



Dec. 97

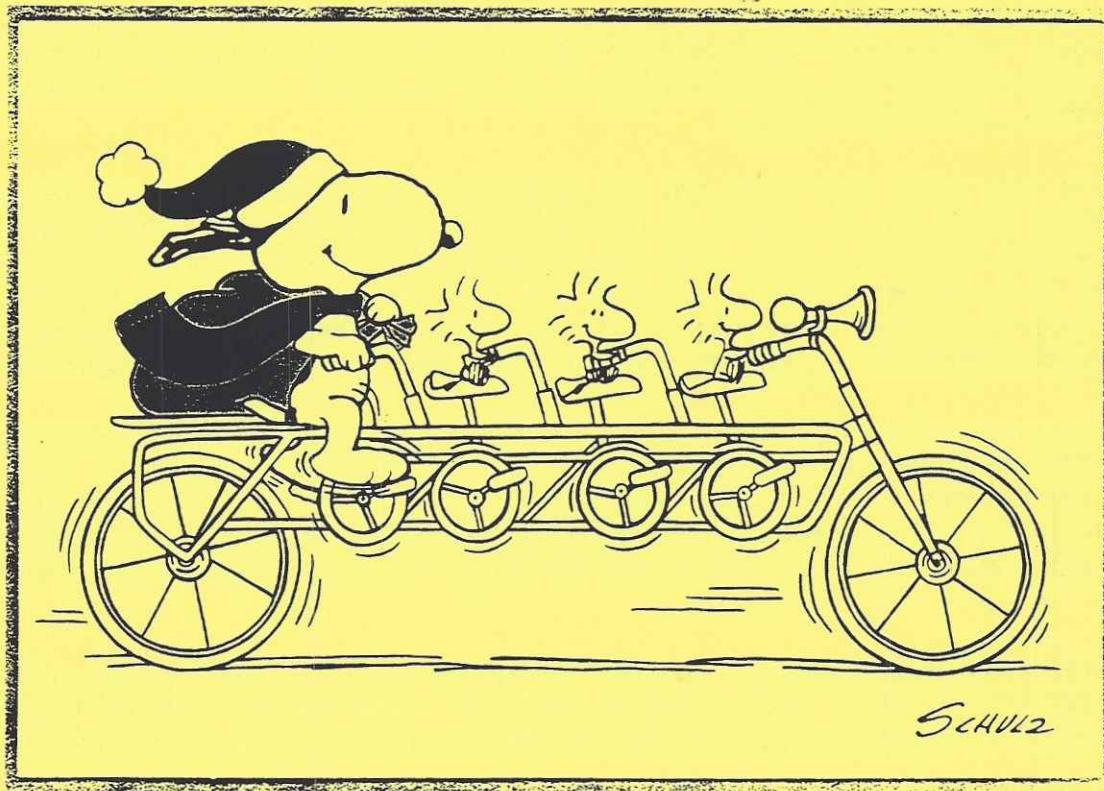
# Bicycle Stamps

BS21A - NOVEMBER - 1997

Editor: Anthony E Teideman

Officers: Norman Batho, President  
Takao Ono, Vice-President  
William F Hofmann, Treasurer  
Anthony E Teideman, Secretary

Australia.



Merry Christmas • Happy New Year

Joyeux Noël • Bonne Année

Feliz Navidad • Feliz Año Nuevo

С Рождеством и Счастливым  
Христовым • Новым Годом

恭祝圣诞 • 恭贺新禧

"Bicycle Stamps" is the official publication of the Bicycle Stamps Club. The magazine is included as a benefit of membership. A bicycle stamp checklist is maintained by the club and is available at cost from Norman Batho, U.S.A.

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Bicycle  
Stamps



21A

# New Issue Update

✓ ARMENIA	00.00.96	40		ATLANTA OLYMPICS - CYCLIST	3	20B-6
✓ ARMENIA	00.00.96	SHEET		AS ABOVE SE-TEN SET OF THREE	3	20B-6
✓ BURIKINA FASO	00.00.95	600F		ATLANTA OLYMPICS	4+4S+S+S	19B-CS
✓ CAMBODIA	00.00.95	1000r		ATLANTA OLYMPICS - CYCLIST	5+S	18A-4
✓ CENTRAL AFRICA	00.00.96	350f		ATLANTA OLYMPICS - CYCLING & BOXING	4+4S	20B-6
✓ CENTRAL AFRICA	00.00.96	SHEET		CONTAINS THE ABOVE	4+4S	21A-9
✓ CENTRAL AFRICA	00.00.96	600f		ATLANTA OLYMPICS - WEIGHT LIFTING & CYCLING	4+4S	20B-6
✓ CENTRAL AFRICA	00.00.96	SHEET		CONTAINS THE ABOVE	4+4S	21A-9
✓ CHILE	00.00.96	SHEET		ROAD SAFETY ONE WITH CYCLIST	S	20B-7
✓ CHILE	00.00.96	\$50		ROAD SAFETY - CYCLIST	1	20B-7
✓ CUBA	07.12.95	15c		CENTENARY OF CINEMA - CYCLIST	5+S	
✓ DOMINICA	16.01.96	\$3		DISNEY LUNAR CALENDAR WRECKED BIKE	S+2S	
✓ ETHIOPIA	01.08.96	40c		OLYMPIC ATLANTA CYCLISTS O/P ON 1984	4	21A-CS
✓ GREAT BRITAIN	22.06.96	A/L		OLYMPIC ATLANTA AIR LETTER - CYCLIST	A	20B-13
✓ GREAT BRITAIN	02.07.96	A/L		EDINBURGH FESTIVAL 50 AIR LETTER - BIKE	A	20B-13
✓ GRENADA GRENADINES	15.07.96	75c		OLYMPICS ATLANTA CONNIE C PHINNEY - BIKE	4	21A-8
✓ GUYANA	00.01.94	\$600		125th ANNIV OF BASEBALL	2	
✓ GUYANA	25.07.96	\$50		OLYMPICS ATLANTA - CYCLIST	4+4S+2S	
✓ GUYANA	25.07.96	SHEET		OLYMPICS ATLANTA 9 DIFF INCLUDES ABOVE	4+4S+2S	
✓ GUYANA	25.07.96	\$80		DONALD DUCK ON BMX	3S	
✓ GUYANA	25.07.96	SHEET		SUPER SPORTS 3 X 3 \$80 SE-TEN INCLUDES ABOVE	3S	21A-9
✓ ICELAND	13.05.96	BOOKLET		MAIL TRANSPORT - BIKES INSIDE REAR COVER	B	



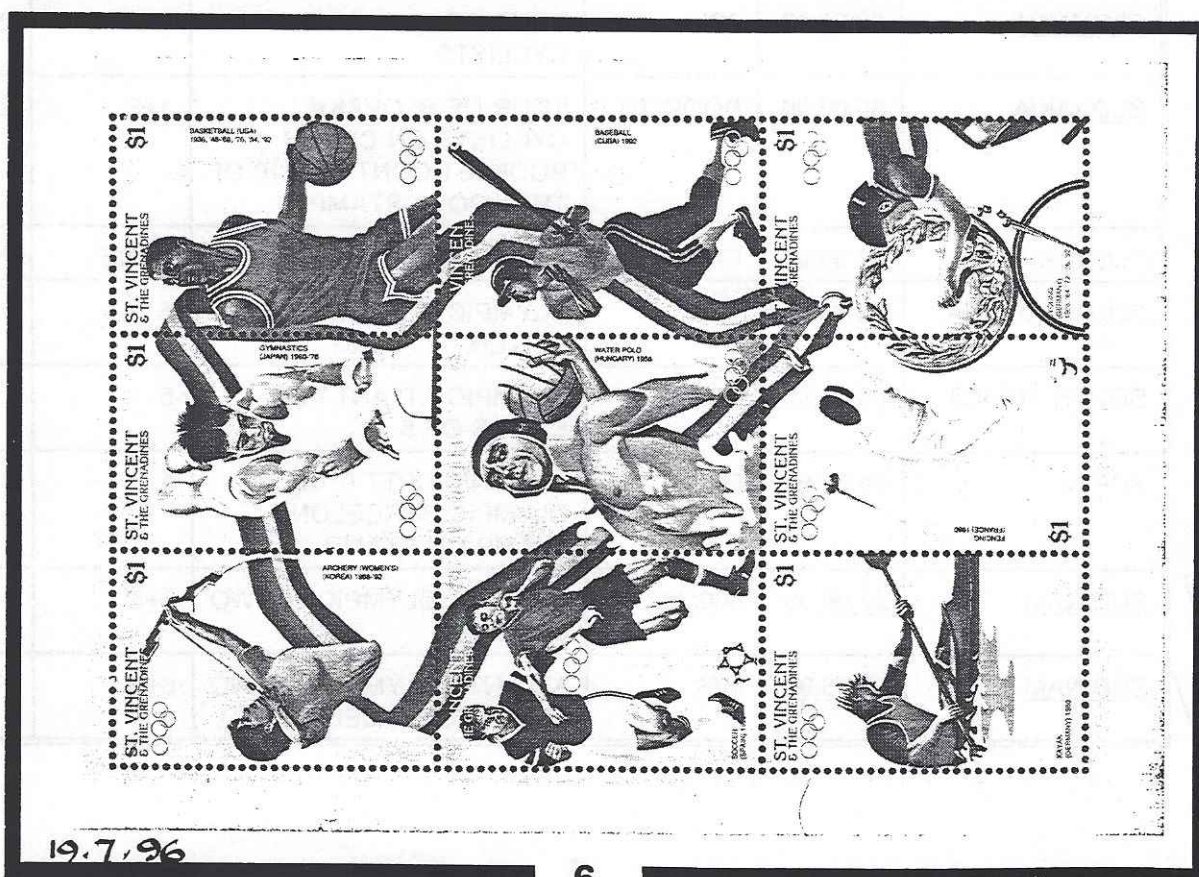
✓	INDONESIA	26.06.96	1250r	SCOUTS - SHEET OF 1 SCOUT ON UNICYCLE	8+2S	21A-11
✓	INDONESIA	26.06.96	1.50r	SCOUTS - 2 X BLOCK OF 4 SCOUT ON UNICYCLE	8+2S	21A-11
✓	ITALY	13.09.96	750L	MEDITERRANEAN GAMES - PICTOGRAM	1	21A-8
✓	JAPAN	28.07.96	BOOKLET	NAGARA TRIATHLON - CYCLIST ON COVER	B	21A-8
✓	JERSEY	08.06.96	BOOKLET	TOURISM - CYCLIST INNER FRONT COVER	6+B	
✓	KAZAKSTAN	00.00.96	4r	OLYMPICS ATLANTA - CYCLIST	3+S	21A-CS
✓	<u>LATVIA</u>	<u>19.06.96</u>	<u>8s</u>	OLYMPICS ATLANTA - CYCLIST	4+S	20B-6
✓	MALAYSIA	26.06.96	30c	CAMPAIGN AGAINST DRUG ABUSE 2 DIFF SE-TEN - CYCLIST ON 1	3	21A-CS
✓	MONACO	19.07.96	2.50f	OLYMPICS ATLANTA - MOUNTAIN-BIKE CYCLIST	4	21A-CS
✓	MONGOLIA	00.00.96	30m	OLYMPIC ATLANTA - CYCLIST	9	21A-CS
✓	MONGOLIA	00.00.96	SHEET	OLYMPIC ATLANTA - PICTOGRAM IN SELVEDGE	2S	21A-11
	MONGOLIA	00.00.96	SHEET	OLYMPIC ATLANTA - PICTOGRAM IN SELVEDGE	2S	21A-11
	<u>MONSERRAT</u>	<u>24.06.96</u>	\$1.15	ATLANTA OLYMPICS - CYCLIST PAUL MASSON	4	20B-CS
✓	NAMIBIA	27.06.96	90c	OLYMPIC ATLANTA - CYCLIST	4	21A-CS
✓	NETHERLANDS	00.03.96		WESTERWOLDE & WESTERWOL ISSUES AS DETAILED IN BS20A	S	20A-6
	NIUAFO'OU	29.10.96	80c	UNICEF 50th ANNIV - TRICYCLE 3 DIFF SE-TEN	6	21A-7
✓	NORWAY	20.09.96	3.5	MAIL DELIVERY POSTMAN ON BICYCLE	B	21A-10
	NORWAY	20.09.96	PANE	MAIL DELIVERY 8 DIFF DELIVERY MODES - INCLUDES ABOVE	B	
✓	PAPUA NEW GUINEA	24.07.96	1k	RADIO COMM. BICYCLE GENERATOR	4	21A-CS
	PENRHYN	12.07.96	\$5	100th ANNIV OLYMPICS - TINY CYCLIST	1	21A-CS

✓	POLAND	00.00.96	1z 	OLYMPIC ATLANTA-MOUNTAIN-BIKE WHEEL	4	21A-CS
✓	RWANDA	00.00.92	M/SHEET	BARCELONA OLYMPICS CYCLIST PICTOGRAM ON SELVEDGE	?	20B-6
✓	ST VINCENT & the GRENADINES	08.01.96	50c	GOOFY AS BICYCLE MESSENGER	7S+7S	20A-CS
✓	ST VINCENT & the GRENADINES	08.01.96	SHEET	DISNEY CHARACTERS AT WORK 9 DIFF INC. ABOVE	7S+7S	20A-CS
✓	ST VINCENT & the GRENADINES	19.07.96	\$1	OLYMPIC ATLANTA - CYCLIST - GERMAN GOLDS	8+4S+4S	21A-CS
✓	ST VINCENT & the GRENADINES	19.07.96	SHEET	OLYMPIC ATLANTA 9 DIFF INCLUDES ABOVE	8+4S+4S	21A-6
✓	<u>SAN MARINO</u>	<u>25.05.96</u>	1850L	100 YEARS 'LA GAZZETTA DELLO SPORT' FAUSTO COPPI	1	20B-6
✓	SINGAPORE	00.00.95	M/S	SINGAPORE '95 - 2 SE-TEN M/S - CYCLISTS ON SELVEDGE	M/S	19B-CS
✓	SINGAPORE	00.00.96	NO VALUE	TREES OF SINGAPORE - CYCLIST & TANDEM	4+B	21A-CS
✓	SINGAPORE	00.00.96	BOOKLET	TREES OF SINGAPORE - CYCLIST & TANDEM ON COVER	4+B	21A-10
✓	SINGAPORE	00.0096	PANE	AS ABOVE 2 X 5 STAMPS	4+B	
✓	<u>SLOVAKIA</u>	<u>30.05.96</u>	3Sk	TOUR OF SLOVAKIA CYCLISTS	1+B	20B-8
	<u>SLOVAKIA</u>	<u>30.05.96</u>	BOOKLET	TOUR OF SLOVAKIA CYCLISTS ON COVER - BOOKLET CONTAINS 10 OF THE ABOVE STAMP	1+B	20B-8
	SLOVAKIA	30.05.96	PANE	AS ABOVE - PANE OF 10	PANE	20B-8
✓	SOUTH AFRICA	05.07.96	1.40r	OLYMPIC ATLANTA 5 DIFF SE-TEN - CYCLIST	5	
✓	SOUTH AFRICA	05.07.96	SHEET	OLYMPIC ATLANTA 2 STRIPS OF 5	5	
✓	SPAIN	04.06.96	30p 	50th ANNIV PTT 070389 OLYMPIC BARCELONA STAMP ON STAMP	1	21A-CS
✓	<u>SURINAM</u>	<u>27.06.96</u>	900gld	ATLANTA OLYMPICS - TWO CYCLISTS	6+S	20B-8
✓	<u>SURINAM</u>	<u>27.06.96</u>	M/S	ATLANTA OLYMPICS - TWO CYCLISTS ON SELVEDGE	6+S	20B-8

colour supplement 7? 22c-Wert taucht nicht auf

✓ SWEDEN	05.10.96	3.85k	DELIVERY BOY WITH BICYCLE 4 DIFF SE-TEN	B	
SWEDEN	05.10.96	PANE	AS ABOVE 10 X 3.85k - 1930-1960 YOUTH	B	
✓ TONGA	29.10.96	80c	50th ANNIV UNICEF - CYCLISTS 3 DIFF SE-TEN	6	21A-7
✓ <u>TURKS &amp; CAICOS</u>	<u>27.05.96</u>	55c	OLYMPIC ATLANTA - CYCLING GOLD MEDAL	10	20B-CS
✓ UNITED ARAB EMIRATES	19.07.96	1d	OLYMPIC ATLANTA - CYCLISTS	4	21A-CS
✓ UZBEKISTAN	00.00.96	20r	OLYMPIC ATLANTA - 2 CYCLISTS	4+S	21A-CS
✓ VENEZUELA	06.06.96	1.30b	OLYMPIC ATLANTA - CYCLIST	S	21A-8
✓ VENEZUELA	28.06.96	SHEET	OLYMPIC ATLANTA - 2 X 4 DIFF	S	21A-8

1. Undated issues will remain on the list until such time as a date of issue is established.
2. Corrections or additional information to previously listed items are underlined, as is the country.
3. Number or letter 'S' in brackets after the country show where stamp appears in Steve Malone's Checklist. The number, ie: (8), is Steve's reference number, whereas an (S) means that it is in the 1996 Supplement.
4. The last column shows where the stamp is illustrated, with BS number, followed by page number or 'CS' (colour supplement).



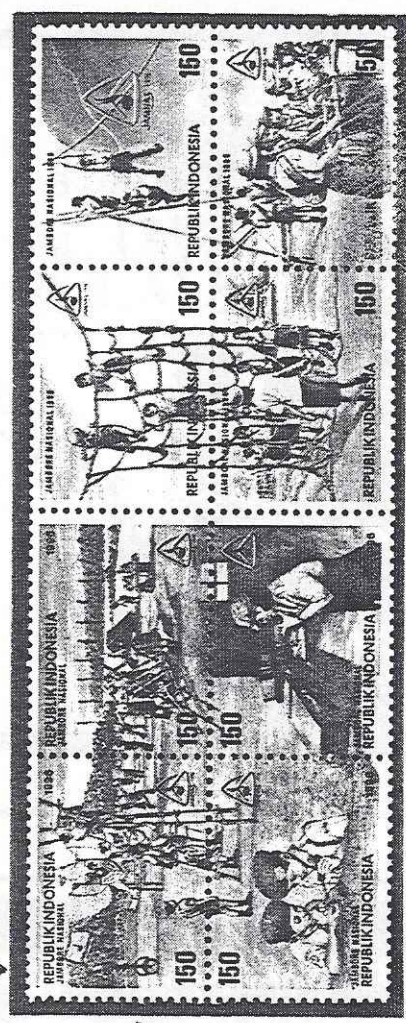
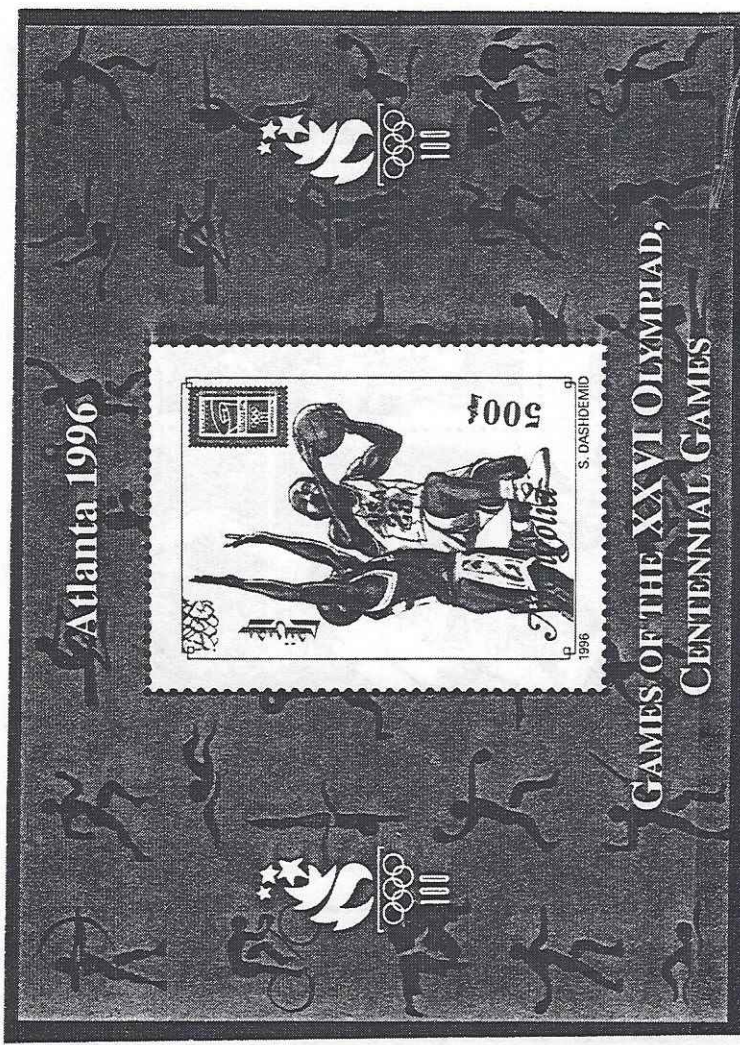
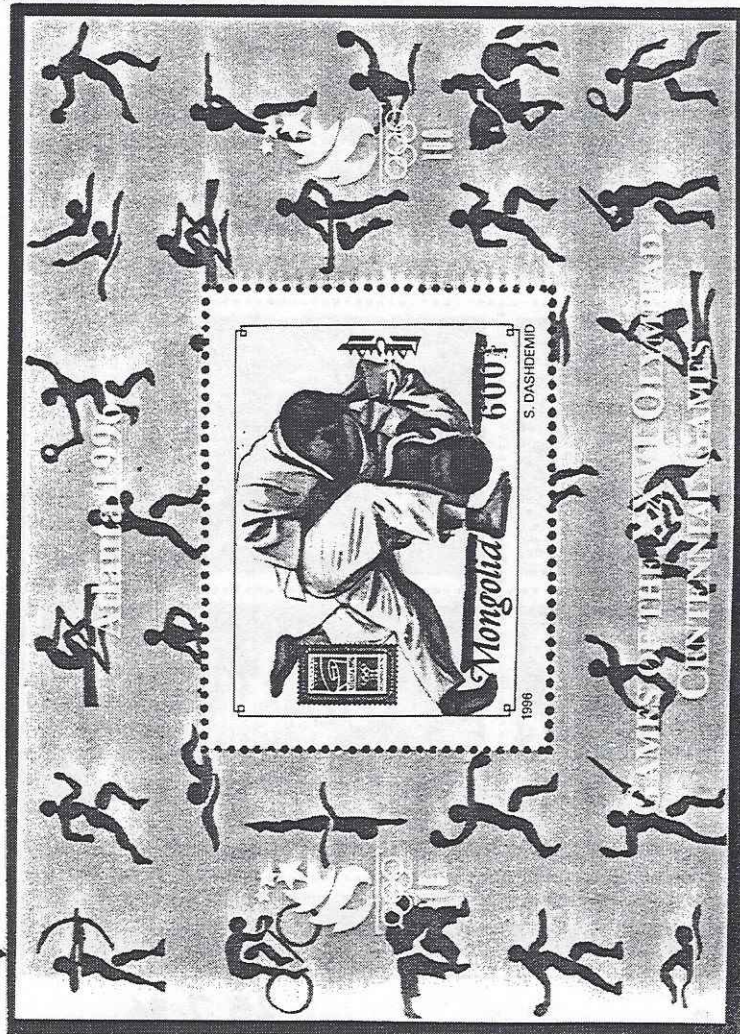




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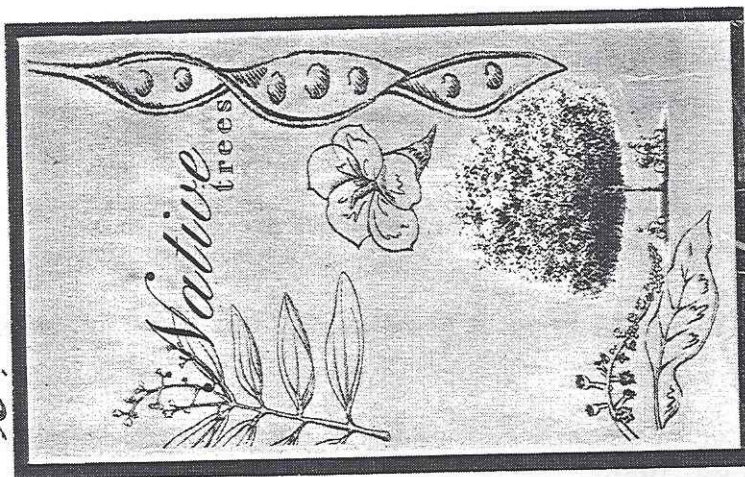
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26.6.96

Island  
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96?



20.9.69

# PÓST BÍLAR

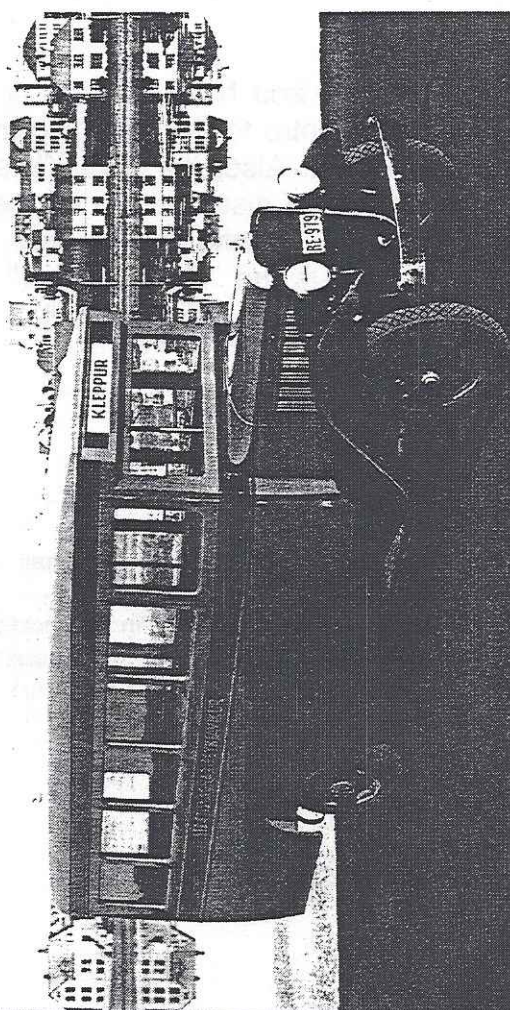
FRÍMERKI GEFIN ÚT  
13. MAÍ 1996

MAIL TRANSPORT  
VEHICLES

STAMPS ISSUED MAY 13TH 1996



PÓSTUR OG SÍMI



# GENT-WEVELGEM

INTERNATIONALE KLASSIEKER VOOR BEROEPSRENNERS

By Jacques Matthys

Founded in 1934 by George Matthys. A great cycling fan, also author of different books about cycling history:

- "The Gallery of Cyclist Champions", edited in 1946, 560 biographies and palmares in the period 1860-1945;
- "Secret Forces in the Cyclist Racer" 1949;
- "Hundred Years Cycling Sports" 1978, a selection of 100 best Cycling Champions' careers in the period 1890-1978;

"Archives of a Cycling Racers Encyclopedia" has been edited as a serial in a Sporting Weekly (till the letter 'M'); the taking over by another weekly, without cycling interest, stopped this successful serial! The founder was also a member of the National Committee in the Belgian Cycling League, Director of the Belgian team in the Tour of Yugoslavia in 1954, Peace Race Prague-Berlin-Warsaw in 1955, Six-Day Tour of Sweden in 1958. The "newcomer" got a good godfather!

Why was the race founded in 1934? In that year, a local racer, Gaston Rebry, born and bred in Wevelgem, won the Paris-Nice, Tour of Flanders and Paris-Roubaix events; enough for a cycling euphoria in Wevelgem! Rebry won the Paris-Roubaix in 1931, 1934 and 1935 - he was called "the locomotive"! A very strong champion.

Why GHENT for the start? For the simple reason, the founder and his assembly of friends, were all traders in the flax industry and Wevelgem was a real centre for the finishing of flax as raw material for the flax spinning mills, mostly situated in Ghent. Also, the River "Lys" (Leie) was a natural connection between the two regions. That river was also used in the beginning as a retting-place in the flax finishing process. English merchants, located in the neighbourhood, representing British weaving mills, called the Lys the "Golden River" (due to the flax colour during processing). Of course, in the figurative sense, it was, after all, a money-maker!

## HONOUR ROLL:

1934 - Race distance: 120km; average speed of winner: 36kph; Juniors only;

1. Gustave VAN BELLE (B) (this brave man lost his life in 1954 whilst saving his small son from drowning).
5. Richard DEPOORTER (B) (Winner Liege-Bastogne-Liege in 1943 & 1947; he died in an accident during the 1948 Tour of Switzerland - he was leading the Tour when he crashed in the Sustenpass Tunnel, which was badly lit, and was run over by a car. This stopped a very promising cycling career).



Richard Depoorter, Ichtegem - 1 Zwitserland 16/06/1948



1935 - Race distance: 120km; average speed of winner: 34.615kph; Juniors only;

1. Albert DEPREITERE (B).
7. Lucien STORME (B) (Winner Paris-Roubaix 1938; he was killed during WW2, ending a promising cycling career).



Starting in 1936, the race was for semi-professionals (known as "Independents").

1936 - Race distance: 168km; average speed of winner: 37.196kph;

1. Robert VAN EENAEME (B).
2. Jos SOMERS (B) (Winner Bordeaux-Paris 1937 & 1947).

1937 - Race distance: 160km; average speed of winner: 36.923kph;

1. Robert VAN EENAEME (B).
2. Albert RITSERVELDT (B) (Winner Liege-Bastogne-Liege 1939; a very talented Tour de France rider).

1938 - Race distance: 165km; average speed of winner 33.788kph;

1. Hubert GODART (B).
2. Edmond DELATHOUWER (B).

1939 - Race distance: 155km; average speed of winner: 35.361kph;

1. Andre DECLERCK (B).
2. Frans VAN HELLEMONT (B).
14. Georges CLAES (B) (Winner Paris-Roubaix 1946 & 1947).

1940-44 - The race was not held in this period. In May 1940, Luftwaffe bombers missed Wevelgem airfield but destroyed the town centre, which was totally burned out. From 1942, RAF and USAAF precision bombers targeted the airfield, this continued until the liberation in September 1944. At the end of 1944, Georges Matthys founded the Bicycle Club "Vliegend Wiel" (Flying Wheel), in preparation for the race to continue once the war was ended. The first President was Gaston Rebry, the "old champ".

From 1945 onwards, the race became a Professional event.

1945 - Race distance: 200km; average speed of winner: 35.820kph;

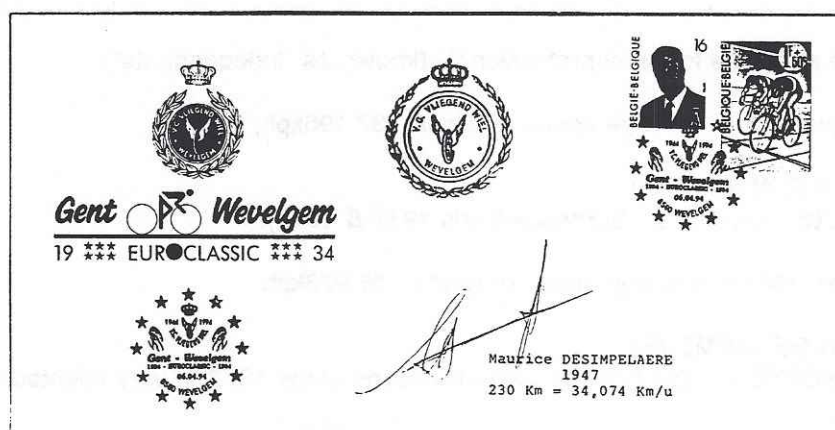
1. Robert VAN EENAEME (B) (He was the first triple-winner, after a memorable sprint with Maurice Van Herzele. The Chief Judge deemed Van Herzele the winner but, a photo taken by a professional photographer proved that Van Eenaeme was the real winner and justice was served).
2. Maurice VAN HERZELE (B).
3. Andre DECLERCK (B).
19. Albert SERCU (B) (father of Patrick Sercu).

1946 - Race distance: 200km; average speed of winner: 35.088kph;

1. Ernest STERCKX (B).
2. Maurice DESIMPELAERE (B).
3. Mich. REMUE (B).
5. Constant OCKERS (B) (World Champion in 1955; talented Tour rider whose career ended in a fatal crash at the Antwerp Velodrome).
6. Achille BUYSSE (B) (Belgian Champion 1948).

1947 - Race distance: 230km; average speed of winner: 34.074kph;

1. Maurice DESIMPELAERE (B) (Winner Paris-Roubaix, 1944).
2. Rene BEYENS (B).
3. Lucien VLAEMYNCK (B).
9. Gino BARTALI (It) (Winner Tour de France 1938 & 1948; Giro l'Italia 1936, 1937 & 1946; Italian Champion 1935, 1937, 1940 & 1952).
12. Sylvere MAES (B) (Winner Tour de France 1936 & 1939).
34. Bim DIEDERICH (Lux) (Winner Tour de Luxembourg 1949).



Gino BARTALI (I)



1948 - Race distance: 276km; average speed of winner: 36.718kph;

1. Valere OLLIVIER (B) (Belgian Champion 1949).
2. Albert RAMON (B) (Belgian Champion 1950).
3. Hilaire COUVREUR (B) (Winner Tour of Algeria 1950; Tour of Morocco 1953).

The presence of the famous Italian Champion, Fausto Coppi, influenced the average speed of the race.



Fausto COPPI (I)

Wereldkampioen 1953  
 Tour de France 1949-'52  
 Giro d'Italia 1946-'48-'49  
 Milano-San Remo 1946-'48-'49  
 Paris-Roubaix 1950  
 Giro di Lombardia  
 1946-'47-'48-'49-'54  
 Kamp. Italia 1942-'47-'49-'55  
 Uurrecord 1942: 45Km871/U

1949 - Race distance: 250km; average speed of winner: 33.708kph;

1. Marcel KINT (B) (World Champion 1939; Belgian Champion 1939; 2nd Paris-Roubaix, 1943). A funny anecdote: he asked to be incorporated in a cycling regiment for his military service period, but the medical staff declared him inapt!
2. Andre DECLERCK (B).
3. Albert DECIN (B).
8. Alberic SCHOTTE (B) a promising rider!



1950 - Race distance: 255km; average speed of winner: 37.872kph;

1. Alberic SCHOTTE (B) (World Champion 1948 & 1950; Winner Paris-Brussels 1946 & 1952, 2nd 1953; Winner Tour of Flanders 1942 & 1948; Winner Paris-Tours 1946 & 1947, 2nd 1952; Winner Ghent-Wevelgem 1955).  
 At the time, riders from Flanders (the Dutch-Flemish speaking northern region of Belgium), were "tempered" self-made men who raced for a living without luxury, and Schotte was called "the Last of the Flandrians".
2. Albert DECIN (B).
3. Andre DECLERCK (B).
6. Edouard KLABINSKY (Pol).



1951 - Race distance: 240km; average speed of winner: 36.828kph;

1. Andre ROSSEEL (B) (Winner Tour of Algeria 1951). Living in town, his victory made the local fans very happy. The race started with a snow-carpet but ended sunny.
2. Raphael JONCKHEERE (B).
3. L. VAN BRABANT (B).
6. Marcel HUBER (Ch) (Winner Tour de Morocco 1954).

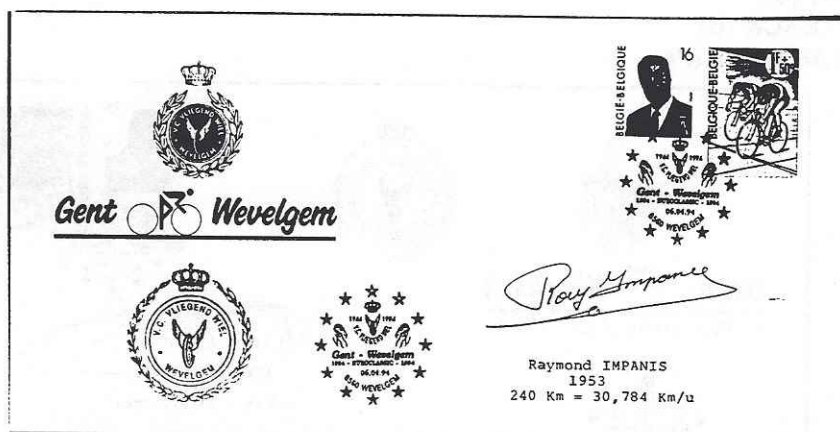
1952 - Race distance: 240km; average speed of winner: 37.210kph;

1. Raymond IMPANIS (B) (Winner Paris-Nice 1954 & 1960; Tour of Flanders 1954; Paris-Roubaix 1954; Ghent-Wevelgem, 1953).
2. Maurice BLOMME (B).
3. Alois DE HERTOOG (B).
5. Jacques MARINELLI (Fr) (3rd and wearer of the yellow jersey, Tour de France 1949).



1953 - Race distance: 240km; average speed of winner: 30.784kph;

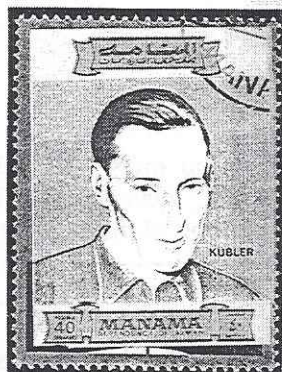
1. Raymond IMPANIS (B).
2. Wim VAN EST (NI) (Winner Bordeaux-Paris 1950 & 1952; Tour of Flanders 1953; Netherlands' Champion 1956 & 1957. Also wearer of yellow jersey in Tour de France).
3. Germain DERYCKE (B) (Winner Paris-Roubaix 1953; Milan-San Remo 1955; Liege-Bastogne-Liege, 1957; Tour of Flanders 1958).
4. Rik VAN STEENBERGEN (B) (World Champion 1949, 1956 & 1957; Winner Milan-San Remo 1954; Tour of Flanders 1944 & 1946; Paris-Roubaix 1948 & 1952; Paris-Brussels 1950; Tour of Argentina 1950; Belgian Champion 1943, 1945 & 1954; also 40 victories in 6-Day Races).



1954 - Race distance: 235km; average speed of winner: 35.968kph;

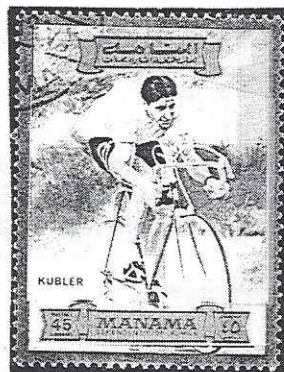
1. Rolf GRAF (Ch) (Swiss Champion 1956, 1959 & 1962, 2nd 1960 & 1961; Winner Tour of Switzerland 1956).
2. Ferdi KUBLER (Ch) (Swiss Champion 1948, 1949, 1950, 1951 & 1954; Winner Tour of Switzerland 1942, 1948 & 1951; Tour de France 1950, 2nd 1954; Liege-Bastogne-Liege 1951 & 1952, 3rd 1954; World Champion 1951, 2nd 1949, 3rd 1950; Winner Bordeaux-Paris 1953).
3. Ernest STERCKX (B).

A Swiss 1st & 2nd; everyone was watching Kubler - this was a clever tactical move by Kubler, as Graf was the "hare" and sprinted home, beating the best Belgian riders.



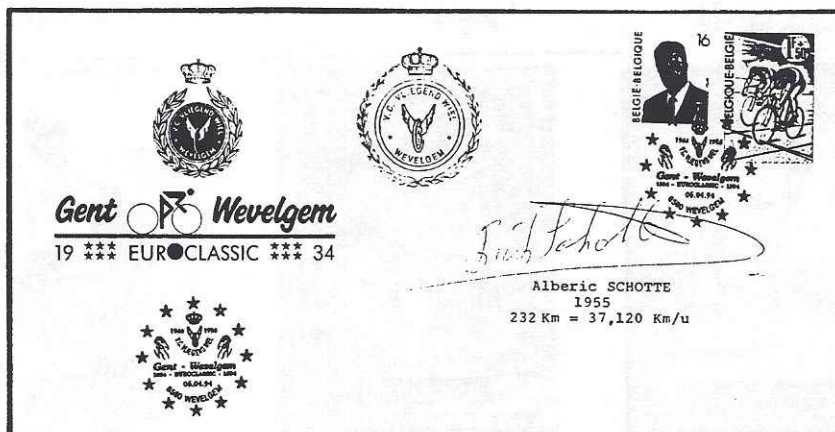
Ferdi KÜBLER (CH)

Wereldkampioen 1951  
Bordeaux-Paris 1953  
Tour de Suisse 1942-48-51  
Tour de France 1950  
Liège-Bastogne-Liège 1951-52  
Flèche Wallonne 1951-52  
Gent-Wevelgem 1954: 2e  
Kamp. Zwitserland  
1948-49-50-51-54



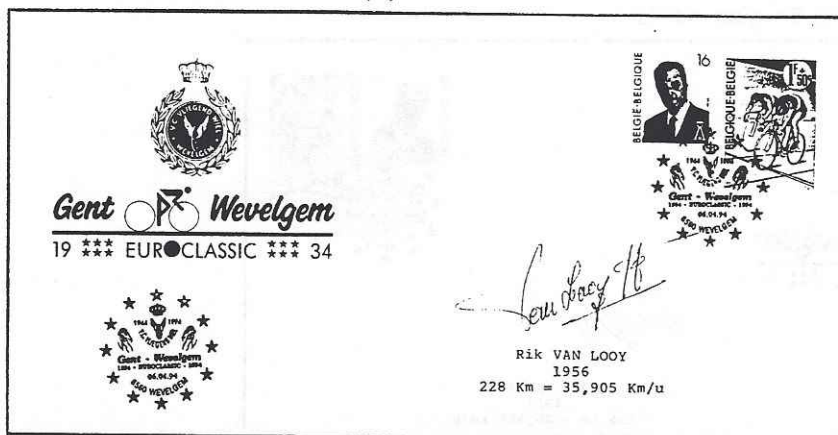
1955 - Race distance: 232km; average speed of winner: 37.120km/h;

1. Alberic SCHOTTE (B).
2. Desire KETELEER (B).
3. Raymond IMPANIS (B).
4. Andre NOYELLE (B) (Olympic Champion 1952).
5. Ferdi KUBLER (Ch).



1956 - Race distance: 228km; average speed of winner: 35.905phh;

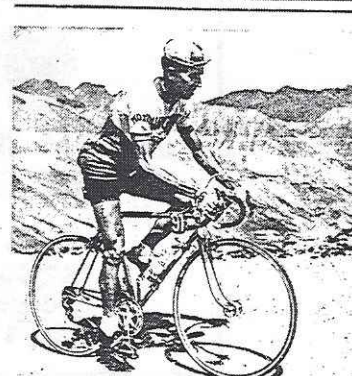
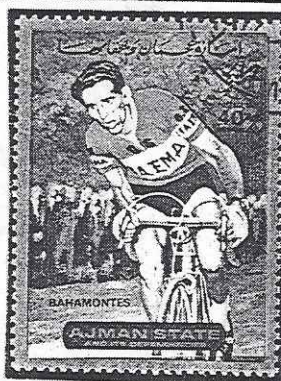
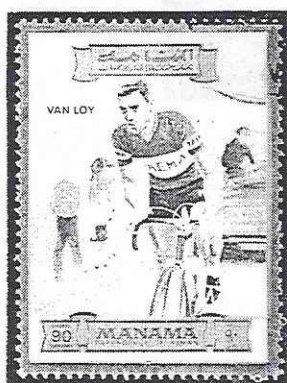
1. Rik VAN LOOY (B) (World Champion 1960 & 1961, 2nd 1956 & 1963; Belgian Champion 1958 & 1963; Winner Paris-Brussels 1956 & 1958, 2nd 1964, 3rd 1966; Milan-San Remo 1958, 2nd 1961; Tour of Flanders 1959 & 1962; Paris-Tours 1959 & 1967, 2nd 1964 & 1966; Giro de Lombardia 1959; Paris-Roubaix 1961, 1962 & 1965, 2nd 1963 & 1967; Liege-Bastogne-Liege 1961; Ghent-Wevelgem 1956, 1957 & 1962, 3rd 1964). One of the greatest riders; winner of all the International classics, also victories in 12 6-Day races.
2. Richard VAN GENECHTEN (B) (a talented climber in Tours).
3. Desire KETELEER (B).



1957 - Race distance: 207km; average speed of winner: 40.142km/h;

1. Rik VAN LOOY (B) (His second Ghent-Wevelgem).
2. Andre NOYELLE (B).
3. Lucien MATHYS (B).

The race passed through France for the first time, introducing more hills, with the famous Cassel climbings. Federico BAHAMONTES (Sp), the "Eagle of Toledo", (winner of Tour de France 1959 and Spanish Champion 1958) had it all his own way and became King of the Mountain.



Federico BAHAMONTES  
(E)

Tour de France 1959  
Kamp. Spanje 1958  
Bergkoning-TdF: x6  
Bergkoning-Vuelta: x2

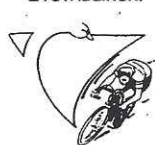




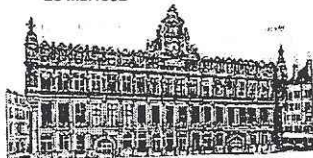
1958 - Race distance: 231km; average speed of winner: 41.598kph;

1. Noel FORE (B) (Winner Paris-Roubaix 1959, Tour of Flanders 1963).
2. Rik VAN LOOY (B).
3. Alfred DE BRUYNE (B) (Winner Paris-Nice 1956 & 1958; Milan-San Remo 1956, 2nd 1957; Liege-Bastogne-Liege 1956, 1958 & 1959; Paris-Tours 1957, 2nd 1958; Tour of Flanders 1957; Paris-Roubaix 1957, 2nd 1956).  
By the big rivalry between Rik and Fred, you could say "when two dogs strive for a bone and a third runs away with it!"
7. Seamus ELIOTT (Ir).
24. Jean STABLSKY (F) (French Champion 1960, 1962, 1963 & 1964, 2nd 1961 & 1966; Winner Tour of Spain 1958; Paris-Brussels 1963; World Champion 1962).

LA STABLSKY



28 Mai 1992



1959 - Race distance: 221.2km; average speed of winner: 42.776kph;

1. Leon VAN DAELE (B) (Winner Paris-Roubaix 1958, 3rd 1957; became a talented track rider). He received the "Blue Ribbon" for the fastest classic road race.
2. Joseph HOEVENAARS (B).
3. Jacques ANQUETIL (Fr) (Very unlucky, a puncture at 7km from the finish prevented a possible victory! He got his revenge in 1964).



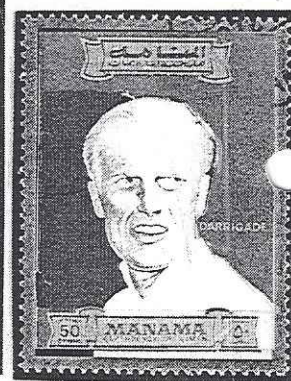
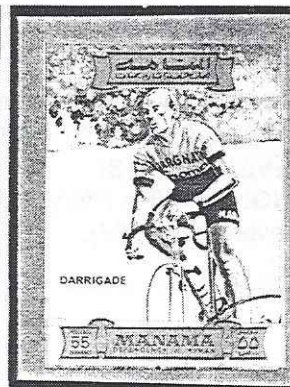
1960 - Race distance: 256km; average speed of winner: 38.920kph;

1. Frans AERENHOUTS (B).
2. Frans DE MULDER (B) (Belgian Champion 1960; Winner Tour of Spain 1960).
3. Joseph PLANCKAERT (B) (Belgian Champion 1962; Winner Liege-Bastogne-Liege 1962).
5. Jo DE ROO (NL) (Netherlands Champion 1964 & 1965, 2nd 1962 & 1967; Winner Tour of Flanders 1965; Giro de Lombardia 1962 & 1963; Paris-Tours 1962).



1961 - Race distance: 233km; average speed of winner: 41.560kph;

1. Frans AERENHOUTS (B). (His second Ghent-Wevelgem).
2. Raymond IMPANIS (B).
3. Yvo MOLENAERS (B).
4. Andre NOYELLE (B).
5. Marcel JANSSENS (B) (Winner Bordeaux-Paris 1960).
12. Andre DARRIGADE (Fr) (World Champion 1959, 2nd 1960, 3rd 1957 & 1958; French Champion 1955, 3rd 1960; Winner Giro de Lombardia 1956; 22 stage victories over the years in the Tour de France).



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This article to be continued in BS21B

## COLCHESTER & DISTRICT MESSENGER SERVICE

### & STRIKE MAIL ISSUES

Controversy has cast its shadow over the above issues. There is no doubt that the United Kingdom experienced mail strikes during the months of July, August and September 1996. This has been well documented in the British National Press, but the authenticity of the C&D MS stamps is another story...

The saga began unfolding when Douglas Marchant received a letter from Ivan Trinder, dated 25 July 1996, which stated: "... I thought that I had better let you know that I have organised another Strike Post in Colchester and are now awaiting the word to go. I have used the 3 stamps printed for my Colchester Local Post by over-printing them as per enclosed. "

Douglas replied on July 27th and again I quote:

"... Many thanks for your letter dated 25th July and for the philatelic items.

*It is good to hear from you. I was getting a bit worried as the last 'Ivan Trinder' local postal service I knew of was the Colchester Scout Cycle Mail for Christmas 1994.*

*I didn't hear from you about any service for last Christmas and Peter Duck told me that you didn't organise one.*

*But now you have sent me four overprinted stamps and those stamps' design didn't ring any bells or, in other words, I don't remember seeing them before. Were the stamps used last Christmas?*

*It looks as if I will be asking you for two batches of philatelic material*

*Colchester & District Messenger Service items -  
and the above items overprinted for the current postal dispute.*

*I will need some background information, but you know that and you know what is meant by background information so I have no need to spell it out. (e.g. date of issue)....*

*... However, I suggest that we deal now with the un-overprinted batch.*

*When did the Colchester & District Messenger Service first start operating?*

*Does "C.C.C." stand for Colchester Cycling Club?*

*What period of time was covered by the service?*

*Who were the postmen (Scouts? School children?)."*

Douglas then ordered a quantity of stamps and FDC's, etc.

Ivan replied on August 11th, enclosing a sheet with some information (see BS20B, page 26) and in his letter stated: "As far as the C&D MS goes, it is my immediate family who delivers." He sent the items that Douglas ordered.

Douglas wrote back on August 13th, thanked him for the information and the batch of philatelic material. He then went on to ask various questions regarding the stamps, etc. The UK Post Office, each year, suspends its monopoly on items costing less than 1Pd per item between the 25th November and the 1st January for "charitable" delivery of Christmas and New Year cards. Douglas went on to say:

"You wrote 'I have used the 3 stamps printed for my Colchester Local Post by overprinting them' (your letter dated 25th July). As I had not seen the design before, I asked you on what occasion were the stamps first used and I did suggest that it might have been Christmas 1995. Although you stated that it was your 'immediate family who delivers', the only indication I have for the first postal usage of the design, is the '9 x C&DMS FDCs' you sent to me and all nine carry the date '1 JAN 1996'.

1st January is the last day of the Monopoly's suspension for charities to deliver cards. And from your explanation, it would seem that the stamps were printed on the 1st January 1996 'in order to be prepared' if post office workers went on strike during the year. So the un-overprinted 'stamps' are proofs so to speak yet you have invoiced them as if they were actual stamps, and, by that I mean that the 'set of three proofs' and the 'set of three stamps' were both invoiced at 3.50Pds.

If you can confirm that I do understand matters aright, then the '1 Jan 1996' are not FDCs and the mint postal stationery items lacking the overprinting, are 'proofs'.

You haven't given any explanation for the 1Pd and 2Pd stamps (weight? Distance?).

Now even if it is only members of your 'immediate family who delivers' the mail for you, the local newspapers must be reporting on your service to the local community. I do need such evidence as some of those I supply to do not want, as they often put it, 'money-making, but postally invalid' items."

Ivan replied on August 17th: "I thought I had made it clear that I prepared for a messenger service lest it should be needed, and as I had to make a date for commencement I settled on Jan 1st. 1996 - that is my concern. It's not a new thing as the P.O. itself has postmarked FDCs on another date other than a day of issue."

Douglas, on August 30th again tried to obtain satisfactory answers from Ivan - to quote:

"When you were a teacher at the Clacton County High School, you understood what was required from any organiser of any local postal service, namely:

Reason for the service (school project. Delivery of Christmas cards at a lower rate than the Royal Mail's)

Duration (Date started [FDCs] until just after Christmas Day)

Reasons for different rates (local firms calendars v. normal Xmas cards)

Designing/Printing details (details given of designing competitions and the numbers of stamps, sheets, etc. printed)

Catchment area defined (by the sites of the post boxes)

Delivery area defined (names of local villages covered, were given)

Publicity (Notices announcing service were placed in shops which allowed post boxes to be sited therein, local newspaper coverage)

You must appreciate that those questions demand answers before anyone can consider your 'Colchester & District Messenger Service' as a genuine and legal local postal service."

Ivan replied on September 5th:

"I think that you should know that I was not at any time a teacher at the Clacton County High School.

The Colchester & District Messenger Service is not a going concern at this time and has never been operational. You have made an erroneous assumption.

It was organised because in the climate existing in Nov.-Dec. '95 I thought, in my estimation, that it may have been necessary to move quickly should the government give permission. When they did the strike post was already operational.

*The C. & D.M.S. stamps were overprinted because they were already printed and as time was of the essence, I used them for an entirely different purpose.*

*When I wrote on 25/7/96 to let you know what was going on, no mention was made of C. & D.M.S. stamps. It was you that asked for them and the covers supplied to you are Specimen covers d/d 1/1/96 as some datum point is usual. These stamps as you should know, as a philatelist, fall under the category of 'Prepared for use, but not issued' and in consequence very collectable at this time.*

*This is all I am going to say on the matter."*

\* Douglas' confusion on Ivan Trinder's status at the Clacton County High School stems from newspaper cuttings shown on page 38 of BS1; one, from the front page of the "Yellow Advertiser" 6/12/85, is a photo of Ivan Trinder with the caption "Stand and deliver! Teacher, Ivan Trinder and the team...." The other, an extract from the "East Essex Gazette" 13/12/85, quotes that Ivan is "the school's chief technician".

So, now we have conflicting statements; on August 11th Ivan said: "as far as the C&DMS goes, it is my immediate family who delivers", then on September 5th he said: "the C&DMS is not a going concern at this time and has never been operational"!

Douglas has not been able to obtain any press clippings about the service, no adverts from local newspapers, etc.

The saga continued until Douglas, unable to get proof that the stamps were genuinely used for "cycle mail", decided to return them to Ivan.

To quote from "Philatelic Terms Illustrated" by James Mackay:

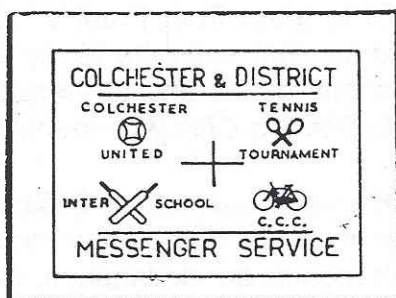
"A 'First Day Cover' is 'A cover bearing postage stamps postmarked and sent through the post on the first day they were officially authorised for use'."

By this definition, the undated C&DMS covers and those dated 1/1/96 are not FDCs and, as the C&DMS, in Trinder's own words, "has never been operational", the stamps are not postage stamps but must be considered 'bogus'. Now, the stamps overprinted "STRIKE POST 1996" (illustrated in BS20B, page 27) are something else again, but, once again, we have no proof that they were, 1) used at all, or 2) the mail was carried by persons riding bicycles. The only factor in their favour is that the stamps themselves have a small bicycle on them.

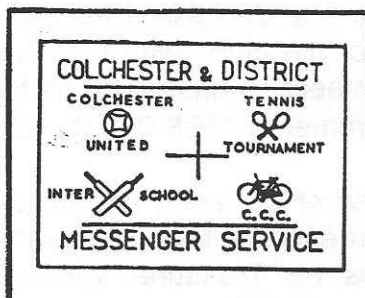
Now, it's up to you if you wish to collect these 'bogus issues', but let's face it, there's plenty of genuine official issues to collect at the moment, so spend your money wisely.

I wish to thank Douglas for permitting me to print excerpts from his personal mail...

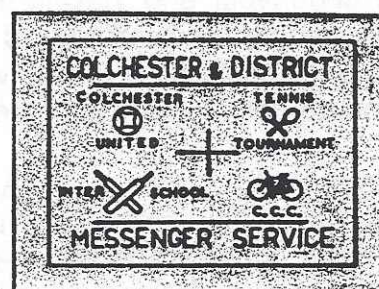
Illustrated below are the C&DMS "stamps" before overprinting...



Printed Gold on white  
paper



Printed Red on Yellow  
paper



Printed Black on  
Green paper



# **BICYCLE STAMPS CLUB - 10TH** **ANNIVERSARY**

By Douglas Marchant

*On the occasion of our 10th Anniversary, we thought it appropriate to invite Douglas Marchant, our Founder and Editor of "Bicycle Stamps" (1986-89) and Club President (1989-91), to contribute the following article.*

The first known attempt to form a club for collectors of philatelic material of interest to cyclists, was made in America in 1965 (see "Bicycle Stamps" No.5, page 4), but whether that attempt met with any success or not, we just do not know. In all probability, it wasn't successful for, if it had been, we surely would have found out some more information about it by now.

What we do know is that *James R. Palmieri* wrote a letter suggesting the formation of such a club, and that letter was published in an American stamp magazine in 1979 (see "Bicycle Stamps" No.3, page 10). As a result of the publication of that letter, the *Bicycles on Stamps Study Unit* of the American Topical Association was formed in 1980.

The driving-force of the study unit was *Frank Havnoonian*, who edited the Unit's magazine "The Spoken Word" from August 1980 to February 1985. In one editorial he was generous enough to write that "Club participation... has been fantastic", but, with hindsight, we can say that the study unit floundered on the reluctance of members to participate. Frank had to cope with all the other tasks (taking in subscriptions, advertising the unit, dealing with enquiries, etc) running such a collectors' club involved.

Of course Frank may have been at fault, for he may have been of the belief that his undoubted enthusiasm was all that was needed. But, without the help of others, the magazine suffered. Issues varied considerably in size from 8 to 23 pages, and the gaps between issues got longer and longer - until the gap between one issue and the next became 2<sup>1</sup>/<sub>2</sub> years.

Frank knew he needed help and asked for someone to volunteer to edit an issue of the magazine. I put up my hand, so to speak, when he visited me towards the end of 1984 (or was it the beginning of 1985? I can't remember now, but the exact date is not really of any importance is it) and edited the Tenth Issue of "The Spoken Word" in the summer of 1985. Unfortunately, by then the study unit was in such a financially-sorry state, that it was clear that a fresh start had to be made.

Who was to make that fresh start? Someone had to appoint himself to man the bridge of the new endeavour and, having made that decision, I also decided to learn from Frank's mistake in not finding other officers to steer the club away from the storms that sunk the study unit. It took quite some time to find volunteers to undertake all the various duties and to recruit crew members, for it wasn't until the summer of 1986 that the *Bicycle Stamps Club* was launched.

We got off to a good start. A crew of 58, each known as a Founder Member in Britain, and known as a Charter Member in America, but, more importantly, many of those crew members had been appointed to officer-ships, eg: Treasurer, which didn't require an explanation, but did require work, which they all gladly undertook.

Unfortunately, living at the end of this century, I couldn't press-gang members of the old study unit to membership of the new Bicycle Stamps Club's crew. One old study unit member refused to join because he felt cheated by not having his old subscription carried forward to the new club (see "Bicycle Stamps" No.3, page 10). However, many of the old study unit's members did join the new club and I think the new club started off with more members than the old study unit ever had.

One distinct advantage the new club had over the old study unit was the clarity of the title of the magazine. "Bicycle Stamps" is, quite unmistakable, whereas what on earth is the meaning of "The Spoken' Word"? Readers, whose mother tongue is English, will readily gather that it is a somewhat feeble attempt at a pun on the fact that bicycles have spokes and words are spoken (although, in a magazine, the words are written!), but how such a title is supposed to suggest to potential readers that it has any connection with collecting bicycle stamps is beyond my understanding.

The greatest advantage the new club had, and still has, over the old study unit, is that the work-load is shared by many enthusiasts. We are fortunate in having such a high percentage of our membership giving so freely of their time. The quality of the contributions has surely helped our membership grow from strength to strength, even though there are many keen bicycle stamp collectors who have not joined our club. Why? A Dutch collector wrote to me in May this year and said that, although he was a "fanatic collector" of bicycle stamps, he hasn't joined the Bicycle Stamps Club as: "Nobody can tell (him) anything new about stamp collecting".

I have no idea how anyone could convince such a conceited chap that no collector can know everything about collecting anything and, even if they did, they wouldn't know that they knew everything. Is such a conceited chap the sort of person we would like to join, I wonder? Mind you, we wouldn't refuse him membership if he discovered some humility. Even if he doesn't, he must think that he has a lot to contribute, so his membership would be welcomed.

I think we would be happier to welcome those collectors who have not joined because they do not know of the Bicycle Stamps Club. Do you know of any such collector?

New members are important for, whilst there may be some current members who wonder why, the majority understand perfectly that the more members we have, the more investigators and contributors there will be. We may already have many keen members, but we should not just sit back and let them do all the work, for we should bear in mind the *raison d'être* of the club, which is to provide a service to our fellow collectors; in other words, *you and me*. But, for the club to be able to provide that service, *our* services are of the utmost importance.



Some members are currently carrying out the duties for which they were elected and obviously ordinary members would not be expected to carry out similar duties - now. But, now is the time to consider standing for office the next time that elections are announced. It isn't fair to expect the same people to carry out the same duties forever and a day. No member has to wait until the next elections are announced before volunteering his or her services.

Ordinary members have a vital contribution to make; that may be summed up in one word: *Information*. If you discover anything which may be of interest to fellow-bicycle stamp collectors, don't assume that others will know and that, therefore, there is no need to tell anyone else about it.

*Information* may be one of two types: the *fact* of the existence of something and the *background* to that existence. When I discovered that Tanzania had issued a stamp showing Canadian soldiers with bicycles disembarking on D-Day, I informed the editor of "Bicycle Stamps" and provided some background information (see "Bicycle Stamps" No.18A, pages 8-11). Obviously a sense of proportion was needed. To write, say a 5-page article explaining D-Day, and placing that day in the context of the Second World War, would have been pointless. We must assume that fellow members have a certain degree of knowledge and intelligence. In any case, any member who wanted to know about D-Day and the Second World War, may easily consult hundreds of readily available books.

The Bicycle Stamps Club is a collectors' club, and not an historical society. No, the background we should provide should directly relate to the philatelic item discovered. But, if no background information is known, that doesn't serve as any excuse for not telling others of the existence of a philatelic item of interest. The venue for conveying information to other members is "Bicycle Stamps", so send a photocopy of the item and any other information known, eg: date of issue, to the magazine's editor. He would be more than happy to record your help in the magazine.

You may find an article of interest in, say, another stamp magazine. Photocopy it and send to the editor of "Bicycle Stamps", stating the name and address of the magazine you photocopied it from. That is important, for he may need to seek permission to reproduce that article in "Bicycle Stamps". Don't be foolish, as one member did on more than one occasion, and type a chapter from a book or type an article from a magazine and submit the results as if they were the product of your own researches. You could be found out. He was!

Now that the Club has been in existence for 10 years, well over 1000 pages of "Bicycle Stamps" have been published and many listings of bicycle stamps have been compiled and circulated or published, many members may have formed the opinion that every philatelic item which may be of cycling interest is known and, therefore, there is no need to investigate further. But, of one thing we can all be assured, and that is that there is always going to be at least one item that has not yet been spotted.

Of course, philosophically, I cannot state that as a truism, but we are not a philosophical society and, as discoveries of stamps issued years ago keep coming to light, I think we can be confident in asserting that there are many others just waiting to be found. And, of those items already known, the information we may have about them may be wrong; or we may find additional information about them.

A quite natural fear is that a member may think that whatever he has discovered has already been mentioned in a back-issue of "Bicycle Stamps" (or in 'The Spoken' Word'). Don't let that possibility put you off informing the editor of your discovery. It is one of the editor's tasks to try to spot any duplication and amend your information to take into account any previous mention. But, it doesn't really matter if some piece of information is given twice, eg: a North Korean stamp was shown as a 'discovery' on page 3 of "Bicycle Stamps" No.17B, but it had been shown as a 'discovery' on page 10 of "Bicycle Stamps" No.6). No harm was done and it is far better to duplicate the information than not to have given it at all. By all means, glance back through previous issues of the magazine to see what has been reported, or if anything has been reported, about your discovery, before writing to the editor. Remember, no-one will think you are at fault for repeating something that has been recorded in a previous issue. If anyone is going to be blamed, it will be the editor. His job is to edit and not just throw everything submitted into the magazine. Anyone could do that.

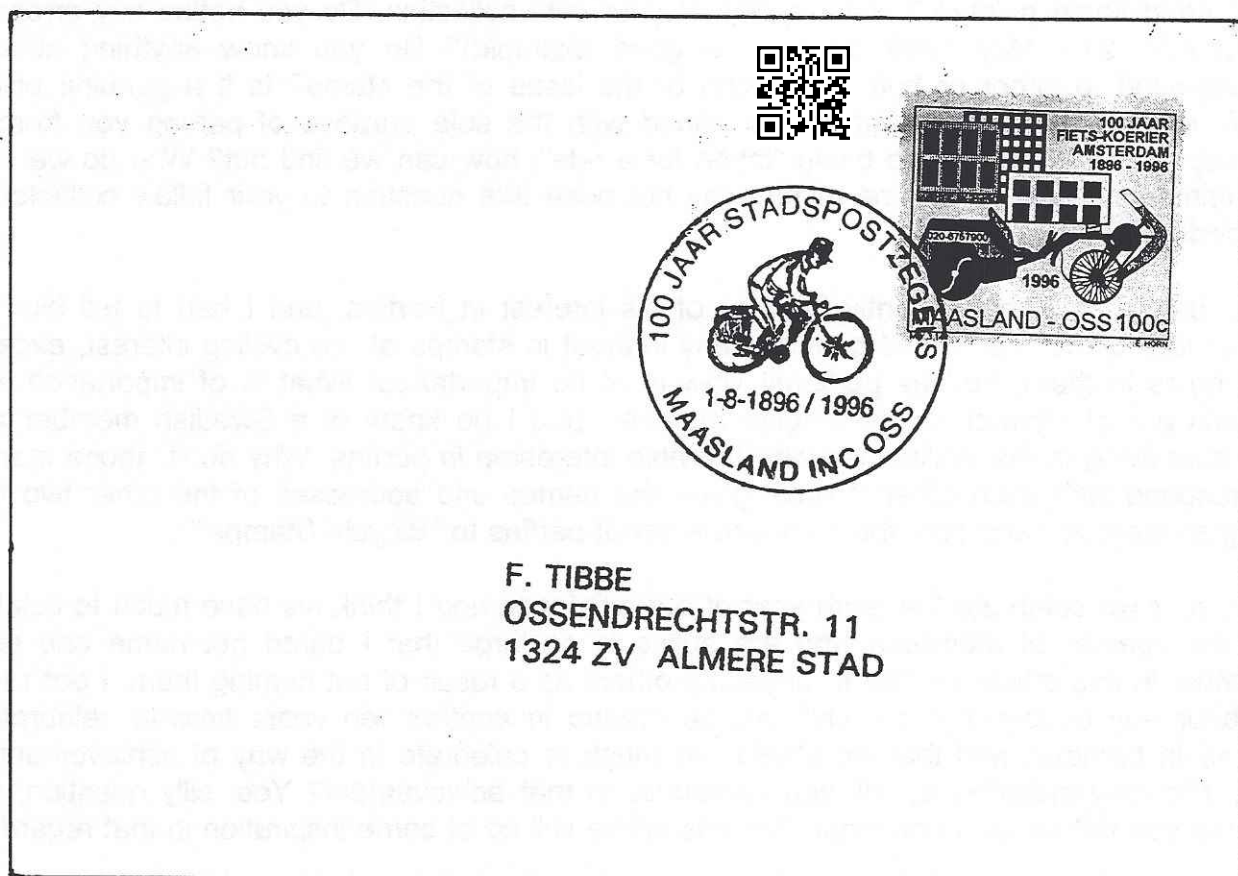
1896-1996

## 100 jaar STADSPOSTZEGELS

On August 1st 1996, the centenary of private mail deliveries in Amsterdam, and 100 years of local stamps was celebrated.

In the past I have tried to illustrate the stamps issued, but with little success and, unfortunately, the photocopies received so far for this issue, are unprintable, so all I can tell you is that there are 3 different designs. They are printed in sheets of 10, in two rows of 5. Maasland issued 3 sheets in values of 55c, 60c and 100c. The Westerwolde issues comprise 2 sheets; 1 with all stamps of 50c value, the 2nd with 5 x 50c on the top row and on the bottom row 5 in the following sequence: 150c .. 250c .. 500c .. 150c .. 250c.

Illustrated below is a first day cover of the above issue, with a Maasland 100c stamp attached.



\*\*\*\*\*

### CLUB ROSTER

Changes of Address: Roland Lindler, 4412 E. Glennair Drive, Spokane, WA 99223-1523 USA  
Andrew Ruland, 3717 Welwyn Way, Bedford TX 76021 USA



## From My Musette

- \* Remember the cover on BS20B and my question "Anyone know what 'His Lordship's Larder' was, or is"? Well, West Australian member Frank Gericevich was intrigued so he made some enquiries and he managed to score a whole heap of information from the Fremantle City Library and Information Service and their letter is cited below:

Thank you for your letter. His Lordship's Larder was a dwelling/cafe that existed on the corner of Mouat and Phillimore Streets. Built pre 1880 and extended during the 1890's, it was a large bungalow house. Coloured yellow it was constructed of timber and had a verandah going right to the roadside. Above the verandah the words "His Lordship's Larder" were printed in letters two feet high.

In 1886 it opened as a luncheon room with Charles Pierce as proprietor. According to an advertisement in the "Herald" of 1/5/1886 meals were available at all hours, as was tea, coffee and cocoa. Ham and beef were always on hand, and hot coffee was served at 6 a.m. daily and dinners from 12-2 p.m.

In 1903 this building was demolished and replaced by a two storey hotel. Known as His Majesty's Hotel, it was designed by T. Anthoness and built at a cost of six thousand, five hundred and eighty-four pounds.

In 1985 the name of the hotel was changed back to His Lordship's Larder.

I wish to thank Frank for his efforts and Brian Sole who, by sending me a photocopy of the card, started it all. I intend sending Brian a copy of all the information received.

- \* Tore Josefsson advises that, due to bank charge changes, he has been forced to close the Club's Giro account, and advises that all future monies sent to him should mention account number: 402 31 07-8.
- \* Jacques Matthys has duplicates for sale. Unfortunately, due to space restraints in this issue, it is not possible to list what he has on offer. Interested members should contact Jacques direct.
- \* Terry Crawford wrote and expressed the point of view that: "If there is a bicycle, however small, on the stamp, then it should be recorded in the magazine, if only for the sake of those members who pore over stamps with magnifying glasses or microscopes!" He also worries that our particular branch of philately has reached the stage that the hobby generally was at some 25 years ago, when collectors became disillusioned with the ever-increasing numbers of often questionable new issues. Either they gave up completely, or specialised, opting for quality rather than quantity.
- \* Members will, I hope, have already realised that the format of the New Issues Update has been changed to "alpha". It is easier to maintain and our magazine would appear to have been the only one that printed these in chronological order. I hope you all find the new format easier to refer to.