

6) About your score evolution, were there events in your private life that increased or decreased it ?

I tried to work as much as I could daily. So I could take 3-4 weeks holiday in my own business. I have to thank to

my colleagues to cooperate with me.

7) What were the countries where you found more difficulties to cycle ? Because of the dogs : Romania.

8) What are the most beautiful sceneries (landscapes) that you met
That is a very difficult question. For I like the mountains, untouched nature, I found everywhere plenty of beauties. My first spectacular pass was Stelvio , the Dolomites, then hundreds of new ones. But I remember the sun rise in Northeastern Portugal, on La Gomera (Canaries), the tropical rainforest also there. The earlier sceneries are fading, so Scandinavia and Iceland was also special for me as well as Khinaliq in Azerbaijan.



9) Did you often think : "I put my wheels where professional racers put theirs" or "where other BIG members put theirs" ?



Certainly! I even met many profesional racing teams „in action”

I did not meet Jan Ullrich, however I saw a marvellous caricature about him in the Pyrenees in 2010. But in Schwarzwald, I think on 172 - Belchen on the top , I talked to German cyclists. I said I am Hungarian and now cycling "on the wheel prints of Jan Ullrich". Then one of them told me a story. He was climbing a pass while struggling for air. Suddenly a guy arrived to him, asked him are you OK? After the "I am fine" answer he just rushed uphill. It happened so quickly, that he just after realized it was Jan Ullrich.

10) Was there a final competition or race between those at the end who were near the Grail of 1000 ?

Sure ! I followed the website and did my best to reach as many scores a year as I could. I always followed the year s ranking, too.

11) What are your best souvenirs of relationships sharing in the BIG world ? I

have lots of photos I made during my climbs. Where could I see vultures in Hungary? I have now even a vulture

feather in my workroom between Paulo Bettini's and Gino Bartali's photo.

I found a drink bottle of Credit Agricole in 2007 after climbing Col du Galibier. At that time László Bodrogi was member of that team. So it could have been even his bottle.

12) What are your worst souvenirs inside the 1000 ?

On 762 - Passo del Lagadello (incl. San Pellegrino in Alpe) happened I almost arrived to my accommodation as my rear tyre blew up. Frankly said I have not kept this long as a souvenir.

13) The several languages used in the BIG Cycling World : is this an additional interest or a real problem for you ?

Well, I like learning languages, so this motivated me, too. I always tried to learn some words in the local language.

14) Do you think that your kind of passion is very similar to the majority of the other members that you met ?

I think it is similar, however I had now more time to do it.

15) Had you a good feedback inside your country when talking about the BIG ?

Many Hungarian cyclist do not know about the BIG movement. But everyone I talked to about this BIG movement, found it interesting. Two even started it!

16) Do you think that the national Hungarian challenge give an additional interest to your fellow countrymen ?

Sure, this is a very good start to make the EuroBIG or Super BIG.

17) Among your 1000, what are the most difficult ones with the slopes ?

For me all of those are tough where you need a mountain (cross) bike because of the surface is not asphalted. I am climbing mostly standing . That is not possible on gravel or on rocks.

I remember some names out of the recently climbed : Alto de L'Angliru , 786 Blockhaus della Maiella (snow and snow storm on the top), 364 Châlet-hôtel (Refuge) des Cortalets as very difficult.

18) What do your family and friends think about this passion for cycloclimbing in Europe ? First they found a bit unusual though they knew I am cycling a lot. After they get used to it.

19) Do you have any bad or sorry feelings somewhere about all these years used to build your score in BIG ?

No , absolutely I do not!

20) How do you see your future in your cycling practice ?

As I told I am getting really old and weak. However the national challenges for example I am strongly interested in Romania and Czech Republic. You might hear about the WWI when Hungary lost 2/3 of its territory. For example Transylvania completely which alone as big as Hungary now. This part is very interesting for me regarding the people, language, history not mentioned the untouched nature there.

Other interesting tour could be cycling within Hungary along (near) its border.

21) What do you want to say to those who begin the BIG now ?

This BIG movement is for cycling enthusiasts, for passionate cyclists. It is an excellent way to see different landscapes, natures, cultures, historical memories, memorials , different languages apart from the physical challenges.

22) Can you sum up BIG in one short sentence ?

Great physical challenge in cycling through beautiful however very varying scenery and weather conditions.



1) Wat vind je goed aan de 'ironbig'-formule?

De ironbig-formule is speciaal en moeilijk te halen omdat je helling 25x moet betwisten. Het is niet voor iedereen weggelegd om dit te kunnen doen. Het vraagt karakter en doorzettingsvermogen, maar ook tegelijk veel voldoening als die 25x bereikt hebt.

2) Wanneer besloot je te proberen het doel van 25 ironbigs te bereiken?

Toen ik dit jaar 10 ironbigs behaald had en zag mij in het klassement van de peetvaders bijna in de top 10 staan. Besloot daarna voor 20 te gaan maar vermits 25 niet ver weg was, hier dit jaar een doel van te maken. Hierdoor zou ik de 4^{de} in de stand worden en 1^{ste} van de Benelux die dit doel van 25 ironbigs bereikt.

3) Welke was de moeilijkste van de 25?

In principe Thier de Coo met 5266hm en 131km maar vermits ik toen in goede conditie was voor een goed doel (zie beste herinneringen). Maar voor mij de zwaarste en moeilijkste was de Mur de Huy, gewoon achter elkaar met maar 2 korte pauzes van 10' tussen. De drukke grote baan bergaf richting rond punt belemmerde het bergaf rijden. Op het einde waren de benen kapot van de steile hellinggraad. Maar eens zo groot was de voldoening bij aankomst.

4) Welke was de gemakkelijkste van de 25?

Voor mij de Heiste Berg omdat hij maar 6km van mijn deur ligt en ik er met de fiets naartoe kon en vermits deze ook niet super veel hoogtemeters zijn.

5) Wat zijn je 3 beste herinneringen?

De paterberg omdat het in 2021 de 1^{ste} was die ik 25x deed en ik bewondering kreeg van een fotograaf die bovenaan stond.



Thier de Coo (5266hm en 131km) was in mei 2022 een moeilijke maar mooie omdat ik toen in voorbereiding was voor een Everesting 8848hm voor een goed doel om geld op te halen voor Runars weg naar de toekomst. Door zuurstofgebrek bij de geboorte liep mijn toen 5-jarige Runar Van Puyenbroeck uit Wiekevorst een hersenverlamming op. Therapieën met onder

andere een handenrobot en een speciaal pak bieden de jongen een mooiere toekomst. "Maar ze zijn peperduur en worden niet door de mutualiteiten terugbetaald". Om deze therapieën te kunnen betalen en deze niet terugbetaling onder de aandacht te brengen, vandaar deze uitdaging. Voor deze Everesting 8902 heb ik Balon d'Alsace vanuit Saint Maurice sur Moselle: 9k @ 7%, 14,47x gedaan en 261km

De Bosberg omdat het de 25x25 was, maar ook de Taaienbergronde waar ik naast de benen van Tom Boonen mocht staan. Nogthans kom ik nog niet aan Tom zijn enkels.

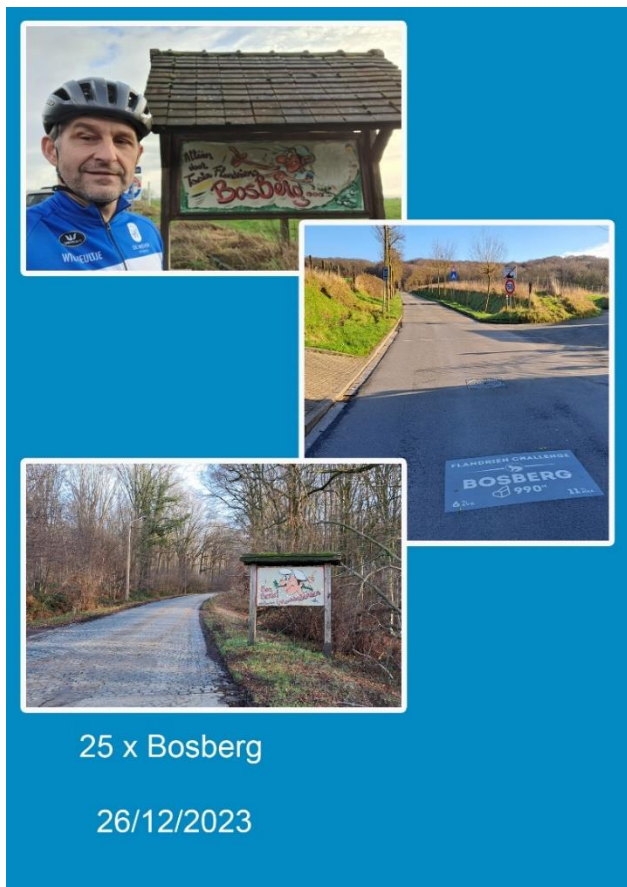
6) Heb je nog andere doelen voor 2024?

In mei ga ik met mijn vriend Dirk Vissers en ook big cycling liefhebber naar de Zwitserse Jura in de buurt van Saignelégier.

Ook in augustus onze jaarlijkse zware maar altijd zeer mooie bergreis met 6 vrienden. Dit jaar gaat deze vanuit het Franse Biarritz naar Santiago de Compostella met onderweg de nodige zware beklimmingen onderweg. Met Lagos de Covadonga, L'Angliru en Alto del Gamoniteiro enz...



Misschien als de rug het toelaat deelnemen aan de hel van Kasterlee, de zwaarste winterduatlon die er bestaat. Na dit jaar de hel van Beringen tot een goed einde gebracht te hebben.



BIGCYCLING asked Milan Kiac, the leader in the slovak natacha, some questions about his passion and his motivations.

1) Why do you like biking, and especially cycloclimbing ?

Cycling gives me freedom of movement. I have loved mountains and nature since I was little. I combined both of my hobbies with cycloclimbing.

2) Do you have some professional slovak cyclists like Peter Sagan as examples or motivations ?

My role models were and are still Ivan Basso, Alberto Contador, Alessandro Valverde and others.



3) How do you know the existence of the website cycloclimbing and its challenges?

When I started cycling, I collected information and inspiration on the web. The page « bigcycling.eu » interested me the most.

4) What are your goals (targets) in the challenges shown by our association?

My goals (targets) in the challenges that are in your association are inspired by the Giro, Tour and Vuelta races.

5) About the slovak challenge, do you want to be the first to fill it and be a finisher ?

No, I don't want to be the first in the Slovak challenge and I don't even want to quit. I cycle (ride) for joy.

6) What are the slovak natachas that you climbed and that you preferred? TOP3 ? Why ?

Among Slovak natachas TOP 3 (which I climbed) I consider Kráľova hoľa (SVK-50), Sliezsky dom (SVK-75) and Smrekovica (SVK-43). Because they are difficult, but in a beautiful country.

7) What are the slovak natachas that you climbed and that you didn't like ? Why ?

Among the Slovak natachas I climbed, I liked all of them.

8) Do you think that some main climbs of your country are missing ?

No, I still haven't found a top(target) that is missing in Natacha-SVK.

9) Would you like that there would be more slovak members increasing their score in the Natacha-SVK ?

I would like more Slovak members to increase their score in Natacha-SVK.

10) Do you think that it would be a good idea to manage a national meeting on the top of one natacha of your country ? Where ?

Definitely. It would be good to organize a national meeting at the Natacha-SVK. For example Husárik (SVK-32) or Poľana (Horský hotel) (SVK-60).



11) What do you like the best in BIGCYCLING website and what should be improved on your own ? Do you think that some national slovak cycling magazine can find interest in the slovak natacha challenge ? Which ones ?

On the BIGCYCLING website, I like the list of challenges (peaks) the most. It is a great inspiration. I know of only one cycling magazine in Slovakia "BIKER".

12) Can you sum up in one sentence your passion about slovak climbs ?

My passion for cycloclimbing in one sentence: Freedom, nature, mountains and movement.

Bigcycling Girls PAGE



	Podium 1	Podium 2	Podium 3
BIG	KARBAUSKIENE Lina	ESCUER MESTRES Nuria	TORELLI Cecilia
TGV	TORELLI Cecilia	KARBAUSKIENE Lina	SOMMER Claudia
IRON	KARBAUSKIENE Lina	GEORGE Nathalie	RAOSSANALY Idris
HUN	NAGY Andrea	CSONTOS Ivett	BÁRTFAI-RENNER Monika
ROM	KARBAUSKIENE Lina	SCHNEIDER Irene	TORELLI Cecilia
AND	KARBAUSKIENE Lina	TORELLI Cecilia	ANGERER Elisabeth
CZE	ANDELTOVÁ Eva	PIRET Véronique	NAGY Andrea
MNE	KARBAUSKIENE Lina	TORELLI Cecilia	PROVICS Marian
DEU	SOMMER Claudia	VON HEYDEBRECK Anja	SCHNEIDER Irene
IRL	KARBAUSKIENE Lina	MAAS Mariou	MARIN Celeste
ISL	SCHNEIDER Irene	KARBAUSKIENE Lina	VERKUIJLEN Tineke
UKD	KARBAUSKIENE Lina	TORELLI Cecilia	VANSTIPHOUT Dominique
CRO	ANGERER Elisabeth	TORELLI Cecilia	KARBAUSKIENE Lina
BIH	TORELLI Cecilia	KARBAUSKIENE Lina	CSONTOS Ivett
NED	TORELLI Cecilia	KARBAUSKIENE Lina	SOMMER Claudia
ITA	VERKUIJLEN Tineke	DERENDORP Leonie	VAN OMMEN Arlana
SVN	GROOT Heleen	KARBAUSKIENE Lina	NAGY Andrea
SRB	TORELLI Cecilia	CSONTOS Ivett	ESCUER MESTRES Nuria
MKN	KARBAUSKIENE Lina	TORELLI Cecilia	SIRET Françoise
ALB	KARBAUSKIENE Lina	TORELLI Cecilia	ESCUER MESTRES Nuria
KOS	CARMELIANA Natalia	Nobody	Nobody
BEL	GEORGE Nathalie	PIRET Véronique	VON HEYDEBRECK Anja
AUT	SOMMER Claudia	SCHNEIDER Irene	VON HEYDEBRECK Anja
LIE	GEORGE Nathalie	ANGERER Elisabeth	VON HEYDEBRECK Anja
LTU	DAREL Julia	Nobody	Nobody
LUX	TIMMERMANS Wil	VON HEYDEBRECK Anja	DONDERS Patricia
FRA	TORELLI Cecilia	KARBAUSKIENE Lina	ESCUER MESTRES Nuria
SMR	TORELLI Cecilia	TOGNO Viviana	VITASKOVA Klara
MLT	VANSTIPHOUT Dominique	MAAS Mariou	DERKSEN Margriet
POR	KARBAUSKIENE Lina	ESCUER MESTRES Nuria	VON HEYDEBRECK Anja
SVK	KARBAUSKIENE Lina	KIS Katalin	CSONTOS Ivett
CYP	DIETEREN Nicole	VANSTIPHOUT Dominique	KUSTAN Klaudia
MDA	ESCUER MESTRES Nuria	Nobody	Nobody



West Yorkshire September 2023

As well as the Yorkshire national challenges and the two BIG's of Cow&Calf and Oxenhope Moor, cycling also included climbs from 'Cycling Climbs of Yorkshire' by Simon Warren. The page numbers of the climbs below refer to the page number and descriptions in the book.

Day 1 Wednesday 6th September

From Holmes Chapel to Warrington on the motorway then M60 motorway heading north east then through the nightmare road system of Leeds to Arthington.

1. **Page 131 Black Hill Road** from Arthington. On the approach to the village the road was closed so followed a diversion. At the foot of Black Hill Road there was another indication for this road being closed. I saddled up anyway and approached the workmen operating a digger and the deep channel dug across the road. "You took the risk, have you?" "Yes, is it OK if I lift the bike over the hole and I'll be back down and gone for good in half an hour?" The driver moved his digger. "See you later then", he said. At the top of the rise is a quarry off to the right and several trucks were approaching from over the rise and veered off for the quarry. It was a quiet road up between the hedge grows to this point. Heading south from the village on A659 to the east of Pool in Wharfedale Length: 1530m or 1.5km, 110m height gain. Photos to mark the top then back to the hole in the road. The workmen gave way and a little further on to the car, loaded up and away. Drive west on A659 through Pool to Otley then north on B6451 Farnley and Pateley Bridge road. A short distance away to the north west and east of Otley and parked up at Farnley school then a downhill cycle to Lindley Reservoir then began the climb through a wooded area for the second climb.

2. **Page 135 Norwood Rise** starts past Lindley Reservoir to Jack Hill 20km 170m height gain. From Farnley a short drive south to Otley and parked up at the western edge of the town at the foot of the climb to Chevin from the north west.

3. **UKD 195 The Chevin**. From the N. Head SW, left at top, 4.00km. Just past the Chevin pub on the right, photo taken then off to the right to a high point then back heading east past York Gate to the off-road viewpoint overlooking Otley. Great view of the town from this high point. Back down to the car along the descent to the east then drove A660 west then parked on Station Road in Burley.

4. **UKD 194 Cow & Calf**. From Station Road off Main Street, Burley in Wharfedale. Becomes



Moor Lane. Later a right acute turn to Moor Road to the top of Cow & Calf from the east 4.2km. Not a difficult climb from this side but once the moor was in view I knew the climbing would start.

Passing the Cow & Calf pub on the right then down into Ilkley and thoughts of looking for somewhere to have a meal. There's a Pizza Express at Ilkley Station but not much else so turned and back up to Cow & Calf with the distinctive rocks ahead on the way up. Over the cattle grid the road ramps up to 17%, the steepest part of the climb. Off to the left I stopped at the pub for soup and lasagne with a salad and washed down with a pint of Moretti.

Feeling really refreshed it was back down

to Burley and the car and drove via junction of Moor Lane and Moor Road took left turn to East Morton on Otley Road on to Riddlesden just north of Bingley.

Parked up at the foot of the climb just over a level crossing then bike unloaded for 5. **Page 127 Ilkley Moor** from B6265 at Riddlesden head north east for 5km. This is a fairly steep climb from the village to the start of the moor. Leaving the sun shelter of the trees on to the moor and some steep sections where the tarmac road ends at two gates. From the gate to the right a short walk over stones – not rideable – to the radio mast then back to the other gate for the old road over to Ilkley. From the brow of the hill Ilkley can be seen down below. Off to the left is an ancient stone cross that marks the top of the hill reached with the bike. Back down to Riddlesden and drove on bypassing Keighley, West Lane, Braithwaite to Laycock then just west to Goose Eye at The Turkey Inn BD22 OPD to a point just north of Oakworth and parked up in Goose Eye village and began the short



Cow & Calf, Ilkley Moor UKD 194

but very steep climb of Game Scar Lane. 6. **Page 121 Game Scar Lane**, Oakworth, Keighley 380m. 42 metre height gain. From there across to Ingrow on A629 to BD21 5EH for Hainworth Lane opposite chip shop where the final climb of the day began.

7. **UKD 196 Hainworth Lane** 1.6km, 150m height difference. The middle section of the climb is cobbled. Steeply up from the start but I admit having to walk the cobbles with 32mm width tyres. It would be impossible to stay upright for long if I didn't. The second half of the climb is tarmac again but continued on from the junction with Shaw Road and to a higher point at the abandoned George pub at the top of the road. Back down to the car then drove south through Haworth to Oxenhope, Bought some food in the Co-op there for evening eats then drove on to the BIG of **Oxenhope Moor** in semi darkness, parked up to sleep for the night by the reservoir on Luddenden Road.



Day 2. Thursday 7th September

Back down into Oxenhope for some breakfast then leaving the car at the village green in Oxenhope unloaded the bike and cycled:

8. **page 119 Oxenhope Moor** 3.3km, height gain 218m on A6033, A629 then A6033 just south of station at junction with B6141 This is the Hebden Bridge road and not the BIG. Steepest section is leaving Oxenhope but then the rest of the way it doesn't get much less steeper – it's a drag – but you are rewarded with an elephant at the top! (Large wall painting that is) The top is just beyond a small car park and a clump of lonely conifers to the left. Later back down to the car and (sacrilege!) drove over the BIG and parked up at Pellon Road in Halifax to cycle the south side of Oxenhope Moor via Wainstall

9. **UKD 198 / BIG 87 Oxenhope Moor** 8.3km. The top is located at a radio mast to left before reaching the reservoir and a slight descent. Much of the lower part of the climb from Halifax is industrious and after that many semi detached houses, then an open clearing and the farming area of Wainstall. From there to the top on a narrower road off to the right. Retraced the climb then drove A646 north west to Mytholmroyd.



10. **UKD 156 Mytholmroyd to Blackstone Reservoir** 9.7km, 286m height gain (Page 109 Cragg Vale). Over Blackstone Reservoir to Littleborough then right fork on Blackstone Edge Road via Lydgate 5km and return to Mytholmroyd past Blackstone Reservoir. The road from Mytholmroyd to the reservoir is **the longest continual climb in England** over 5½ miles and rising to 970 feet on a smooth tarmac road. Seeing the pylon on approaching the top is a sure sign of the top of the road. Once at the top it was a right turn and passing the White House pub a long steep descent to Littleborough. Once reached then took a right turn just before going over the canal then doubled back on Old Blackstone Road through Lydgate to rejoin the main road over to Ripponden. A stop at the White House for a cool cider then back down to Mytholmroyd. From there back to unite with the car at the Black Sheep Inn car park then drove on for Burnley. Towards Burnley then a right on B6114 Nelson road then left to A682 north of Burnley to

11. **UKD 197 Entwistle Moor** W 8.6km from Burnley. Parking up at Briercliffe just east of the town, unloaded the bike and cycled through Haggate and Lane Bottom

then gradual rises to reach the road junction for Colne or Heptonstall. Although it was only a short distance to reach Widdop Reservoir and complete **UKD 197 Entwistle Moor** from the east I was put off continuing when I saw the huge drop then equally huge rise up to Entwistle Moor on a very hot day at 29 degrees. I gave it a miss and returned back down to the car and intend to cycle this again on a cooler day.

From here it was back to Halifax along A646 to Todmorden then A646 to near Burnley at Portsmouth then considered climbing

UKD 199 Tower Causeway NW from Portsmouth 1.5km but will couple this with Entwistle Moor on a return visit. I was more interested in reaching my accommodation in the centre of Halifax at the Shakespeare Hotel in Horton Street and finding a car parking space. That evening I took a walk around the town and up Hanson Lane to Asda to buy food for tomorrow and saw a different side to the more upmarket Halifax. This is an immigrant area. Later I found a pizzeria on Central Street – Sapore Italian - and had lasagne and salad then back to the hotel and sleep.



Day 3. Friday 8th September

Having paid a £1.00 for the privilege of parking overnight at Horton Street car park next to the hotel from 19.00 to 06.00 then a top of £3.00 to 08.00 I drove out after breakfast in search of somewhere nearby where I could leave the car for a few hours at no charge. I found a place on Arden Road then unloaded the bike and up to Wainhouse Tower at Kings Cross then a long sweep downhill on A646 to Luddenden Foot. I asked the way for the road up to Warley Town. Eventually found it by back tracking a short way heading uphill then off to the left on Warley Wood Lane and an immediate sharp rise and continued to Great Edge Road, a right turn and then to the top through a wooded area to a radio mast and a view looking across to Halifax.

12. **Page 101 Great Edge**, Luddenden Foot S of Luddenden. Headed east over pavement on Danny Lane 2.2km, 200m height gain to Warley Town. From here I was on track for the Heath Hill climb.

Up to Heath Hill then back down a short way to Abbey Lane and steeply down to Luddenden then returned back up Abbey Lane to the top then back down on the first turn on the right which is Raw End Road and steeply down here to Luddenden then back up. There's a sharp right hand bend part way up. Once at the top again continued over to Mount Tabor and over the Oxenhope Moor road to the the next right to Gibb Lane and a cobbled section followed by tarmac road the rest of the way; Ovenden Wood Road, Doctor Hill (steep rise) and Church Lane to rejoin Pellon Lane then returned back up the same way.



Hainworth Lane from Ingrow UKD 196

13. **UKD 201 Heath Hill** from Luddenden. There are three ways up to the top: (1) Luddenden E on Halifax Lane off High Street, straight on to Abbey Lane, left on to Workhouse Lane, then right fork on to Heath Hill Road to top. (2) Halifax Lane, left to Birch Lane, on to Birch End Rd, left on to Heath Hill Road (3) Broad St, west to Pellon Lane, right fork Pellon Lane becomes Church Lane then Doctor Hill then Ovenden Wood Road then Gibb Lane, a steep cobbled section with a left hand bend partway. Left to Moor End Road then becomes Heath Hill Rd to top. Drove on from Arden Road to Kell Lane and parked up at Staups Lane, Stump Cross to the east. A646 to Halifax the A58 Godley Lane -Leeds Road.

14. **UKD 203 Northowram Hill**. A58 NE from Halifax on Godley Lane - Leeds Road. The first part of the climb is normal road but before where the road bends to the left there is a long cobbled section. The final part is normal road surface. Taking a left at Upper Lane leads to Howes Lane and the top of the rise crowned with a telecommunication mast. Chatted with another cyclist at the top who was going the other way Steeply down the other side, over Kell Lane then steeply down Blake Hill to Shibden Mill then up Lee Lane cobbles, very steeply up Shibden Wall with a bend to the left midway. Just before A 6036 to the left for Bradford taking Kell Lane then shortly after taking a right for Hough. Later left on Upper Lane then left on Howes Lane to top. Over the other side then to the right and

soon after a left turn and down to Shibden Mill. Up from there on a steep cobbled section with a left hand bend nearer the top.

From the top of Lee Lane at the artificial ski slope, over Swales Moor Road to Ploughcroft Lane and very steeply down cobbles to Boothtown then back up again.

15. **Page 97 Ploughcroft Lane** 0.5km, height gain 70m. Steeply down to Boothtown on a cobbled section. From there down A647 then A58 back to Stump Cross and car.

A647 heading S into Halifax then A58 to Sowerby Bridge.

(From Halifax, west then head north on A647 Bradford Road to Boothtown, turn east just after junction with Claremont Road).

16. **Page 91 Sowerby Croft Lane** 1.5km, 144m height gain to Norland Town. Parked up in Station Road. Cycled Quarry Hill, Haugh End Lane from the rail bridge, back down to Station Road and up the immediately steep Norland Road then an acute left turn on to Sowerby Croft Lane to Berry Moor Road and the top for a great view over Sowerby Bridge and Halifax.

Back to Sowerby Bridge for Rochdale Road heading south west on Rochdale Road through Ripponden then Oldham Road to Turnpike Inn to relax with a cider before joining the motorway M62 then west for the M6 south and home.



Ilkley Moor from Riddlesden

Scottish Highlands and Islands

Kevin Speed

Day 1 Wednesday 9th August Road distance speedo start mileage 68402 (0)

From home at 06.40 driving to Ardrossan with one stop near Carlisle then took Dumfries and Arran road and arrived in Ardrossan at 11.45. Holmes Chapel to Ardrossan 249 miles. 68651 12.00 noon, Took the 15.20 ferry to Brodick, Arran. Car Ticket price one way £17.10 + driver £4.20 = £21.30 Drove to Lochranza for the ferry across to Kintyre. I almost reached there only to discover that the road over the hill to Lochranza was closed due to road resurfacing taking place. I had to re-route almost back to Brodick then took the Blackwaterfoot road across the island where it was a thick mist making driving difficult. From Blackwaterfoot struck north along the west side of the island and eventually, a 35 mile diversion rather than the 14 mile direct route. It was much later when I arrived in Lochranza. I was on the 17.05 to arrive in Clonaig, Kintyre at 17.35. Ticket price one way £10.65 + driver £3.20 = £13.85 From there I drove south 30 minutes 10 miles from Claoniag, Kintyre 18.00 on B842 to just south of Grogport to a sign for a cemetery to the right. Along here to Auchnabreach Cottage then a left turn at the junction of tracks to start the climb **UKD 065 Deucheran Hill** Gravel to Deucheran, 1 hour. The rise really begins after the cottage at the left turn, then through woods to the top. Later back to B842 then drove 18 miles to Campbeltown along the west coast into the town and some confusion as roads were closed in the town so sat-nav didn't help in weaving through the town for the road south for **UKD 066 Mull of Kintyre Lighthouse** Signposted 7 miles by postbox junction at Carrine then later a left turn at 'T' junction at Carskier Estate to the lighthouse. I reached Carskier Estate in the dark and parked up by a large house then cycled the steep road for over 2km to the highest point in total darkness, no other traffic fortunately. The road, although narrow, is a good surface. Returned to Carrine and car. Then drove through Campbeltown to Kennacraig and slept in the car at an off road site close to the ferry terminal at Kennacraig. Sunny intervals and light wind much of the day. Late finish at 23.30

Day 2 Thursday 10th August 68793 (391 miles from home)

Free car parking at side and rear of ferry terminal. 150 spaces but all spaces were taken as there was a farmers event happening at Bridgend on Islay, so parked at the front of the lorry park. Had a free coffee at the kiosk because I was cheeky enough to ask as local ferry passengers were receiving them. Boarded the 10.00 Calmac ferry at Kennacraig for Port Ellen, Islay, arriving at 12.10 and had a full breakfast on board. Ferry Kennacraig, Kintyre to Port Ellen, Islay. £7.25 one way foot passenger + bike.

From the ferry headed north on Bridgend road then first left turn for **UKD 64 Risobus** signposted Mull of Oa, further on another left turn (not Kintra to the right). Finishes in moorland at Coillabus farm track, the top of the road from the foot at Port Ellen. 3.5km x 2. 45 minutes. The road is narrow and undulating with too many pot holes in the tarmac. Later cycled to Portsakaig and ferry, taking the quieter B8016 to Bridgend then Port Askaig across to Jura via Feolin Ferry A846 to finish again in moorland at **UKD 63 Mucraidh** on Jura,



Mucraidh., Jura UKD 063

distance is 25 miles, This is a scenic road hugging the coast with cliffs and small waterfalls before veering away and up to the moorland. The top is at a passing place post, no other features. Later I returned on the ferry just in time to connect with the Calmac ferry from Port Askaig at 18.00 to Kennacraig. Drove on to Tarbert and bought food from Loch Fyne Fish Bar on Harbour Street. Had a double think about sitting on a bench to eat and enjoy the harbour view as seagulls were eyeing me up and ready to pounce so retreated back to the safety of the car. It was dusk when I left there and dark on reaching Lochgilphead, At Baluachraig I received a call from the accommodation asking where I was and was I to be expected. On reflection I should have selected accommodation further south, say at Tarbert as it was 22.15 before I arrived at my overnight stop. From Kennacraig to Oban is 55 miles 1.5 hours on roads A83 to Lochgilphead then A816. 4 hours – approx.

18.00 to 22.00 from Kennacraig. Glenview Guest House £50 with breakfast Soroba Road A816 on approach to town. Free parking at the rear. Oban PA34 4JF 01631 562267. Sunny and moderate breeze.

Day 3 Friday 11th August 8852 (450 miles from home)

Took the ferry from Oban to Craignure on Mull after filling up with fuel opposite the accommodation. I was hoping to board the 08.35 to Craignure on Mull, arriving at 09.35 but there were no spaces available. I was booked on the 09.55 to arrive in Craignure at 10.45. Cost £3.90 + £14.70. From Craignure 23 miles along a misty high road following coaches then a turn off to the left on a narrow road for Fionnphort again following the coaches that came off the ferry at Craignure. I guessed they were heading for Staffa and Fingles Cave from

a connecting ferry from Fionnphort. I drove just a short distance along this road then took a right turn and parked up above Pennyghael village in one hour from Craignure.

UKD 58 Carsaig Road. 45 minutes. Height 190m From here cycled the first climb away from the village heading for Carsaig, leaving the car at Pennyghael 20 miles from

Craignure. It wouldn't be wise to take a car over this road as it's a weak road and many blind spots because of bends on the hilly sections. Cycled down and back up again Pennyghael to Carsaig. A point of interest along here was a red telephone box next to a terrific waterfall. This phone box has featured in cinema films. Rejoining the car later, around west coast of Mull to Kilninian. 31 miles. This is a single track road and very scenic with waterfalls and rock formations. I had cycled this road in 1973. My next climb was from the end of this road and taking a left for Fanmore on the west side of Mull. I parked at the top of my next climb, **UKD 57 Burg** then freewheeled down to Calgary Bay for the climb back up at 178m from NE 2.9km. The south side of the climb I had already cycled in 1973. Back from the north 6.2km from Calgary. From there back to the road junction at Gruline then headed north 12 miles to Salen, then 18 miles to Fishnish ferry for Lochaline.



Carsaig Road, Mull UKD 058

Leaving Fishnish at 16.25

and arriving in Lochaline at 16.43. Drove 29 miles, to Strontain then turned left for Ardnastang. I was following a convoy of cars all the way to Strontain from the ferry point at Lochaline. The final section was following the road around Loch Sunart where most of the traffic went east for Fort William. The next climb was **UKD 29 Bealach Feith Nan Laogh** so parked up at the foot of the climb at a wide roadside space starting from the south at Scotstown 4.7km on a good surface road to the top at a radio mast north of Strontain at 346m, one hour. No through route, so back to Strontain. From there drove 47 miles alongside great scenery via Acharacle then in 1.5 hours to Mallaig (21.00). Accommodation at West Highland Hotel, Davie's Brae, Mallaig, PH41 4QZ. Light rain in the afternoon after Strontain and a thunderstorm before the last climb.



Burg, Mull UKD 057

Day 4 Saturday 12th August

69012 (510 miles from home)

After a good breakfast and a walk around Mallaig, made my way for the ferry terminal for to Armadale, Skye at 10.15 and arriving at 11.00. Cost £3.20 +£13.65 for the car. The route from Armadale to Ashaig is 35 miles and took one hour. From Ashaig on road to Kyleakin for 7.4km cycle climb to **UKD 22**

Bealach Udhal, signposted Caol Reatha/Kylerhea 7 miles. Can park at head of the road at Ashaig. Some good scenery on the way to the top of the climb and even better from the top looking down towards Glenelg Bay and the road snaking down the steep route to the Kylerhea ferry crossing, I wished there was time to take the ferry and climb the west side of **Bealach Ratagain UKD 25** from Bernara, however if the attempt was made then the ferry across from Uig to Tarbert wouldn't be possible today, putting my schedule back a day. Back to the car and drove through Broadford to Sconser and on the way viewed Eas A Bhradaina huge waterfall just south of the village, then on to Sligachan and a stop to see the



Bealach Udhal, Skye. UKD 022

Mountaineers monument over the old stone bridge. Took a left here and on to A863 to Merkadale 32 miles.

Cycled **UKD 21 Glen Brittle Forest**, Skye. From NW 4.9km and over to Glenbrittle near waterfalls and youth hostel, return 3.2km height



Glen Brittle, Skye, UKD 021

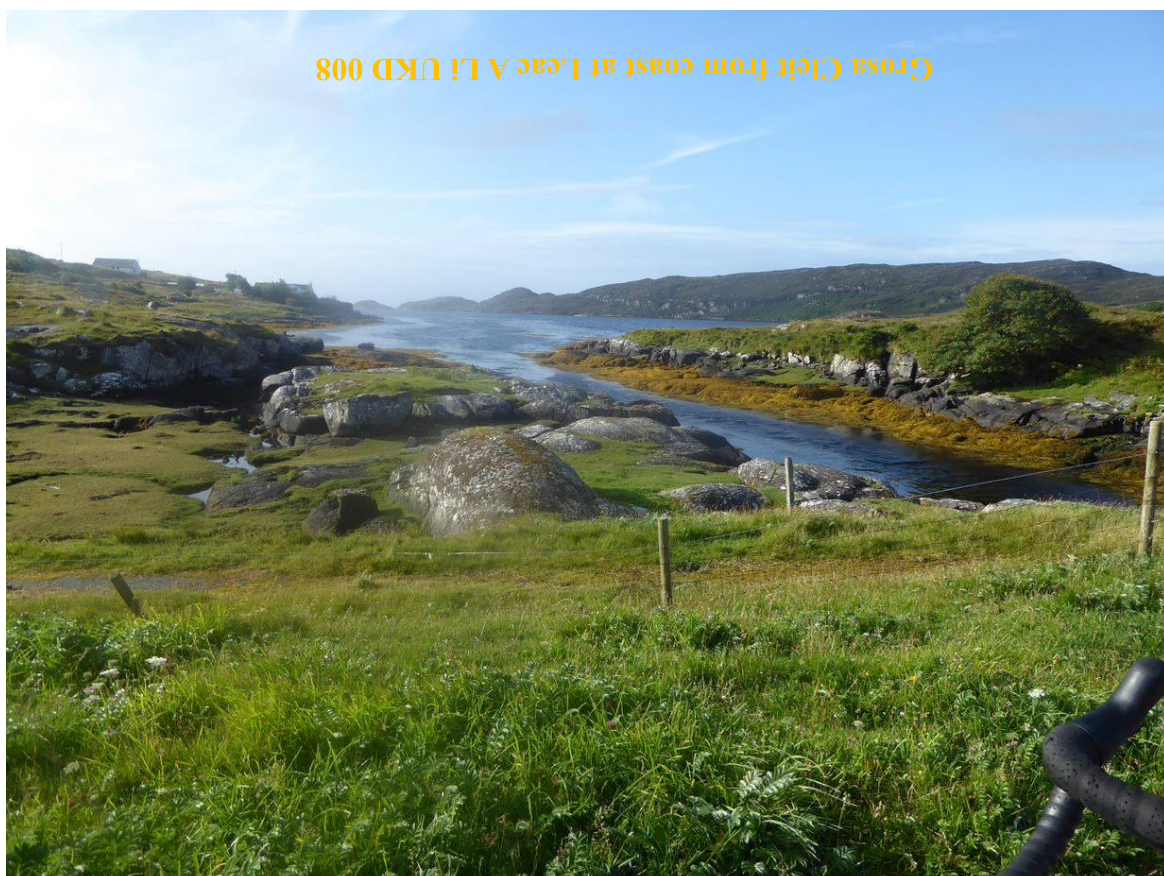
203m. 1.5 hours. Here I experienced the only serious rainfall of the tour – and it was torrential. So glad to have adequate rainwear however my cycle shoes were soaked but had more shoes in the car for later. It was a pity as I knew the scenery on the way up and to my left would have been fantastic, looking down into the glen. The rain eased over the top and down to the south side where the road is steeper alongside Cuillin Hills. Too many mobile homes and caravans along this section. One heading straight for me on a steep climb back up from the river bridge so had to jump off then struggled to remount on the steep section, but did, Back over the pass where the rain had eased but visibility poor. My shoes were wet from the unavoidable road puddles. This is a place I must return to and explore the climb in better conditions. Back to Merkadale and the car then continued back to Sligachan then headed north through Portree to Idrigil 32 miles to Uig, taking the A855 at old police House by junction, signpost for Staffin 16 miles

30 minutes. Car parking at the road junction. Cycled the steep road with an sharp right hand hairpin then along to the jagged rock formations at **UKD 20 Quiraing**, 4.1 km, height 262m. Other side was climbed years ago so back to the car. 1 hour Total 4.5 hours. Very short distance south to Uig for ferry to Tarbert, Harris, Outer Hebrides. A complete change of clothing at the terminal before boarding. Ferry times from Uig 19.00 to Tarbert, Harris at 20.40. I had a meal on the ferry as it would be too late on arrival in Tarbert – but as I later found out there were no places to eat there. Cost: £6.85 + £33.85 = £40.70. Found a place to sleep in car near Tarbert. Heavy rain from Armadale to Ashaig but none later.

Day 5 Sunday 13th August

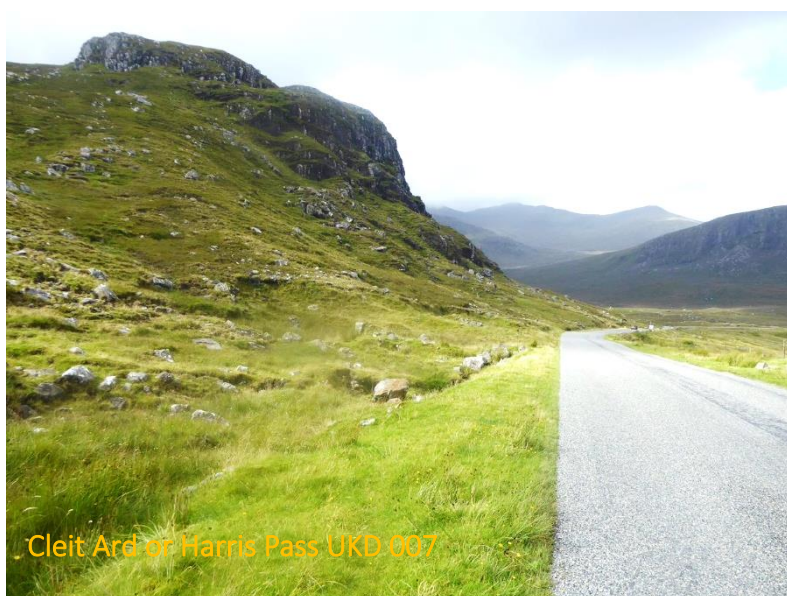
69093 (591 miles from home)

From Tarbert drove to Miabhag, parked up in lay-by and cycled down to Maibhag then cycled 4.4km to top of **UKD 08 Grose Clett** 139m near A859 for Seilebost then head south west to road junction at Aird Mighe 2.4km and cycled back up for final side. Headed north and part way back to Tarbert take the right turn for Greosabagh 3.7km and return back up, further 1.2km on A859 back to the car. 2.5 hours Later drove 12 miles, 30 minutes through Tarbert heading north to Moaraig. Car parking on A859 just north of the lane down to the loch, a right turn for Reinigeadal but only as far as the bay, Eilean Anabuich at The Fisherman's Hut – right then left from off the main road to the south shore of Loch Mharaig. Cycled down to the loch, back up to the car but



Grose Clett from coast at Leac A Li UKD 008

continued on past the car to the top of **UKD 7 Harris Pass, Clett Ard (Lewis)** on the main road, barren hill 4.3km Cycled down the other side heading north on A859 for 2.7km to a bridge over a river crossing then back up again and over the top to the car. Drove 24 miles, heading north then left turn on A858 signposted Callanish Stones and Garenin Village, at a brown sign. Four miles and 20 minutes along here at Acha Mor for **UKD 6 Eitseal / Eitshal TV transmitter**. The start is at a white bungalow to the left and right of the smooth surface black road. One km climb but tough on stone slabs and a centre rut, 216m. 30 minutes. Behind the radio mast and higher is the trig point stone. This has to be the most northerly trig point in the UK and from here a 360 degree view across Lewis and to the mainland. Drove 12 miles to Stornoway Port. Total 6 hours. A complete change of clothing at the terminal before boarding the 15.00 ferry from Stornoway to Ullapool, had a meal on board and arrived at



Clett Ard or Harris Pass UKD 007

18.40. Cost: £10.25 + £55.75 = £66.00. Filled up with petrol at the road junction just south of the town then from Ullapool drove 24 miles and an hour later to Inchnadamph 19.00. Accommodation at Inchnadamph Lodge, Inchnadamph, IV27 4HN. I placed all my wet clothing from the day before on Skye into the drying room. Everything was dry in the morning. That evening a young fellow came in on the off chance he could find a bed but the warden had shut up shop at 20.00. He was walking huge distances each day but tonight there was a storm and he couldn't put up the tent. Tomorrow he planned to walk the coastal route to Cape Wrath. He slept in the drying room! Sleep wasn't easy that night as feeling itchy with midges. The dormitories were mixed but everybody discreet!

Day 6 Monday 14th August

69171 (669 miles from home)

Cereal, toast and coffee for breakfast and disposed of bed linen. Drove out to Ardvreck Castle on Loch Assynt but turned back to the hostel, The midges were really bugging me so went back to the warden to buy midges cream but he had sold out! Leaving the car at the road junction, cycled 4.2 up then 5.5km down to Unapool and return over **UKD 12 Quinag** 262m 20km = 12 miles. The cycle back from the



Quinag, Unapool UKD 012

north side was more dramatic with stone bridges, the sheer size of Quinag looming over the landscape and also the long sweep of road as it takes a wide left hairpin bend towards the top. Also the scene looking down on Loch Assynt and Ardvreck Castle on the south side descent. Back to the car and drove 45 miles to Cape Wrath ferry at Keoldale, stopping at Scourie on the way to buy sandwiches at the Spar shop – the only shop on the whole route from Ullapool. From Achlyness it's a single track road skirting to the left of a long continuous hill stretching down to the sea. The single track road starts from Achlyness junction with it's isolated small police station. The hope was to

take the 10 minute small private ferry across to Cape Wrath peninsula but there was no ferry today as indicated on a board at the slipway. The next ferry was at 09.30 tomorrow morning. I was really disappointed because I had the time now to cycle to the lighthouse. I must

come back here next year. Back now to Ullapool and through the town and along Loch Broom to Falls of Measach, 75 miles from Durness. Took the A832 Laide road but only as far as Dundonnel House and parked up to cycle Badrallach Curve. Continued 4.9km to top **UKD 16 Badrallach Curve** 237m at rocks and sharp curve. Continue over to Badrallach village 3.4km and return back over to the car. At first over a stone bridge then a flat kilometre through woods on a quiet road to another bridge, metal bridge this time, then a right turn, short rise to a left turn then a ramp up to a steep climb under the long sweep of a hill to the right all the way to the acute bend – it really is a curve. From there it was steeply down to Badrallach and return back up steeply in great scenery. Back to the car and drove back to Ullapool and tonight's accommodation at Caledonian Hotel, Quay Street, Ullapool. Really needed a bath and the room provided it.

Day 7 Tuesday 15th August

69336 (834 miles from home)

After a really good sleep in a comfy bed then a Scottish breakfast I was thoroughly refreshed and felt renewed for the day's activities. I had made the mistake of asking

for full English breakfast when checking in yesterday evening. "No sir", she said, "we serve full Scottish!" Bought some midge cream from an outdoor shop, then headed south for Falls of Measach at the right turn on A832 Lay-by at viewpoint on the left for Fainmore, 12



miles from Ullapool **UKD 17 Fainmore** E6.6km 340m, barren top. It's a nondescript wide road to the top of a barren climb and fairly easy. The reason perhaps that the climb is a national challenge is the attraction of the Falls of Measach at the foot of the climb. If time (as already claimed the west side of the climb – 50 years ago) down to Stepping Stones Cottage 9.3km and return. Drove continuing on over Fainmore to Stepping Stones Lodge and parked up, then turned right to Gorstan/Garve 23 miles then turn right onto A832 (road is a circular) continue for 24 miles to top of **UKD 23 Glen Docherty**, 239m above Loch Maree, There is a free car park just below the top of the climb to the left on the descent – and a great viewpoint and cycle down 5.6km to Kinlochewe and back up to the car. There's a cafe near the road junction in the village. It was fairly steep climb back

up to the top then down the short way to the viewpoint. The only downside was the mobile home and caravan brigade in both directions. Later drove 28 miles south west to Tornapress parking at the head of the road opposite a cafe, 1 hour (approx. 17.00).

Cycled **UKD 024 Bealach Na Ba, Pass of the Cattle** 626m from the east 8.1km to the top only, then return. First section skirts around the head of Loch Kishorn then a bend to the right where the road climb begins and after 2km at a second right bend it rises dramatically towards the narrow gap between the high cliffs of the two mountains, and a long direct route to two hairpins



before reaching the top. Fantastic dreamy view to west of Raasay and Skye with the sun behind the islands. Reaching the top completed my climb of one of the highest roads in the country. I had cycled the other side from Applecross 50 years ago in 1973 when I travelled across from Kyle of Lochalsh to Toscaig by a ferry that existed then. Back down to the car, slowly as perhaps I won't be visiting this route again. There is a large red warning sign at the foot of the climb at Tornapress to advise drivers not to drive the road over to Applecross in a mobile home or pulling caravans due to the narrow aspect of the road and tight corners. Nevertheless drivers were doing just that. At one point I could see ahead of me, on the way up, two mobile home vans trying to pass each other and the resulting build up of traffic behind them. On one side of the road was a deep drop. I had to jump off the bike at one point to allow a wide mobile home to pass me on its way down – wasn't pleased! I was fortunate with the weather today as it remained dry and sunny. From Tornapress I drove via Lochcarron and Attadale around Loch Carron to Strome Ferry – where there was once a ferry. From there south across the peninsula to Dornie and stopped for a while to photo Eilean Donan Castle and to try to find a pub for a meal but no places available. Drove on to Clunie Inn, Glenshie on the A87 Kyle of Lochalsh to Invergarry road. I had a pasta and beer there then drove on to Invergarry where it was raining and headed north to Fort Augustus to find somewhere to park up and sleep in the car and close to my next climb in the morning. There's a large car park near the canal locks so parked well back from the road at 22.00 and slept.

Day 8 Wednesday 16th August

69509 (1005 miles from home)

Woke at 06.30 and used the car park toilets, washed and changed then went in search of breakfast at 07.00 but no café's open until 09.00 so bought from the Spar shop, the only place open then moved the car to their car park and unloaded the bike for the first climb. Cycled around the head of Loch Ness then began the road rise to a viewpoint over Loch Ness on **General Wade's Military Road UKD 027**. 389m



from the south west 7.4km. A few other cyclists heading up here too. Later on drove south following the Great Glen through Spean Bridge and busy Fort William then over Ballachulish Bridge for the Oban road to Connel and headed inland for Dalmally taking the Inveraray road but parked opposite Kilchurn Castle (photo stop) to cycle **Taynafead UKD 059** from the north, only 2.2km at 213m height. This was another 50th anniversary ride for me as I had cycled the south side from Inveraray in 1973. This was an easy climb from this side and didn't take long. Today there were some roadworks taking place but no hold up as almost traffic free along here. The top is in a clearing with ferns and wooden fencing but no point of interest. Down again to the car then drove back and over the top into Inveraray. The plan now was to head east for Arrochar and cycle Rest and be Thankful UKD 060 even if cycled previously 50 years ago. From there to Loch Lomond and east but the plan was scuppered as there had been a serious road accident on the road

east from Inveraray and a long build up of traffic. Nothing else for it but to head back over from where I came to Dalmally then head east from there through Crianlarich to Lochearnhead and just north of Callander headed west for the Trossachs. Parked up in a lay-by just south of Trossachs Hotel and cycled over the well wooded good surface road to the board at the top of **UKD 052 Duke's Pass** in Achray Forest 250m, Trossachs to Aberfoyle. From the north it's 4.6km. then down the other side to Aberfoyle and returning to negotiate two hairpins and back over from the south 3.9km to the car. From there, driving back over and took the narrow road past Loch Ard to Stronachlacher and parked up to cycle down to Loch Lomond at Inversnaid. This is a narrow road with passing places but there was hardly any traffic. From the end of Loch Arklet the road descends steeply to Inversnaid Hotel. This is a big hotel and through the windows I could see plenty of older people relaxing in the armchairs – I say old people but I may be older than some of them! It's a large whitewashed building and probably a feature from any boat plying Loch Lomond. I stayed at the metal jetty for a while for photo shots and taking in the scenery up and down the loch with the sun



low in the sky. **UKD 051 Loch Arklet Dam** 156m SW 2,8km from Innversnaid. Making my way back up the road. It's steep – maybe 15% - but not a difficult climb. Passing the dam at the end of Loch Arklet and photos I was on level ground on the long road back along the loch.

Driving back through Aberfoyle and looking for somewhere to eat but nowhere suitable for a take-away so continued on and took a left turn for Callander. In the town I bought sandwiches and wine from the Co-op then headed north in darkness for Loch Tay. I missed the turning by a garage and turned back along Glen Docherty. Finding the turning and a few minutes later parked up for the night at the village hall car park in Killin before Loch Tay. Slept well in the reclined passenger seat, well away from the road and in total darkness. Wonderful starry night sky with Milky Way stretching across the whole sky. A very quiet and peaceful night's sleep - accommodation not always needed!

Day 9 Thursday 17th August 69773 (1268 miles from home)

Awake at 07.00 and moved the car to the roadside of the village hall car park in case of other people parking later. Had food in the car to make up breakfast then used the village toilets and changed then drove off in search of the road for Kenknock but this was far too narrow to continue along. I would hate to have met a local tractor along here! At the first safe place I turned the car and went back the same way. The first planned climb of the day from Kenknock to Pubil – UKD 042- would have to come later in the day. My objective now was to cycle the Ben Lawers challenge. Found a suitable parking place at the foot of the south side of the climb to **UKD 043 Ben Lawers** 555m, from



Ben Lawers, Callander UKD 043

the south 7.5km then unloaded the bike to start an immediate steep section of fairly good surface road between high ferns to reach a clearing after 0.5km then a series of bends ever upwards. On the way there was a digger on the road where men were using it to knock in wooden posts. Anybody wanting to drive here wouldn't be able to get past but no problem on a bike. Over a cattle grid then a brown sign on the left indicating the entrance to Ben Lawers national nature reserve, leading to the dam before the reservoir. Following the reservoir is a stone cairn off to the right, indicates the top of the road. From there down to Bridge of Balgie 7.0km. Over the stone bridge was the waymark post at the head of the road and indicated on it was a cafe a short distance to the east (right) so went for it. So glad I did because the lady at the Glenlyon Tea Room was so welcoming and ready to feed me! I had a full fry up and coffee that kept me going for hours afterwards. This is also a quaint, basic post office. It was great to talk with the locals and

other cyclists came in too. From there I returned back over to Loch Tay, 7.5km. Reaching the car I drove through Fearnan then off to the left and left again on narrow roads to Glen Lyon and followed the riverbank to Bridge of Balgie then continued the same way to Pubil hamlet at the head of Loch Lyon and the dam. Unloading the bike I cycled 3.6km to **UKD 042 Lochan Learg Nan Lun** 505m, a large boulder to the left of the roadside marks the top then down to Kenknock. The road down to Kenknock is well pot holed and not suitable for traffic as also loose stones in places and two large metal gates to open with warnings that if they are not properly closed after passing through then the landowner will lock them permanently. For me though, no problem as there are side gates for walkers and cyclists. Back up 4.5km from Kenknock. I noticed the wide pipeline that comes down to Kenknock from the south then over the valley floor and up hill to Loch Lyon. The way back up was tough because of the uneven road surface. Back to the car then headed east to the end of Glen Lyon then north through Tummel Bridge then Glen Errochty to the A9 at Clachan.

What I should have done was to cycle Trinafore Hill from the south at Trinafore rather than my planned route from the north at Dalnacardoch Lodge as I found out that the road from the north is closed because of repairs to the bridge over River Garry. I would attempt the climb of Trinafore Hill tomorrow from the south. I received a phone call at 18.00 from Kingussie accommodation to ask if they would be expecting me. It was well timed. I replied to say I would be there within the hour. I drove the A8 from there to Kingussie and easily found Greystones Guest House, Acres Road, Kingussie, PH21 1LA and had a meal at McInnes House Hotel on Newtonmore Road – burger, chips and a pint of local Tradewinds beer. Back to the hotel and enjoyed the sheer luxury of a bath with oils in an old Victorian bath. The annoying itches from midges a few days ago were being dealt with in my soak! I could feel the affect of the oil on my legs! Feeling really refreshed and clean I had a blissful night's sleep in a cosy bed that was well worth the accommodation price!

Day 10 Friday 18th August.

69834 (1329 miles from home)

Didn't need to take breakfast this morning as the evening meal was sufficient, however I did bring out my cereal and milk from the car so all I needed was to ask to borrow a bowl. I also had bananas so this will keep me going for a few hours. I wasn't in a rush to leave so had conversation with the other guests who were part of a group that were heading up to the Great Glen for a day's walk. Down into Kingussie then south on the old road for Newtonmore and on to the A9. Drove A9 heading south for Perth in good weather. I took the right turn off the A9 at Clachan then parked up near Trinafore at the foot of the road for **Trinafore Hill UKD 040**, retracing yesterday's road back up to Trinafore and parked up at the head of the closed road. From here there's an interesting road that winds steeply up to the radio mast and the conifer woods beyond where the top is marked by a snow pole at the right hand side of the road in front of the conifers. From there it's a long sweep downhill for 3.5km to the stone bridge close to the A9. I took some photos then made my way back up to the top of the hill. As I was leaving the workmen shouted after me because they thought I wanted to pass through and they would help. I waved back to them indicating I didn't need to pass. From there back over and down to the car and continued on heading south for Perth where there was traffic congestion. Once through continued on heading south west on A9 then took B934 for Dunning and parked up on Path of Condie road in the village to climb **UKD 047 Common of Dunning** 330m m N 5.3km. This is an interesting short climb leading on to the Ochil Hills. These are smooth featured hills with no villages on the climb, just a few farms, At the top is an honesty shop but the farmer was outside it this afternoon, I bought some locally made jam to take home. From Dunning to rejoin the A9 at the end of B9141 following a smelly refuse wagon that I just managed to squeeze past as the wagon was indicating right along the very busy A9 with no let up in traffic. My route now through Dunblane and onto the motorways heading home along M9, M80, A80, M73, M74 to Carlisle and the M6 and arriving home at 19.30.

70265 (1760 miles travelled and home)



Tarascon-sur-Ariège - Un BIG incontro non ufficiale

Che cosa mi piace nel fare parte di associazioni ciclistiche come Big Cycling, Club des Cent Cols e Monts de France ? Il fatto che si ha l'occasione di conoscere tante persone che condividono i tuoi stessi interessi e con cui puoi ritrovarti anche al di fuori degli incontri ufficiali per stare insieme e ovviamente pedalare con lo scopo di raggiungere i nostri obiettivi ciclistici. Se questo accade è perché si è creata una amicizia che spesso va oltre l'aspetto ciclistico.



Quando Laurence e Etienne hanno proposto di trascorrere una settimana a Tarascon-sur-Ariège dal 14 al 19 agosto ho esitato un attimo a rispondere perché avevo già in programma una settimana a Briançon con alcuni amici del Club des Cent Cols, dal 5 al 13 agosto (una altro incontro non ufficiale). Poi mi sono detto che era un peccato perdere l'occasione d'incontrare oltre a Laurence e Etienne anche Jean-Luc, Achim, Balázs, Hans, Christian, Dieter, Dominique Cathy, Marc e altri. Ho quindi accettato di partecipare con entusiasmo a questa nuova avventura. Il 5 agosto sono partito per Briançon e ho passato una settimana con gli amici Cent Cols in cui ho fatto 8 giorni di MTB con 268km e 9884m di dislivello. In questa settimana

ho valicato oltre 50 passi ad oltre 2000m di quota, direi un record. Il 13 agosto l'ho usato per il trasferimento a Tarascon, dove sono arrivato verso le ore 18 giusto in tempo per il primo di tanti aperitivi. Inutile dire che ero un po'affaticato, ma ovviamente ho fatto finta di essere in perfetta forma. A Tarascon ho alloggiato in un bungalow all'interno di un camping appena fuori dal villaggio. Un alloggio internazionale internazionale, con i francesi Christian e Jean-Luc, l'ungherese Balász e il tedesco Achim. Lì ci dormivamo e prendevamo la prima colazione, e qui saltano agli occhi le differenti abitudini alimentari. Gli aperitivi erano sempre presi sulla terrazza del bungalow della coppia belga Mayeur. L'aperitivo alcolico è uno degli aspetti tipici di questi incontri. La cena è stata fatta spesso lì e devo ringraziare Laurence per il gran lavoro fatto. Qualche volta invece siamo andati al ristorante del campeggio. Questi aperitivi e cene erano ben partecipate fino a 15 persone. Si capisce che il BIG è una vera associazione internazionale dal fatto che le conversazioni avvenivano in francese o inglese e a volte tedesco a seconda del contesto.



Ovviamente ho anche pedalato, qui ho usato la mia Trek Domane, una bici endurance che in 6 giorni di pedalate mi ha permesso di percorrere 415km con 10846m di dislivello. Ho pedalato a volte con gli altri ma a volte da solo perché gli obiettivi erano talvolta diversi, con Christian ho condiviso alcuni percorsi che prevedevano dei passi oltre ai BIG. Alla fine 8 nuovi BIG raggiunti, 33 passi e 1 Mont de France. E' stato un buon anno per i miei standard BIG, ne ho aggiunti 24 nuovi nel corso dell'anno, questo mi permette di avvicinarmi all'obiettivo dei 500 BIG che è il massimo a cui aspiro. Chissà che l'anno prossimo non ci siano altre occasioni di incontro e di pedalate.

Enrico Alberini BIG 506

Tarascon-sur-Ariège - Une rencontre BIG non officielle

Enrico Alberini

Qu'est-ce qui me plaît dans le fait de faire partie d'associations cyclistes comme Big Cycling, Club des Cent Cols et Monts de France ? Le fait d'avoir l'opportunité de connaître tant de personnes qui partagent vos intérêts et avec qui vous pouvez vous retrouver même en dehors des réunions officielles pour vous rencontrer et bien sûr rouler dans le but d'atteindre nos objectifs cyclistes. Si cela se produit, c'est qu'une amitié s'est créée qui va souvent au-delà de l'aspect cycliste.

Lorsque Laurence et Etienne nous ont proposé de passer une semaine à Tarascon-sur-Ariège du 14 au 19 août, j'ai hésité un moment à répondre car j'avais déjà une semaine prévue à Briançon avec des amis du Club des Cent Cols, du 5 au 13 août (une autre rencontre non officielle). Puis je me suis dit qu'il était dommage de manquer l'occasion de rencontrer non seulement Laurence et Etienne mais aussi Jean-Luc, Achim, Balàzs, Hans, Christian, Dieter, Dominique Cathy, Marc et d'autres. C'est donc avec enthousiasme que j'ai accepté de participer à cette nouvelle aventure. Le 5 août, je suis parti pour Briançon et j'ai passé une semaine avec mes amis des Cent Cols pendant laquelle j'ai fait 8 jours de VTT avec 268km et 9884m de dénivelé. Pendant cette semaine j'ai gravi plus de 50 cols à une altitude de plus de 2000m, je dirais un record. Le 13 août, je l'ai utilisé pour le transfert vers Tarascon, où je suis arrivé vers 18 heures, juste à temps pour le premier des nombreux apéritifs. Inutile de dire que j'étais un peu fatigué, mais je faisais bien sûr semblant d'être en pleine forme. À Tarascon, j'ai séjourné dans un bungalow à l'intérieur d'un camping situé juste à l'extérieur du village. Il s'agissait d'un hébergement international, avec les Français Christian et Jean-Luc, le Hongrois Balàzs et l'Allemand Achim. Nous y avons dormi et pris le petit-déjeuner, et les différentes habitudes alimentaires nous ont sauté aux yeux. Les apéritifs étaient toujours pris sur la terrasse du bungalow du couple belge Mayeur. L'apéritif alcoolisé est un des aspects typiques de ces rencontres. Le dîner y était souvent pris et je dois remercier Laurence pour le travail qu'elle a fait. Parfois, nous allions plutôt au restaurant du camping. Ces apéritifs et ces dîners réunissaient jusqu'à 15 personnes. Le fait que les conversations se déroulaient en français ou en anglais, et parfois en allemand selon le contexte, montre bien que le BIG est une association vraiment internationale.

Bien sûr, j'ai aussi fait du vélo, ici j'ai utilisé mon Trek Domane, un vélo d'endurance qui, en 6 jours de vélo, m'a permis de parcourir 415 km avec 10846 m de dénivelé. J'ai pédalé parfois avec d'autres mais parfois seul car les objectifs étaient parfois différents, avec Christian j'ai partagé quelques itinéraires qui incluaient des cols en plus des BIG. Au final, 8 nouveaux BIG ont été réalisés, 33 cols et 1 Mont de France. Ce fut une bonne année pour mes BIGs, j'en ai ajouté 24 nouveaux pendant l'année, ce qui me permet de me rapprocher de l'objectif de 500 BIGs qui est le maximum auquel j'aspire. Qui sait, peut-être que l'année prochaine il y aura plus d'occasions de se rencontrer et de rouler.



Quelques-uns de mes NATaCHAs 2023. Marc Séguy.

Sainte-Anne-de-Goiron

FRA-582.

Si actuellement c'est l'abbaye cistercienne de Silvacane qui se visite à La Roque d'Anthéron (commune des Bouches-du-Rhône), ce ne fut pas toujours le cas. En effet c'est au XI^e que la chapelle romane, terme de la montée à vélo, fut installée sur un ancien site païen et des pèlerinages sont mentionnés au XVI^e pour prier la sainte et intercéder en faveur de la pluie... quand même ! En ce début février, il fait très froid et je ne réclame aucune goutte d'eau ... même pas pour boire. A noter aussi la présence d'un monument à la mémoire de jeunes réfractaires et résistants fusillés en 1944. Touristiquement cela vaut le coup et par ce versant nord la montée est également assez physique.



NATACHA FRA-582

Des pèlerins prient la sainte (Sainte Anne de Goiron) pour intercéder en faveur de la pluie !



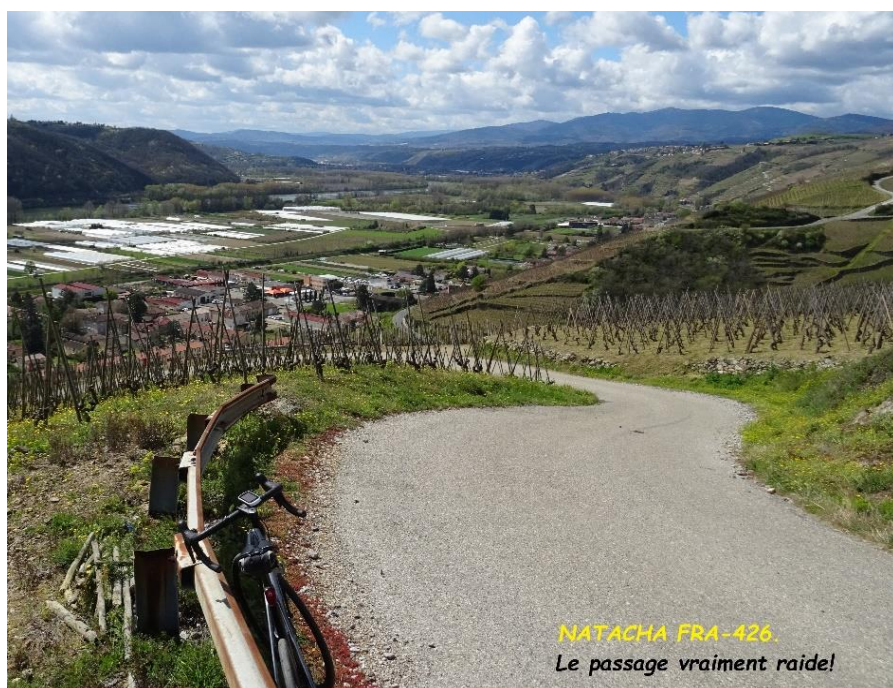
NATACHA FRA-582, la montée nord.

Montagne de Chabre FRA-568. En tant que voisin des lieux (village de Laragne-Montéglin dans les Hautes-Alpes) ma première ascension de "Chabre", comme on la désigne ici, date de 2000 ou 2001. Si le ballet coloré des parapentistes et des pratiquants du deltaplane est devenu fréquent dans la région, cela est à relier à l'organisation des championnats du monde de la discipline en 2009. La voie d'accès au site international de vol libre fut goudronnée sensiblement à la même époque. Pour en revenir à notre pratique "vélo", il faut savoir qu'au cœur de l'hiver quelques virages bien à l'ombre sont dangereux et qu'à la belle saison on y rencontre des

véhicules de pilotes de delta. Je n'emploierai pas le mot route pour désigner cette voie parfois étroite ! Les 2,5 derniers km sont physiques ; tout au bout on aperçoit la table d'orientation et n'hésitez pas à y grimper à pied même si c'est caillouteux, la vue est très belle, cela vaut vraiment un petit déplacement de 100 m tout au plus !! Une dernière précision : aucun risque de vous perdre même si la lecture du toponyme de l'unique hameau de la montée pourrait vous le faire croire : Pomet !



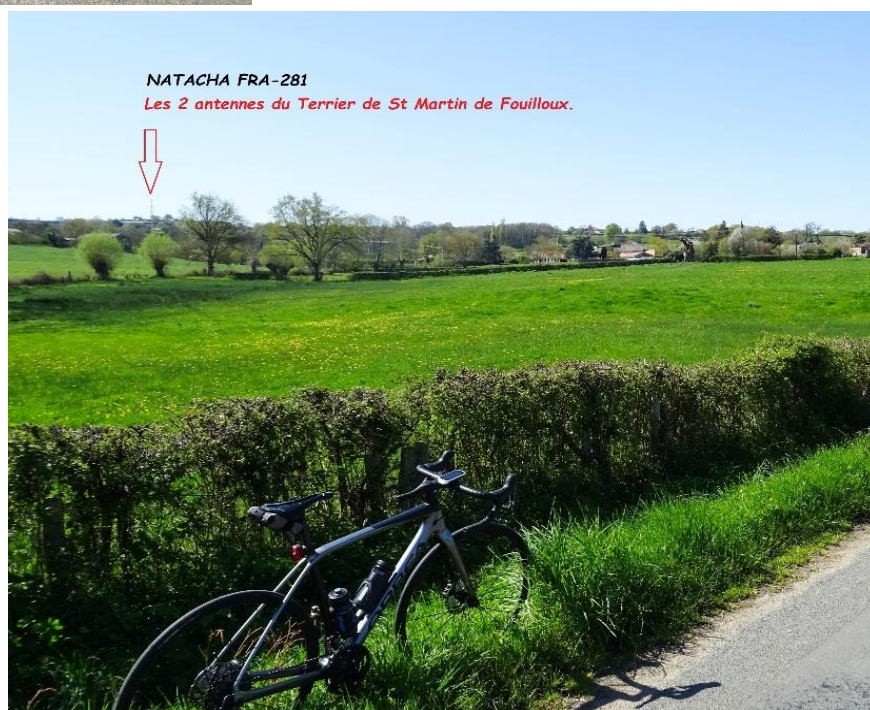
La superbe vue depuis la table d'orientation du NATACHA FRA-568.



NATACHA FRA-426.
Le passage vraiment raide!

Le Mur de Fayence FRA-629 ou Val d'Enfer FRA-437 (depuis Guilherant-Granges près de Valence dans la Drôme) sont de petites vacheries très courtes, bien musclées mais néanmoins pas très difficiles à grimper contrairement au raidar du 2ème kilomètre de Côte Brune- FRA-426, ce chemin goudronné pour tracteurs grimpe parmi les vignes : on s'extrait d'Ampuis (au S.O. de Vienne), les parcelles superbement entretenues se succèdent et cela durera ainsi jusqu'au terme. Le moindre are de terre est consacré au sacro-saint breuvage français.

Le terrier de Saint-Martin du Fouilloux FRA-281, (département de Maine et Loire) est une aimable montée qui culmine royalement à 272 m. Pourquoi terrier ? Dans la région cela signifie "monticule de terre", l'image est on ne plus juste. Si vous souhaitez inclure ce Natacha dans une sortie plus longue, il faut noter que tout autour le paysage est vallonné, assez casse-pattes mais vraiment agréable à parcourir : le vert tendre de ce mois d'avril, la surface d'huile des étangs, la circulation réduite rendront votre balade paisible. Un plus, n'est-ce pas ?



NATACHA FRA-281
Les 2 antennes du Terrier de St Martin de Fouilloux.

- Les **Natachas bretons** relèvent tous ou presque de la catégorie tourisme. La distance à parcourir est si courte que la durée de la sortie devient ridicule par rapport au temps nécessaire pour descendre le vélo du porte-vélo, se préparer puis raccrocher la bécane. Alors comment ne pas allonger la sortie, profiter des appas du printemps (dans mon cas) ou s'imprégner des couleurs, et pourquoi pas des odeurs. Mais attention les fleurs de colza ou celles des ajoncs, l'emblème de la Bretagne, ne sont pas les seules plantes à parfumer fortement l'air ... les exhalaisons pestilentielles de lisier sont fortement présentes, hélas !

Et les 2 montées îliennes : Belle île en mer et Ouessant. J'avais choisi de les visiter autrement et de ne pas payer pour le transport en ferry de mon vélo. Sachez que le coût de la location d'une machine de base surtout si vous précisez que la durée de celle-ci n'excédera pas une demi-heure est presque risible : 5 € dans un cas et 3 € dans l'autre.

Dans les Pyrénées-Orientales, le Conflent, dominé par le Canigou au sud, propose un dépaysement assuré avec le fond de la vallée, comme le *col de Roque Jalère FRA-734* ou carrément sauvage comme celui de *Palomère FRA-743*.

Mais la Haute Cerdagne, culturellement rattachée à la Catalogne, recèle un petit joyau : *Err-Puigmal FRA-739*. Aucune ressemblance avec une grosse station de sport d'hiver. C'est un domaine skiable qui n'a pas défiguré la montagne. Et cerise sur le gâteau, la montée se termine par une piste goudronnée de 3,5 km interdite à tout véhicule à moteur. Et il est qualifié "d'éco-responsable", une belle évolution n'est-ce pas ?



*Err-Puigmal, NATACHA FRA-739,
La très belle montée depuis Saillagouse.*



La Bastille, NATACHA FRA-491.
L'avant dernier virage

*La Bastille FRA-491. (dans Grenoble)
Ce ne fut pas Waterloo, non, non mais ce
ne fut pas Arcole (Merci J.Brel)
Ce fut l'heure où l'on regrette de s'être
passionné
Pour la très belle et ultime étape du
Dauphiné.
Pour moi il n'y eut dans ce bref effort un
peu fol
Aucun assaut précipité, tout juste une
gestion fine
Pour terminer bien, bien vidé mais bourré
d'endorphines.*

*La Bérarde FRA-538. Voilà déjà longtemps, très longtemps qu'on m'avait parlé en termes élogieux de cette vallée
de l'Isère où coule le Vénéon. L'absence de cols routiers est l'unique cause de cet "oubli". J'ai à présent engrangé
de belles images et je ne regrette pas du tout cette sortie que ce soit pour les hameaux traversés ou les deux
verrous assez physiques à passer. N'oublions pas surtout la mythique barre des Écrins en ligne de mire pendant
une bonne dizaine de kilomètres, quand même !*



La Bérarde, NATACHA FRA-538
C'est le Vénéon qui coule au fond de la vallée.



Un peu au delà du NATACHA Plan du Lac FRA-501.

*Si vous recherchez une ascension qui vous ravira sur l'instant et vous fera rêver, je vous conseille le **Plan du Lac FRA-501**. Bien sûr, je l'ai réalisée en juin, par un jour de grisaille prononcée et par conséquent une fréquentation réduite sur cette ancienne route pastorale. Ce panorama à 360° c'est un concentré de beauté au cœur du massif de la Vanoise, mais pour en profiter davantage n'hésitez pas à dépasser le parking de Bellecombe et à vous hisser à la cote 2380, au-delà du petit lac et de ses reflets argentés en période de fonte des neiges. Je dirai également que, sportivement parlant, cette montée n'a pas grand-chose à envier à son célèbre voisin l'Iseran, mais surtout que l'intérêt touristique me semble vraiment supérieur*

Il aurait pu être beau mais il ne fut que joli ce ... *col du Joly FRA-472* situé exactement entre Savoie et Haute-Savoie. Bon d'accord je vous l'accorde c'est un peu facile.

Je m'explique. Pour commencer ce n'est pas un "plus de 2000 m" : le dénivelé, 1220 m, est conséquent, certes mais il manque le petit quelque chose, 11 m, pour jouer dans la cour des grands. Je pinaille, c'est vrai. Ce qui fait défaut aussi c'est le côté sauvage des lieux : carrément trop de chalets pendant les deux tiers de la montée. Quant à la circulation (un dimanche, hélas oui !), elle m'a obligé à une vigilance qui agit au détriment du plaisir de la contemplation : il faut savoir qu'au sommet ce sont de nombreuses pistes qui s'offrent aux marcheurs ou aux vététistes et la tentation de se hisser en bagnole est forte.



"On lâche rien", c'est la première inscription lue dans la montée de *L'Ermitage (Notre-Dame des Mines) FRA-388*, située dans Alès. Et à 4 ou 5 reprises on la retrouve en lettres blanches avec une petite correction : "on ne lâche rien". Quant à l'accent circonflexe de "lâche"... allons ne soyons pas trop exigeant tout de même. Bref, vous imaginez bien que je fus touché par cet encouragement jusqu'au moment où je vis "ni 63 ni 49"... traduisez "ni 63 ans ni 49.3, article de la constitution !". Voilà comment sans mettre pied à terre on tombe bien bas.

En outre cette grimpe parfois rude d'ailleurs, est nommée "promenade de l'ermitage": n'allez pas imaginer un seul instant qu'une aimable balade, une échappée belle, une courtoise flânerie vous attend.

Et si comme moi vous l'abordez par 31° vers 14h "ne lâchez rien du tout même si vous avez plus de 63 ans !".



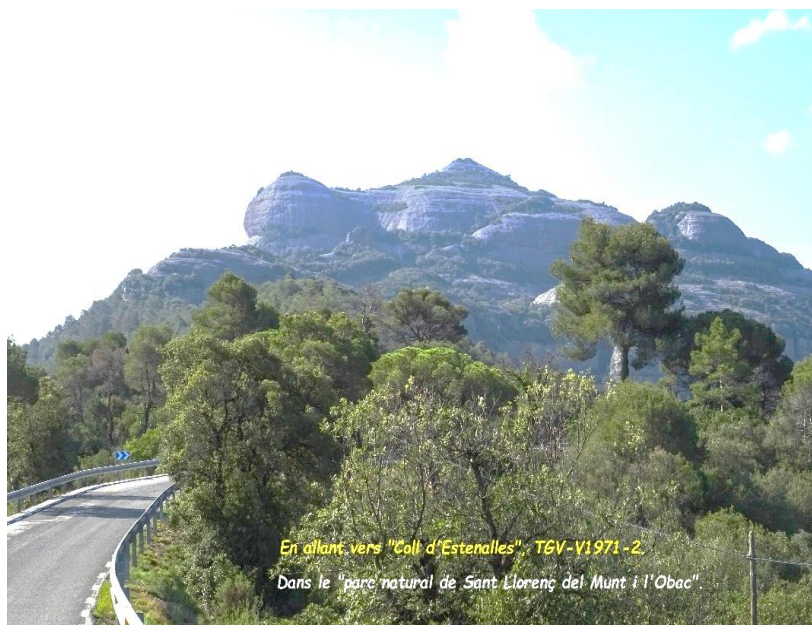
Si je vous dis "bagatelle" vous pensez babilole, bricole, futilité et sûrement aussi frivolité ou badinage. Bon je passe sur des synonymes bien plus croustillants. Quand au pied du **Truc de Montaigu- FRA-382**, j'ai lu "chemin de la Bagatelle" et connaissant le rude profil de ce truc, j'ai trouvé la plaisanterie saumâtre pour le moins. Bon je n'en étais qu'aux préliminaires, si je peux dire, car sur la dernière portion j'aurais presque pu m'écarter avec la "bergère", ça vous étonne n'est-ce pas ? Mais je devais manquer de lucidité car en réalité le final se nomme "Pergère" sans aucun "b" voyons Marco ! Et voilà comment je fus mortifié (ou presque) en passant le col de La Croix !!! Je délire et je ne vous ai rien dit sur la montée, en effet. Le final est de qualité très moyenne, mais allez tout de même découvrir la superbe vue au sommet sur une partie du Val d'Aigoual.

- Quelques-uns de mes TGVs 2023. Marc Séguy.



En Espagne. Pour une reprise de contact avec la haute montagne ou presque, *Collado de Toses TGV-T1957-3* et *coll de la Creueta TGV-V1982-2*, offrent la possibilité de refaire tourner les jambes et de retrouver des habitudes de pédalages spécifiques : des montées assez régulières et sans gros pourcentages. Si le final du premier est quelconque, et qu'il est très fréquenté par les motards, le second nous laisserait facilement croire qu'on a dépassé les 2000 m, la végétation arbustive se faisant très rare.

En Espagne. Les routes menant au *Puerto de Can Massana / Coll de Can Maçana TGV-V1969-4* et au *Coll d'Estenalles TGV-V1971-2* sont toutes les deux situées dans des parcs naturels, elles sont très agréables à parcourir, de très bonne qualité et les occasions de faire des photos sont nombreuses.



Notre Dame de Lorette FR 010

LIEU DU PIED : ABLAIN-SAINT-NAZAIRE
 ALTITUDE DU PIED : 86M
 POSITION DU PIED : 50.39203 / 2.71791
 SOMMET : 173M
 DÉNIVELÉ : 87M
 LONGUEUR : 1.4 KM
 % MOYEN : 6.2 %
 % MAXIMUM : 10 %

En écumant les Natachas du Haut de France, le Natacha FR 010 était un passage obligé.

Je m'attendais à y trouver une chapelle, voire une croix, coiffant le sommet de la colline et qui devait peut-être accueillir un lieu de pèlerinage.

Ma surprise fut totale d'y découvrir le plus grand cimetière militaire français. 40 058 corps y reposent dans des tombes individuelles.



Il est intéressant de s'attarder un peu sur l'histoire du site.

La colline de Notre-Dame-de-Lorette doit son nom à un oratoire du XVIII^e siècle. Très vite les pèlerins y affluèrent. Il fut détruit lors de la Révolution française. Les habitants de la région vont y reconstruire une chapelle. Celle-ci sera détruite à nouveau lors des combats de mai 1915.

En effet d'octobre 1914 à octobre 1915, la colline de Lorette, située sur le territoire d'Ablain-Saint-Nazaire, fut l'objet de luttes farouches entre l'armée française et l'armée allemande. Cette

position dominante, qui s'élève à 165 m d'altitude, offre un observatoire exceptionnel sur le bassin minier au nord et la plaine d'Arras au sud. En

une année, 188 000 soldats, dont 100 000 français, sont morts pour défendre ou prendre « l'éperon de Notre-Dame-de-Lorette ».



Au sortir de la grande guerre, l'état français ne veut pas financer la construction d'un édifice religieux en ces lieux (séparation de l'état et de l'église oblige).

On sollicita dès lors la générosité des familles des soldats morts lors de la campagne d'Artois pour financer le projet. Les sommes récoltées furent telles que l'on put construire non pas une chapelle mais bien une basilique de style romano-byzantin. Avec le surplus, les familles décidèrent de financer un cimetière pour les soldats allemands.





L'architecture singulière de l'Anneau de la Mémoire, comme posé à flanc de colline, est l'œuvre de Philippe Prost. L'Anneau fait plus de 345 mètres de périmètre dont 56 mètres en porte-à-faux au-dessus du vide. Cette forme unique évoque la fraternité, à la manière d'une ronde d'enfants qui se tiennent la main. Alors que le porte-à-faux rappelle l'équilibre fragile de cette paix retrouvée.

Depuis 1927, une Garde d'honneur veille à entretenir la mémoire des combattants de la bataille d'Artois. En 2022, celle-ci comptait 4271 membres. Elle assure une présence de ses membres au sein de la nécropole nationale du 1er mars au 30 novembre. Les gardes s'engagent donc, principalement, à assurer cette mission, ce qui se traduit en pratique par une journée de présence sur les lieux.

Les bas des murs de l'église sont recouverts par des plaques de marbre. L'une d'elle rend hommage à François Faber, vainqueur du Tour de France en 1909 et mort au combat en Artois.



L'ascension en 4 photos



ENDURING THE PIC DE CANIGOU IN THE FRENCH PYRENEES Gerard Meijering



After completing all the mountains in the Alps last year, the idea of my mountain conquest was to cycle from the central part of the Pyrenees where I already cycled in the past, to conquer all the relevant mountains in the Pyrenees east of that area within 15 days. We are not only talking about the French part, but also the Spanish side and the mountain state Andorra, which is nicely wedged in between. That's a total of 40 mountains, leading to a finish in Carcassonne! The idea was to 'comb' the mountains in that area from a campsite and then go to the next campsite towards the east.

Realistic?

Not a clue
since
moving

(taking down the tent, looking for a new campsite, etc.) takes a lot of time.

I occasionally arrived late at the campsite or left early, had physical setbacks (intestinal problems, lack of appetite), and had to take shelter from thunderstorms. In short: it was with great effort and difficulty, but I succeeded! On the 15th day, after the 40th mountain, I managed to reach the idyllic stronghold of Carcassonne. I had to cycle about 1500 km for this, including 39 km altimetres. In this wide stretched mountain area many extraordinary mountains close to each other are



awaiting.

The mountain I almost didn't climb was Pic de Canigou (BIG 364) with Refuge des Cortalets as final destination.

The distance is 25 km with 1800 altimetres. The first 10 km on asphalt was doable despite the heat. However, afterwards the road surface changed into a rocky mountain bike path where you had to make your way over loose boulders. Even though I had my MTB with me, the rocky, rough path



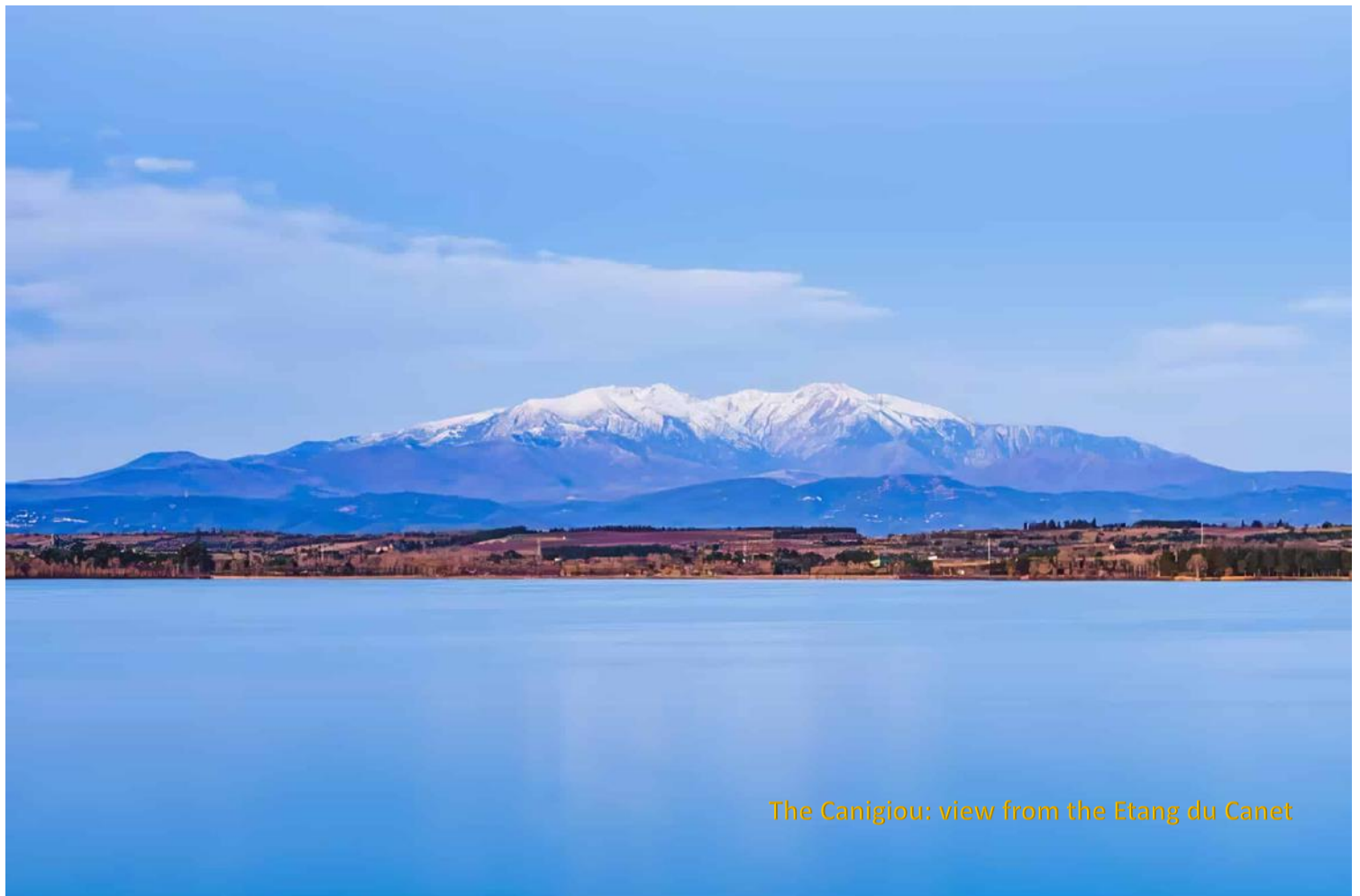
was barely passable. A speed of 3 to 4 km per hour did not really make any progress. You still had to be careful not to fall over. Quite dangerous with the ravine next to you. I had to walk major parts of the route. I often wondered what I was

doing and whether I actually liked it. I knew the answer, but you don't turn halfway and realize that you can't claim that mountain. Ultimately, I managed to reach the top in about 4 hours. The refuge was a nice shelter from the cold rain and approaching thunderstorm and a place to regain strength while enjoying a sugary cola.

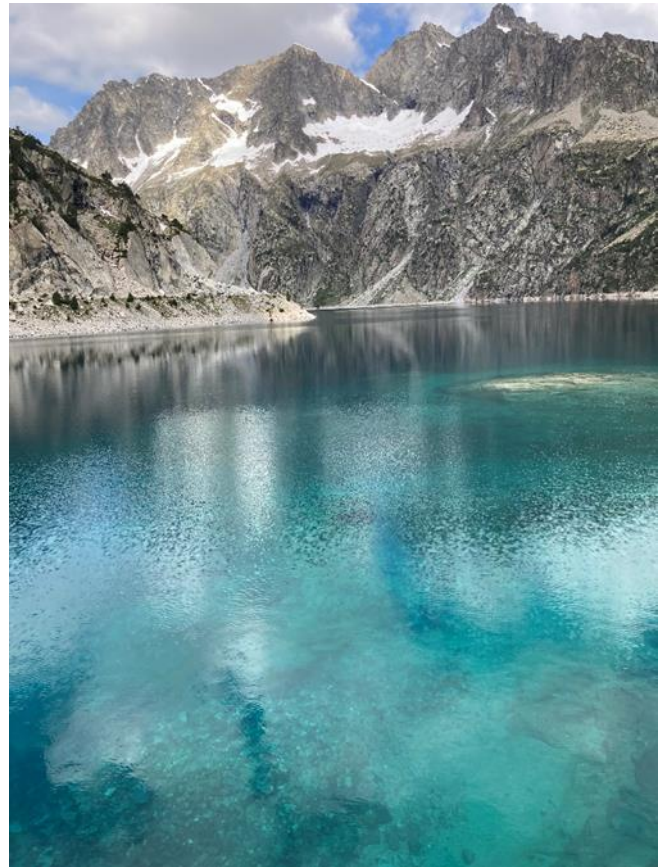
Descending over that pavement was also quite an undertaking. The bartender at the refuge told me that there was a longer, less steep and rough road. Following the bartender's advice, I took that unknown path. Not much later the phone turned off due to an empty battery. Well, if there were junctions on the route and my navigation didn't work, it became a very difficult and ominous journey through rugged nature. I was terrified that I would end up in the wrong valley and have to detour for miles to get back to my car. How happy I was that after kilometers of descent I had taken the right route and eventually returned to civilization.

I don't know how other BIG'ers experience it when they cycle on a very long, steep road, but sometimes I end up in a trance and get all kinds of associations with Jesus Christ's crusade on the Via Dolorosa. The self-chosen suffering you have to undergo to reach the end goal!

To ease the suffering, I imagine that top athletes also had to give everything. To enlighten my burden, I imagine they have to work for me. It helps me to divide the difficult journey into parts. That starts at 10 km before the top where I imagine that speedskater Sven Kramer will fight for me. At 5 km before the top, runner Sivan Hassan can do it for me. Just like the 1500 m. At 1 km before the top I cycle under the imaginary red triangular cloth. At 400 meters hurdler Femke Bol can take over the baton, after which ex-top sprinter Daphne Schipper can complete my heavy slow meters over the steep road for the last 200 meters. Once you reach the top, the suffering is over. After taking a breath, enjoying the view and descending, a new goal arises. On to a new adventure!



The Canigou: view from the Etang du Canet



Other photos from my trip

Andorra la Vella

Lac d'Aumar

Refuge des Cortalets

Pont de Cabus



Salade de Natachas

Daniel Gobert

Seulement 2 BIG dans l'escarcelle cette année 2023. Je n'avais plus vu ça me concernant depuis le début des années '90. Par contre, nous nous sommes amusés à déguster une jolie salade de 38 natachas éparpillées dans 6 pays différents avec plus de 10 voyages.



NAT-BEL

Nous avons comme objectif commun, en couple, Nathalie et moi-même de devenir finisher (100 sommets) de la Natacha belge en même temps. Nous avons donc aménagé un programme qui permet à ma dulcinée de réduire son retard petit à petit. Nous avons fait 5 étapes dans la natacha belge cette année.

Au nord de chez nous, dans le froid hivernal, le 4 février, nous avons conquis la sente montante de **Hauthem** et le final de la course professionnelle du Hageland sur les pavés hirsutes de la **citadelle de Diest**.

Une deuxième étape hivernale nous mènera en brabant flamand où Nathalie étrennera le **Bruine Put** et où je ferai le bon versant du **Kuiperenberg**, déjà grimpé en parallèle ... 30 ans auparavant.



Nous profitons ensuite du printemps pour visiter les confins orientaux du pays dans la zone germanophone vers la **Tour Eifel (Eifelturm)** précédée d'un magnifique lacet boisé et la très dure **Bergstraße Feckelsborn** où le petit plateau fut de mise presque tout le long de l'ascension.

Troisième épisode belge toujours à l'est du pays mais plus au sud avec la très arborée **Forêt d'Anlier** au



départ de Martelange et la jolie **côte de la Maison Blanche**.



Enfin, le jour fatidique avec ce fameux 25 juin quand, juste après avoir pris quelques photos devant le champignon du Tiegemberg, j'ai pris un cycliste flamand sur le dos et en pleine face, déclassant mon



vélo et m'octroyant une fracture de la pommette, une ouverture de l'arcade sourcillière, le plateau avant ancré dans mon mollet droit et les tissus de mon épaule gauche prenant trois mois pour retrouver leurs fonctions antérieures

NAT-NED

Le 17 août, je file en solo pour obtenir le titre de half-finisher des Pays-Bas. Nonante minutes de route depuis mon domicile et me voici à pied d'œuvre dans la Bergstraat du **Sweikhuizerberg** que je grimpe aisément jusqu'à l'antenne

Quelques kilomètres plus loin, je peux profiter de la courte mais très jolie montée boisée vers le site sportif du Watersley.

Je reviens alors à la voiture et je file à la frontière allemande, me stationnant au parking prévu avant la piste cyclable.





J'obtiens donc ma 25^e natacha hollandaise dans un environnement bucolique parcouru par de très nombreux cyclistes dans le **parc national du Meinweg**. Le plus difficile est de situer le sommet avec précision car tout ici se ressemble.

NAT-LUX



Le jour de la forêt d'Anlier en partant de Martelange, nous en avons profité pour ajouter deux luxembourgeoises à notre panier. D'abord la **côte de Belle-Vue** dans un quartier haut de la ville frontalière et le village perdu dans un vaste panorama de **Holtz** au retour.



C'est en fin de saison, en automne, par contre, que nous avons parcouru un des plus beaux tours luxembourgeois de ma vie.

Dans la ville de Wiltz, en flirtant avec ses jardins suspendus, la pente de **Um Knupp** nous fait ahaner. Un serpent bucolique aux accents montagnards nous mène jusqu'à la **Chapelle Saint-Donat**. Le très long **Kaundorf** nous montre le visage familier du Grand-Duché et enfin l'arboré **Bohey** nous ramène à la voiture. Le stade half-finisher luxembourgeois n'est plus qu'à quelques unités. Ce sera pour 2024.

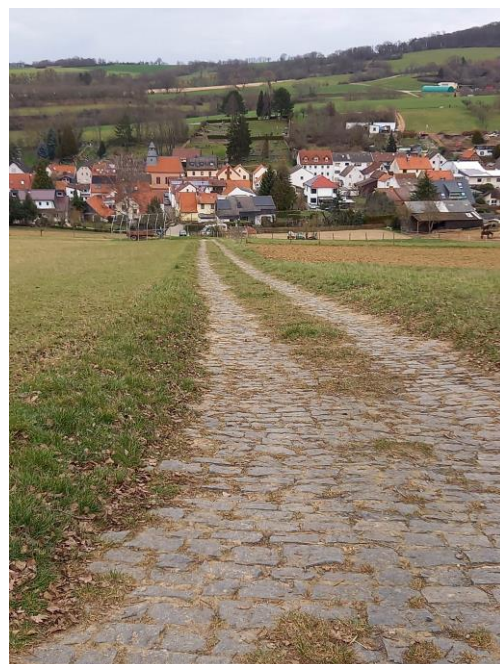
NAT-DEU



Quoi de mieux que profiter d'une AG en Allemagne pour vaincre des natachas allemandes. Avec le groupe d'abord, dans un froid de canard dont Lina se souvient, on gravit **Melikobus** où le groupe profite de la plateforme de la tour pour la photo d'usage devant un large panorama. Puis, **Neunkircher Höhe** agréable, et **Frankenstein**, atteint sans horreur, sont au menu.

Puis après l'AG, c'est avec Axel que sous un déluge bien de saison, on devient lauréat de la tranchée pavée du **Mauer von Raibach**, du très joli château **Burg Breuberg** dont Axel tint absolument à atteindre le sommet du sommet puis du pluvieux **Eilenkopf** et enfin de col du **Martinshöhe**.

Je compte bien atteindre les 100 natachas allemandes en 2024.





Nous logeons au bien nommé Hôtel de l'Ours dans les Vosges du Nord et avant le retour, on fait une boucle via le **Rocher de Dabo** et ses nombreux visiteurs, puis la boucle forestière du **col des Pandours** et finalement, en suivant une route phénoménalement exempte de tout trafic automobile pour atteindre le **Hengst**, muni de

NAT-FRA

Les vacances estivales donnent l'occasion de rapidement faire un tour dans les Vosges à trois heures d'autoroute de Namur. Sur le chemin, on grimpe d'abord solidement (mur réel) puis en tremblotte (pavés du château) au magnifique et insoupçonné **château de Malbrouck**, peu après l'entrée dans l'hexagone. Un peu plus au sud, on domine la ville de Metz avec l'ascension du **Mont Saint-Quentin**. Et on termine la journée au touristique Mont Saint-Odile avec un bien sympathique cyclo français nous accompagnant dans toute l'ascension.



panneaux cyclos avec mentions chiffrées de la Montée du Windsbourg. Que c'était joli et paisible !

Seconde excursion française, bien plus au sud, où nous séjournons à Argiliers (Uzès) lors des vacances d'automne. Une montée classique d'abord au village de **Poulx** en partant d'un superbe pont ; un mur menant à l'**Ermitage de Notre-Dame des Mines** ensuite, un col de moyenne montagne avec le **col de la Baraque** et surtout, près des Baux-de-Provence, le formidable **Plateau de la Caume** et sa route forestière réservée aux cyclistes et piétons.



NAT-ITA

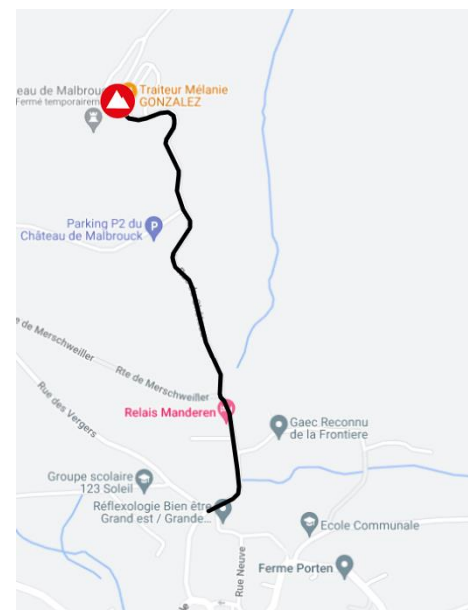
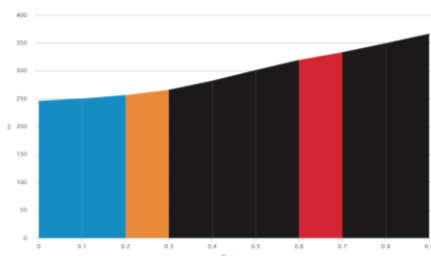
Enfin, nos vraies grandes vacances au Piémont, grâce au soutien de Luigi Spina et Cecilia Torelli (Luigi m'a prêté son vélo puisque le mien avait été brisé), nous ont permis à part les deux cols du BIG (merveilleux **Nivolet** et médiatique **Braida**), de grimper vers deux édifices religieux régionaux avec Superga, ascension très connue des Turinois et le Santuario di Prascondù en suivant une route pittoresque traversant des villages anonymes et atteint au prix d'une dernière rampe (photo).



FRA-108- Château de Malbrouck

Pied : Manderen-Ritzing
Altitude du pied : 245 m
Sommet : 366 m
Dénivelé : 121 m
Longueur : 0.9 km
% max : 19.8 %

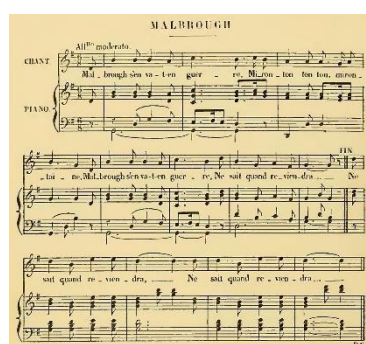
Un épouvantail : on frôle les 20%. Les 600 derniers mètres vous font grimper de 100 m. A ce jour, nous comptons 4 lauréats dont une femme, Nathalie George. Bravo



Pour ceux qui n'ont pas le souffle coupé, vous pouvez toujours chanter à tue-tête :

Malbrough s'en va-t-en guerre,
Mironton, mironton, mirontaine,

Malbrough s'en va-t-en guerre, Ne sait quand reviendra. (bis)



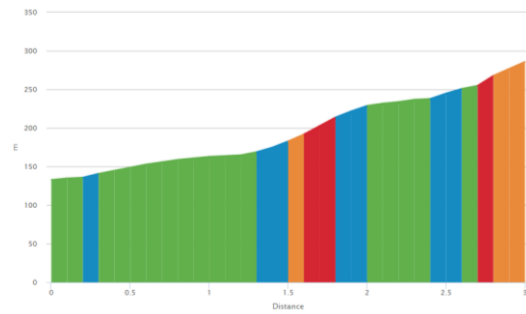
Un peu d'histoire

Le château de Malbroeck est construit sur un éperon rocheux dominant la région et le village de Manderen par la volonté d'Arnold VI seigneur de Sierck en 1419 et achevé en 1434, année où le château est déclaré en mesure de soutenir un siège, et mis au service de l'électorat de Trèves.

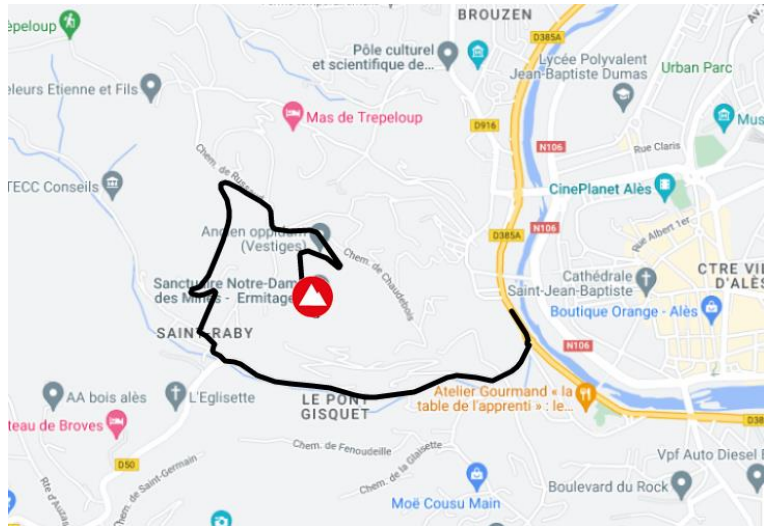
Initialement dénommé château de

Mensberg (en allemand *Schloss Meinsberg*), son surnom lui vient du duc John Churchill de Marlborough, immortalisé dans la chanson populaire *Malbrough s'en va-t-en guerre*. Ce dernier y a brièvement installé ses quartiers le 3 juin 1705 lors de la guerre de Succession d'Espagne avant de se replier sur Trèves deux semaines plus tard.





Lieu du pied : Alès (Rochebelle)
 Altitude du pied : 133m
 Sommet : 286m
 Dénivelé : 153m
 Longueur : 3 km
 % maximum : 13 %



La chapelle est située sur la colline de l'Ermitage, un bloc de calcaire jurassique culminant à une altitude de 291 mètres, surplombant la ville d'Alès de 150 mètres.

On accède au belvédère, situé au sommet, qui est un point de vue remarquable sur les Cévennes et le Bas-Vivarais, par une route bitumée.

Notre-Dame-des-Mines a été bâtie sur l'emplacement d'un ancien oppidum, par les moines du prieuré de Saint-Germain-de-Montaigu, aux XI^e et XII^e siècles pour accueillir les moines devenus vieux ou infirmes. A cette époque, la colline de l'Ermitage s'appelait Saint-Julien-des-Causses.

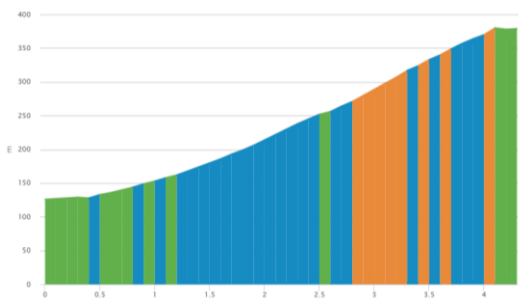


Les moines ayant abandonné le sanctuaire en 1561, ce dernier fut ruiné pendant les guerres de Religion.

En 1675, l'évêque de Nîmes autorise un ermite, le frère Jean Salomon, à s'installer dans les bâtiments en ruine ; celui-ci donnera le nom d'Ermitage au lieu.

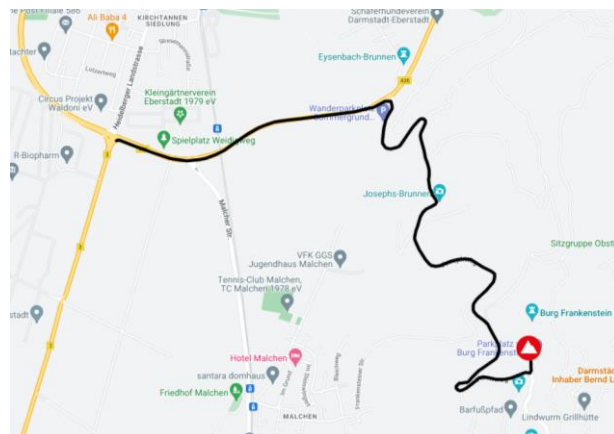
En 1874, l'édifice prend le nom de Notre-Dame-des-Mines, en relation avec l'activité minière du bassin d'Alès. La statue en fonte de la Vierge, haute de 5,15 mètres, fut offerte et dressée par les forges d'Alès.





L'ascension en forêt nous mène au château. Promenade agréable ne présentant pas de grosses difficultés

Lieu du pied : Eberstadt
Altitude du pied : 126m
Sommet : 379m
Dénivelé : 253m
Longueur : 4.3 km
% maximum : 10 %

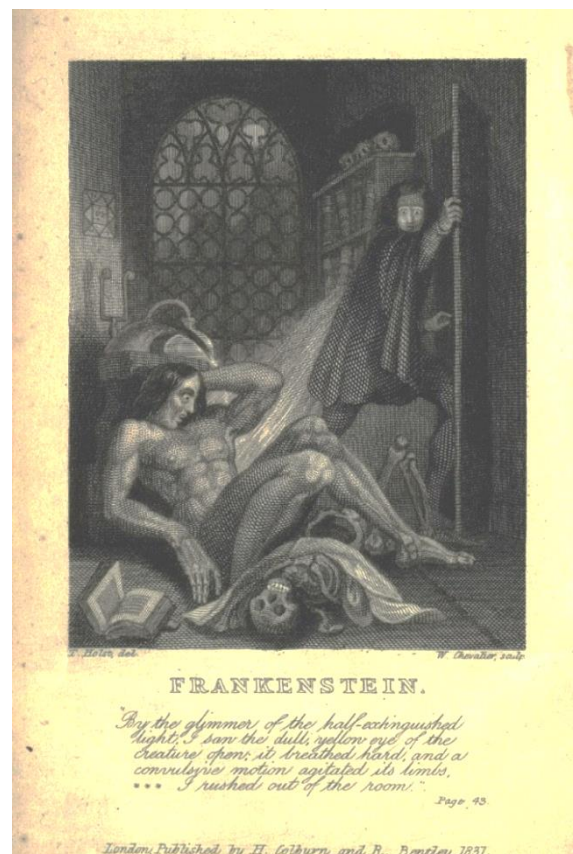


Le château de Frankenstein est un château fort qui se situe sur la commune de Mühlthal à quelques kilomètres au sud de Darmstadt en Allemagne. C'est

le château le plus au nord d'une série de châteaux forts se situant à l'ouest de l'Odenwald. La forteresse de Frankenstein est située sur l'extension du mont Langenberg, à une altitude de 370 m. Le château est mentionné pour la première fois dans un document officiel de 1252.

Mais surtout le château de Frankenstein doit sa célébrité au livre « Frankenstein ou le Prométhée moderne » de Mary Shelley qui fut adapté au cinéma. Mary Shelley aurait visité le château en 1816 et aurait eu connaissance de l'alchimiste Johann Conrad Dippel (né dans le château) qui, au XVIIe siècle, aurait essayé de créer un être artificiellement.

« Frankenstein ou le Prométhée moderne » (Frankenstein, The Modern Prometheus) est un roman épistolaire publié anonymement le 1er janvier 1818 par Mary Shelley et traduit pour la première fois en français par Jules Saladin en 1821. Il relate la création par un jeune savant suisse, Victor Frankenstein, d'un être vivant assemblé avec des parties de chairs mortes. Horrifié par l'aspect hideux de l'être auquel il a donné la vie, Frankenstein abandonne son « monstre ». Mais ce dernier, doué d'intelligence, se venge par la suite d'avoir été rejeté par son créateur et persécuté par la société.



19th of September 2023.

An amazing cycling day in Switzerland.

103km . 3100 Heightmeters.

Nufenenpass- Gotthardpass- Furkapass.

Dirk Vissers

Mid,of September 2023 I finally made it to the Alps in Switzerland. The Gotthard region was already on my bucketlist for years. The weather conditions were not always perfect, but it didn't rain much either during my 5 days stay in Ulrichen (Goms).



Already on my first day I did my "Queensride" with 3 cols above 2000 meters.

I started early in the morning with some clouds up to the Nufenenpass. This Northwest side isn't so easy.. Almost 14km with average 8,2% which means I needed to concentrate myself from the very start in Ulrichen.

Pity that due of the clouds I didn't see much on my way, but when I reached the top, the sun broke through. As I took the fast descent to Airolo , in the valley temperature was already 20 degrees, so perfect for climbing .



Second climb of the day was the Gotthard. I drove many times through the tunnel on my way back home from a holiday in Italy, and now after so many years I finally made it for this bucketlist climb. The Via Tremola is the best way to cycle up to the Pass, low with traffic and nature at its best. The 8km of (easy) cobblestones you get extra for free, but this makes it also very unique. The way up is one of the most beautiful roads you can ride with a bike..

It's stunning and breathtaking. You can also see the modern Pass road making its way up. On the top there is a statue with a large statue of an eagle and some very nice lakes. As I always say, the climbs above 2000 meters are the most beautiful ones, this counts certainly for the Gotthard ! The descent of the Nufenen was fast, but the way down from the Gotthard to Andermatt is even much faster and the road is perfect to reach high speed.....



Way down I turn left and follow the signs to the Furkapass. The first part is easy, so I could really keep my pace. From Realp it's 13km to the top, and when I leave the village the real work starts, average at 7,2%. The sun is fully shining, so the shadows of the surrounding mountains are as perfect as they can be. Every mountain cyclist knows this marvelous feeling.. As I pass a few high waterfalls , the last few kilometers are rather flat. It's chilly on the top, so I take quickly some pictures and there I go again way down. Just behind the top , in a hairpin there is the Belvédère hotel, this must be the most famous hotel in the Alps. In the first James Bond movie, Goldfinger, there is the pursuit scene, filmed on the Furkapass. Ahead of the hotel , I order a coffee and take a half an hour break with my face in the sun. It makes my cycling day perfect. Further on the descent direction Gletsch I am amazed with the view on the Grimselpass. As a snake the road goes up in many bends, unique !



After more than 100km I reach my hotel in Ulrichen. I take a shower and relax a while on my bed. It feels like a dream, but I realize that today was real and that I am lucky and thankful for another unforgettable day of cycling in the mountains .

Annual Meeting Sardegna, septembre 2023

Last year in the Meeting Jura, I got serious knee-problems and could not cycle for half a year. To recover I started training in Belgium (NataCha's), went with Wim van Els to Gran Canaria, and joined Etiënne Mayeur on Corsica. So my brother Hans and I were ready for the high mountains: while travelling to Livorno we did Breuil-Cervinia, Lac de Mont Cenis, Nivolet and Finestre (south side, easy with the roadbike!). What a great climbs! And on our way south we did more climbs like Prato Nevoso where we took some funny pictures. We loved the beautiful weather, the fantastic views, the nice roads and the beer after every climb.



In Livorno, on Saturday 16th of September, we met Enrico who cycled in a few days from his home to the ferry. We had dinner together in Hanses great campervan, shared a room on the ferry and arrived in the morning in Olbia. Hans and Enrico started cycling the first stage. I was the driver of the support-car and went to pick up Ulla's luggage in Nuchis, almost on the foot of the first BIG Punta Balistreri. I parked the car at a junction and cycled to the top, nice and easy. Ulla came up first, we made nice pictures at the top and Ulla descended to score the daily coffee. I met Hans but he had a puncture by driving over a small stone: the famous snake-bite!. While repairing this, Enrico passed us and got to the top too. Hans, Ulla and Enrico decided to leave the programmed track and to take a short cut to Berchidda. They got information from Gabor and Andi who arrived a day earlier at the first hotel Monte Pirastru in Noghedu San Nicolo: a bridge was being repaired so we had to make a detour by Berchidda. I drove the supportcar to the hot centre of Berchidda by a beautiful small road and waited a long time: the short cut the cyclists took appeared to be a forest road, not paved, and partly very steep with loose rocks, so they had to walk and (Murphy's Law!!) Hans

got his second puncture of the day. We had lunch and especially a lot of drinks and Ulla decided to hop in the supportcar. Together we drove to the hotel which was on the first climb of the next day. Instead of taking a swim in the very nice and cooling pool, we decided to start cycling to Otieri and do the foot of tomorrow's climb. There we met Hans and Enrico who cycled almost 150 km that first long hot day! Ulla and I tried to support them on there last climb but these 2 supercyclists were faster and we could not keep up with them! After this first long day it was nice to have dinner in the hotel and we enjoyed the beer!



The second day started with a picture of the group and together we cycled to the Passo Punto Massienera, which was an easy climb. The group cycled on and I went back to pick up the car and drove to Orune, the top of NataCha Su Pradu. Hans and Enrico arrived there because Gabor and Andi choose their own route as Ulla always does, guided by the smell of coffee! I cycled the NataCha which took me more time then I thought. So I had to delete NataCha Monte Ortobene to be on time at the hotel Sa

Rosada in Mammoide. In the end only Andi cycled Monte Ortobene so with 140 km again a heavy day. The hotel was very special: we had the complete first floor of an old stilish building. The restaurant had a small courtyard where we parked our bikes. The food was great, the beer was nice, and.... we did not have to move the next day because we stayed here for 2 nights.

So the third day I could ride with the group and I could ride with the fasted ones because they had 2 heavy days in the legs and I was still fresh. At the top of Monte Spada we made nice pictures at the rifugio even with the cows, and everyone decided to cycle a differnt road back tot he hotel. Hans and I cycled along a lake to the virgin NataCha Monte Gonare, nice climb with steep sections to a renovated monastery-village. In the evening again: good food and drinks.



The fourth day started with a ride to Orgosolo where we lost Hans on the steep narrow one-way-streets. We decided to kick out the steep climb to Monte Macchione and to start with the climb of Arcu Correboi. So in the end Hans was the only one who did the horrible climb to Monte Macchione. After reaching the top, I descended back to the hotel to pick up the car and drove to Girasole: what a descend! From the top of Arcu



Correboi we had splendid views to the coast and the descent kept on going and going.... In Girasole we had a small but nice house and we cooked our own meal. Maria, our host, thought that using the kitchen gave her extra money, but we refused and did not pay extra.

Next day: Passo Genna Silana! Nice but hot weather, beautiful landscapes, and a perfect lunch under a tree: we are in cyclists heaven! Only that distance: again 140 km! But we arrived in Punto Moros: dinner with a fantastic view over the see! It is a fairy tale!



On the sixth day we had to reach Cagliari, so again a long day on the bike. After a fabulous breakfast we started together to climb the NataCha Arcu Sarrala de Susu from the hotel. I picked up the car and at a fountain I picked up Andi and Gabor and took them 50 km further to the foot of Serpeddi: they wanted to climb it from the east side with their roadbikes, and they succeeded: they reached the top but had to walk some parts and it took a long time so they arrived very late in the hotel. Ulla, Hans and Enrico had to search for the hotel because this was the only time the track was not correct, sorry! Again we had a very nice hotel with rooms situated at a garden. Very friendly staff of the hotel: they gave us a quiet table outside because inside the restaurant was a loudy gathering with music and karaoke. We had a perfect meal and our ordered MTB were delivered. Also Balázs arrived so that for 1 day the group was complete.



Last day on Sardegna: after a special breakfast at six in the morning, arranged by Enrico, we started with the MTB to climb Serpeddi from the south-west-side. We will never forget this: as usual it was warm, or better: it was terrible hot! Somehow we lost contact with Enrico and Balázs, and we still do not know how it could happen: was it the railway with the handdriven barriers? Was it the small one-way-streets in Sinnai? Combination? But the

road was worse: loose stones, steep climbs and dangerous descents. And worst of all: we could not reach our goal because a few km before the top a farmer closed the road with a gate! We had no time to search for another road so we descended back to “civilised” world, civilised between “” because there was a terrible amount of garbade on the road, what a mess!! But we reached the hotel in time to give back the MTB’s, we wished Enrico good-luck on his way back home (first along the coast back to Olbia, then a few days back home!!), put the bikes on the campervan, and we drove by car to the ferry where we searched for Andi and Gabor who did this last stage by bike. Ulla and Andi had a separate booking on the ferry and had to take an other entrance as foot-passengers then we as car-

passengers, but in the end we found each other on the ferry where we had a meal with bread and beer. In the end we all agreed: better to kick out Serpeddi from the BIG-program because no-one will be happy with this climb: it is a disaster!!



Christiaan Weytman

Meeting 2023 Sicillia, 24th of September till 30th of September.

So we arrived early in the morning in Palermo with the ferry from Cagliari. It was still dark, but in half an hour it was daytime! We parked the car, put on our lights on the bikes and started climbing Monte Pellegrino, very beautiful climb with views all over the sea and the region Palermo. As early as it was: the busses were driving uphill to take tourists to the top. We enjoyed fully and were a bit delighted with this pleasant climb and made nice pictures at the top.



Then again a long but beautiful day on the bike: along the coast of northern Sicillia to the most western climb: Monte Erice: 143 km and 2350 Difference of Level. Ulla did not want to cycle that far this day and did ride with me in the support-car. We found an hour time to visit the beach but we had to hurry because the cyclists needed their lunch. After the lunch we drove on to Erice and climbed it by bike. We had a hotel on top but we got lost in the old town. Together with a lot of other tourists we wandered through the old cobbled streets but kept on walking in circles. In the end we found Ulla on a terrace with her traditional cup of coffee and she showed us quickly the hotel: an old monastery with a spectacular view over the bay. We spent the evening in various ways: from drinking beer to visiting the church to dining in an old traditional restaurant in the medieval city. It was great!.



Next day: return in the direction Palermo, but not the same route: we wanted to climb a virgin NataCha: Bosco Baronia. Only Balázs and Andi could stand the heat to do that, the others waited for them in the shade. After crossing the very busy city of Palermo we reached the house in Casteldaccia, where I had a small accident with the campercar. The house was pretty-pretty furnished with decorative ornaments, but we could prepare our own meal and temperature lowered as it was raining that evening.

The next day started dry but the clouds were threatening, mainly in the direction we had to go. The 36 km long climb to Piano Battaglia had to be done, and after the lunch at the campercar along the road, Ulla and I decided to park the car at the top and do the shorter and easier South2-side. But it started raining that heavy that we waited for more than an hour in the car. Then it stopped and we started but again a lot of rain, that much that we doubted to stop. We went on and were rewarded by sunny weather in the valley and the wind pushed us to the start of the climb. And while climbing back the sun disappeared, the clouds got darker and in the end again heavy rains, so we were soaked when we reached the car on the top. No one was there but Hans, Andi, Gabor and Balázs did reach the car just at the moment it started to rain. They waited till the rain stopped and could relatively dry reach the next hotel in Castelbuono, only delayed by a flat tire from Gabor.... And again we had a very stylish dinner in an old citycenter at the foot of a castle, it kept on going.....

Hans and I were almost 3 weeks cycling, and when you have 1 day of rain, that is good!!! So we were glad to start the day with nice sunshine. Gabor drove the first part with me in the car, we parked at the foot of the climb Portelle Femina Morte and together we cycled to the top, passing a village where a rock came down the road. I went back to pick up the car and Gabor cycled on with the others. I had to do some shopping and buy fuel and before I knew I was lost in a typical Italian city with steep narrow one-way-streets. After half an hour of turning and searching I was very glad not to damage the campervan again and found the correct road to Césaro where our next hotel should be. But



the address in my navigation-device was not correct and once again I was lost in a terrible Italian village. A phone-call with Hans taught me that the cyclists already reached the Agriturismo outside the village and they were waiting for their luggage.... With a huge delay I reached the accommodation and climbed slowly the very steep entrance and was welcomed by applauding cyclists who quickly grabbed their luggage because they finally wanted to take a shower..... But the dinner was perfect! Traditional Italian food, good wine, and a good vibe between the participants because the Etna came closer and closer.

After a well-done breakfast we took off for our last location where we would stay for 2 days.

Under a bright shining sun we got the first sights of Mount Etna, our last destination. First I drove again with Gabor to Randazzo where we climbed Portello della Zoppo. We returned to the car and put everything in order for a great lunch in a park. When the other cyclists arrived, we had a discussion over Andi's bike because she heard a strange noise while climbing. She visited a cycling shop but they could not find a problem. So we left off and after half an hour I got a call from Hans: his gearing-cable was broken. So I turned the car, searched for him and we decided that he would cycle back to the shop and then continue the route as planned. I went on and drove to the foot of Sella Mandrazzi and parked near the church. But there were signs that the road was closed and indeed we passed a roadblock and it

appeared that the road was severely damaged. But some local cars could pass and we tried to cycle on. Without problems we reached the top, took pictures and returned to the car. Gabor, Balázs, Ulla and Andi continued to cycle to the last hotel: an agriturismo just outside Giardini-Naxos with a view to Castelmola. We met our very nice host, prepared a simple meal and started preparations for the last heavy day with the climb to the Edna. But then Hans called that despite he was late, he would start to climb Mandrazzi: he had lights and the road was not crowded. I decided to pick him up at the roadblock and the moment I arrived he came down, so in the end we all cycled the planned climbs for today.

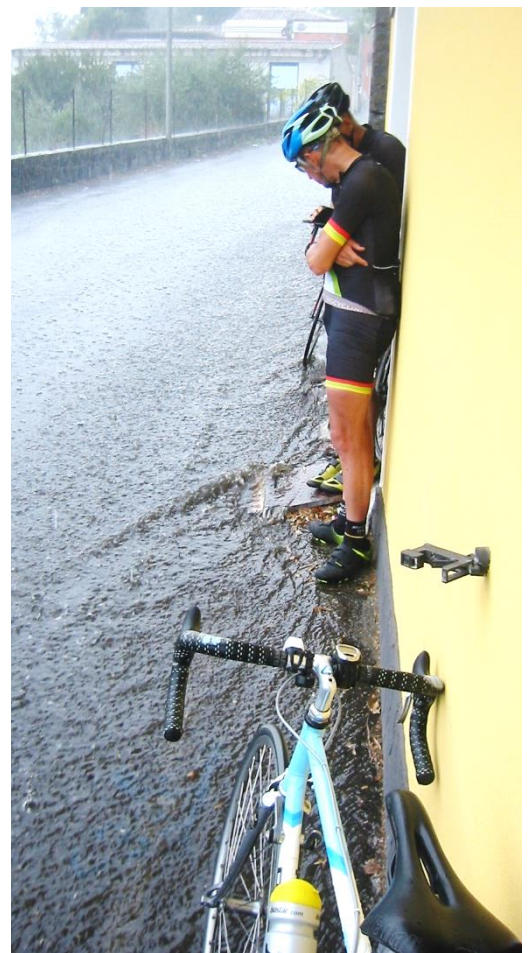


Then the last day: starting with the easy climb to Castelmola with a bright shining sun. We cycled to the top together, a bit loudy and shouting to each other and enjoying the beautiful views. At the top we took exuberant photos, enjoyed a local drink and when we got back down, our Hungarian friends had to enjoy the beach and the sea.





But the day was still long and hard and around noon so some clouds appeared. I would drive to the base of the climb while the others would cycle. However, after a few hours it started to rain heavily and I received a call from Ulla and Andi asking if I wanted to pick them up. The men also had to take shelter and barely kept their feet dry as the water rose higher and higher. I was stuck in heavy traffic so it took a long time to get to Ulla and Andi. At that point Andi's tiredness kicked in and she decided to go back to the hotel. Ulla rode with me to the base of the climb and we started cycling. When it started to rain again, we took shelter in a ruin along the road. Fortunately there was still a dry spot. After an hour of waiting, Hans, Balázs and Gabor arrived: the long, tough run-up to the start of the climb had cost them a lot of time. At that moment a thunderstorm broke out and as the tour leader I had to make the difficult decision to stop and





return to the hotel. Ulla and Gabor rode back with me and Hans and Balázs cycled back. That meant that Gabor and Andi would miss their climb to Edna because they had to catch a plane back home.

So next morning I brought Andi and Gabor to the airport, got back to load luggage, bikes and cyclists and returned to the ruin where we started our second attempt: what an absurd place with all the black ashes and stones, it is like you are on another planet. We reached the top, made a picture and were very exuberant that we could finish the trip as planned. With thoughts of Gabor and Andi we drove back to Messina,

had a strange incident with a man who guided us to the ferry, took the ferry to the mainland, and said goodbye to Ulla. She would cycle a few BIGs in the extreme south of Italy and then travel home by train. Balázs, Hans and I travelled to Pompei, stayed there 2 nights and had great cycling on the Amalfi-coast and Vesuvius before travelling back home: Balázs by plane to Budapest, we by car to L'Aquila where we did 4 more climbs and wondered about the damage by earthquake on Forca di Presta. In 2 days we were home where my wife said that 4 weeks away from home was to long!! I agreed and promised her not to do this anymore in future. But when I look back to this marvelous adventure I think it was great: Good food, Old cities, Nice Nature; Fantastic cycling! Good friends!! And splendid weather!!!



Christiaan Weytmans
MeetingsManager

The BIG day 2023 in Hungary

Ennek a túrának az apropója még 2010-re nyúlik vissza, amikor is a nemzetközi BIG mozgalom elnöke kitalálta, hogy a 25 éve alapított BIG tiszteletére egy azonos napon, minél több kerekos másszon meg egy-egy kijelölt emelkedőt. Akkor Magyarországon még csak hat ilyen megjelölt emelkedő volt, amelyek közül a sorszámban és népszerűségben is a legelső, a Dobogó-kő csúcsát választottuk ki erre a célra. Az akció olyannyira népszerű volt, hogy 62 (!) bringás teljesítette a Budakalásztól indult túrát a csúcsig. Ez nem csak azon a napon a teljes mozgalom tekintetében volt rekord, hanem azóta is a legnagyobb ilyen megmozdulásnak számít a BIG-ben.



a Sejcének. A hegy közel 7 km-re átlag 8%-os és lenyűgöző kilátásokkal kápráztatja el az arra járókat. Mi is megcsodáltuk a panorámát és a reggeli nyugalomban élveztük a természet csendjét.

A lejtmenetet Sejce lakótelep felé indítottuk, majd egy rövid – főúti – száguldást követően a Lósi-völgyben tekertünk el Verőcéig. Itt ismét kerékpárútra váltottunk és ezen egészen Ipolydamásdig hajtottunk. Bejött az a gondolatom, hogy a korai indulással a kerékpárút forgalma is alacsony lesz, így tényleg a kedvünkre hajthattunk.

Az új hídon áttekerve következett egy közel tíz km hosszú szlovák szakasz. A

A népszerűsége felbuzdulva, innentől kezdve minden évben szerveztem egy BIG day-t egy-egy újabb kiemelt emelkedő meglátogatására. Így sorra vettük a magyarországiakat: Galya-tető, Kékes-tető, Pannonhalma, Felső-Borovnyák, Misina. Mire pont kifogytunk volna a hegyekből, megújultak a BIG szabályai és előbb bejött az Eurobig és vele négy új magyar emelkedő (Szar-hegy, Tokaji-hegy, Hörmann-forrás, Tihanyi apátság) majd pedig – a BIG-ben először – a hazai kihívás (NATaCHA) emelkedőit is összeállították. Így összesen már 75 kiemelt emelkedő van Magyarországon, így bőven van miből választani. Ezeket sorra véve, az idei esztendőben – a 18. BIG day-n – a **BIG NAT-HUN 047** sorszámú **Sejce** emelkedőjét fűztem fel egy Dunakanyar körre.

A kedvező időjárási körülmények ellenére sajnos csak ketten vágunk bele a megmérettetésbe: Domonkos Gyuri barátom és én. Gödről indultunk és a kerékpárúton jókat beszélgetve haladtunk egészen Vácig. Itt némi macskaköves, térköves, kocaköves szakaszokkal indultunk el a húsz éves múltra visszatekintő „Mészköember” hegyi felfutó emelkedőjének,



Kovácspataki-hegyek lábánál tekertünk nyugati irányba. Egy szakaszon egy kifejezett szűk részen mehettünk, jobbra a meredek sziklák, balra a Duna húzódott. Aztán egyszer csak megérkeztünk Párkányba és a Mária Valéria-hídon áttekerve ismét Magyarországon voltunk.

A Prímás-szigetről a Víziváros felé kanyarodva ismét a Duna partján voltunk és az ott futó kerékpárúton egészen a Szamár-hegyig hajtottunk. Útközben elég közel volt hozzánk a folyó is.

Itt aztán kikanyarodtunk a 11-es számú főútra és egy rövid kerékpárutas szakaszt kivéve egészen Szentendrét haladtunk. A forgalom nagyon jelentős volt, ami időnként zavaróan hatott, de „öreg bringásként” ezt már megszokhattuk. Annyi előnye volt az országútnak, hogy folyamatosan nagy tempót tudtunk diktálni.

Szentendrén kicsit leültünk a korzón és bámultuk a Dunát, valamint a belvárosi életet. Aztán a Lupa-tó melletti kerékpárúton értük el a Megyeri hidat. Innen Gyuri Budapest, míg én Göd felé kanyarodtam.

Jövőre várok mindenkit egy újabb BIG day-re és egy újabb kijelölt emelkedőre.

Összesen: 142,4 km és 590 m szintemelkedés.

Szöveg: Kreicsi Gábor – Salgótarjáni HKE

Képek: Domonkos György – Salgótarjáni HKE



Voyage à travers le temps. Le Maroc

Souvent enfermée dans des remparts la médina n'a guère changé depuis le Moyen Âge. C'est un enchevêtrement de ruelles étroites et sinueuses aboutissant souvent dans des impasses. Les petites mosquées y sont légion et les venelles enserrant la grande mosquée. Dans ce grand labyrinthe, bien malin est celui qui ne s'y perd pas. On y croise de tout, des charrettes à bras, des ânes chargés de marchandises, des marchandes qui étalent leurs fruits et légumes à même le sol et même deux cyclistes poussant leur vélo. Dès 10 heures les souks s'éveillent. Ils sont organisés par corps de métier, allant de la boucherie où les poulets vivants attendent leur sort funeste, au tisserand qui devant vous exerce son art. Un spectacle haut en couleur et en senteurs qui ne cessera pas avant 21 heures.

De mon voyage itinérant avec bagages que je fis cet automne avec mon fils Renaud, je vais m'attarder sur la route reliant trois des plus belles médinas marocaines.



Tétouan la colombe blanche, la sœur de Fès, la petite Jérusalem, la fille de Grenade. C'est en ces termes que les poètes chantent cette cité.



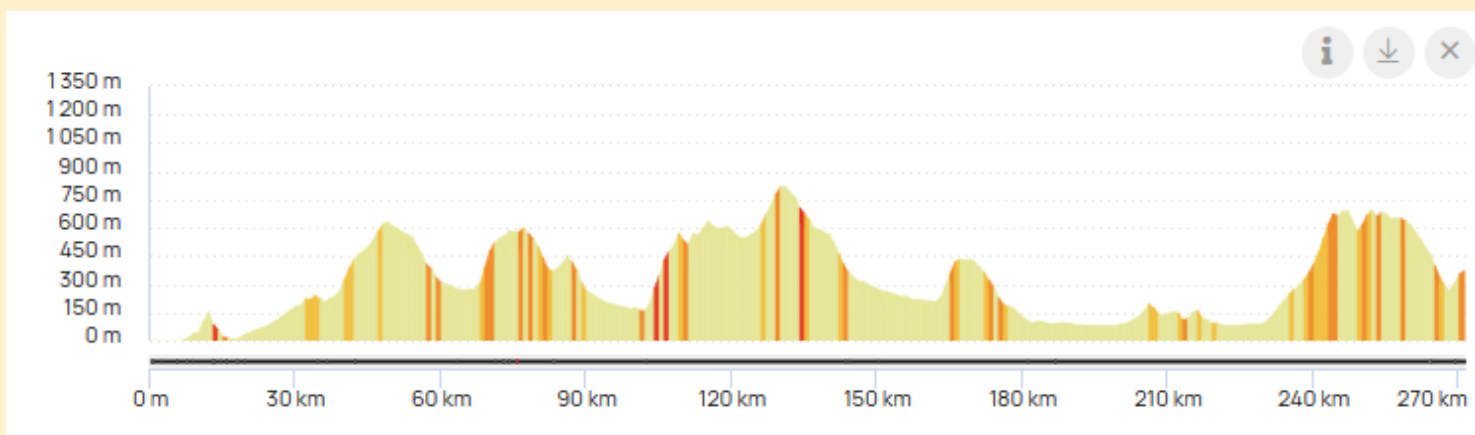
Chefchaouen la bleue, la sainte blottie entre le Djebel Tisouka (2118 m) et le Djebel el-Kelaa (1616 m).



Fès l'impériale, capitale spirituelle et religieuse, haut lieu bénie des dieux, aussi fascinante que mystérieuse.



Je rassure tout de suite les sceptiques. Nous n'avons pas fait ce long chemin en une seule étape mais bien en trois. Ce trajet peut s'enorgueillir de compter trois bigs potentiels.





1) Larbac (Krouchio
café)

Pied : 10 m

Sommet : 653 m

Dénivelé : 641 m

Dist 31.3 km



2) Chefaouen Pied : 269m Sommet : 606 m Deniv : 335 m Dist : 12 km

3) Bab Nefzi Pied : 158 m Sommet : 827m Deniv : 669m Dist : 29 Km



4) Bab Esstifa (Oulad Kassem)

Pied : 90 m Sommet : 726 m

Deniv : 635 m Dist : 18 Km



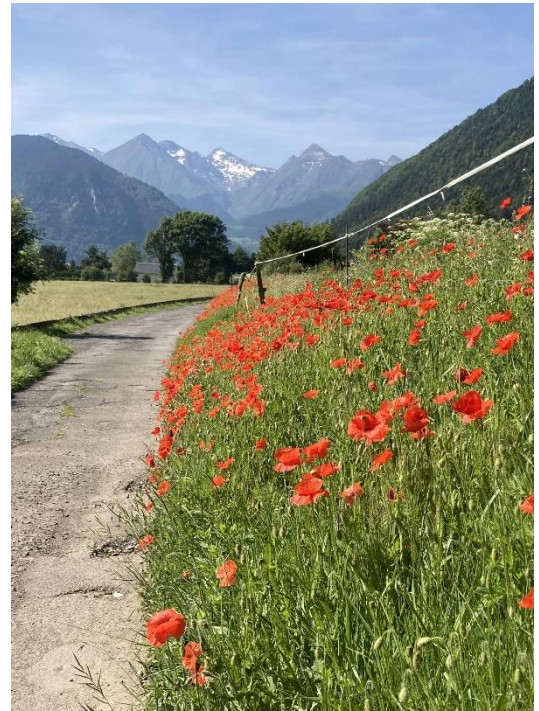
Photos Covers 2024



Monte de Faro : Heiko Linnert

Col de Portet : Gerard Meijering

Gotthard Pass : Dirk Vissers



Roule toujours : Marc Seguy

Gotthard pass : Dirk Vissers

Spain : Claudia Sommer

