

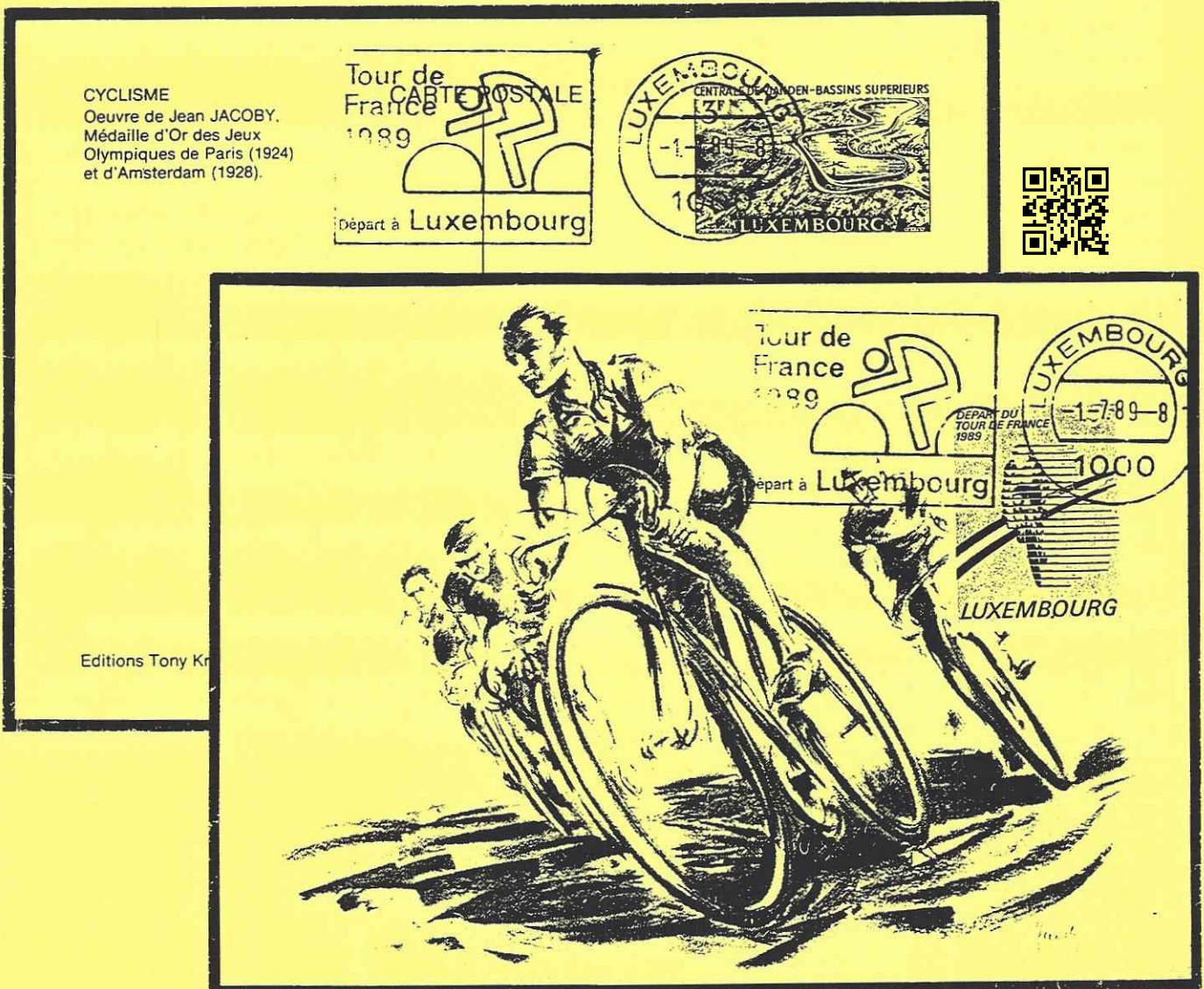
BICYCLE STAMPS

OFFICIAL PUBLICATION OF THE BICYCLE STAMPS CLUB

BS 44 - August - 2003

President: Brian Sole
Vice-President: Jacques Matthys

Secretary/Editor: A E (Tony) Teideman
Treasurer: Norman Batho



POSTCARD CELEBRATING THE START OF THE 1989 TOUR DE FRANCE
IN LUXEMBOURG

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, USA.


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New Issue Update

ANDORRA (FRENCH)	07.07.03	€0.50	CENTENARY OF TOUR DE FRANCE - MAURICE GARIN AND MAP OF ORIGINAL ROUTE	1	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	TOUR DE FRANCE - 1903 WINNER MAURICE GARIN UNFORTUNATELY DUE TO POOR IMAGES OBTAINED I HAVE USED A CERTAIN AMOUNT OF GUESS WORK IN DECIDING THE RIDERS DEPICTED SO THESE DETAILS WILL HAVE TO BET CONFIRMATION	2S X4S + 2 MS 	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1904 WINNER - HENRI CORNET ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1905 WINNER - LOUIS TROUSSELIER ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1906 WINNER - RENE POTTIER ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1907 WINNER - LUCIEN PETIT-BRETON ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1908 WINNER - LUCIEN PETIT-BRETON ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1909 WINNER - FRANCOIS FABER ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	\$2.00	AS ABOVE - 1910 WINNER - OCTAVE LAPIZE ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	MS \$6.00	AS ABOVE - HENRI DESGRANGES ✓	2S X4S + 2 MS	44-9
* ANTIGUA & BARBUDA	01.03.03	MS \$6.00	AS ABOVE - PIERRE GIFFARD ✓	2S X4S + 2 MS	44-99
ASCENSION	21.06.03	SHEETLET	PRINCE WILLIAMS 21ST BIRTHDAY - STAMPS OF NO CYCLING INTEREST - PRINCE WILLIAM ON BICYCLE ON LEFT SIDE OF SELVEDGE	SHEETLET	44-28
BELGIUM	27.01.03	€0.49	" A HEART FOR" SERIES - POSTMAN ON BICYCLE	6 + SHT	44-15
BELGIUM	27.01.03	SHEET	AS ABOVE - SHEET OF 10 STAMPS - ABOVE STAMP IN BOTTOM LEFT POSITION WHICH MEANS THAT IT WILL ALSO BE AVAILABLE SE-TENANT WITH THE STAMP ABOVE IT & THE STAMP TO ITS RIGHT.	6 + SHT	44-15
CANADA	10.09.03	48c	WORLD ROAD CYCLING CHAMPIONSHIPS- HAMILTON - RACING CYCLISTS	1+B+P	44-22
CANADA	10.09.03	BOOKLET	AS ABOVE - BOOKLET OF 8 OF THE ABOVE STAMPS	1+B+P	44-22
CANADA	10.09.03	PANE	AS ABOVE - PANE OF 8 OF THE ABOVE STAMPS	1+B+P	44-22

CHINA	00.00.00	POSTAL CARD	SYDNEY OLYMPICS - STAMP IMPRINT IS FOR BEIJING OLYMPICS 2008 - CYCLING - STYLISED CYCLIST	2	41-10
CHINA	00.00.00	POSTAL CARD	AS ABOVE - TRIATHLON - STYLISED CYCLIST	2	41-10
FRANCE	?	POST CARDS	SET OF THREE POSTCARDS SHOWING RACING CYCLISTS BEING CAUGHT AND PASSED BY POSTMAN ON BICYCLE	3	43-16
FRANCE	30.06.03	€ 0.50	CENTENARY TOUR DE FRANCE - MAURICE GARIN 1903 WINNER	2 +5LABELS + SHT	44-10
FRANCE	30.06.03	€ 0.50	AS ABOVE - RIDER GIVING VICTORY SALUTE	2 + 5LABELS + SHT	44-10
FRANCE	 30.06.03	SHEET	AS ABOVE - SHEET OF 10 STAMPS(5 OF EACH OF THE ABOVE) + 5 LABELS WHICH SHOW PREVIOUS MULTIPLE WINNERS - JACQUES ANQUETIL - EDDY MERCKX - BERNARD HINAULT - MIGUEL INDURAIN & LANCE ARMSTRONG - WITH THE POSITION OF THE STAMPS AND LABELS THERE ARE MANY SE-TENANT POSSIBILITIES	2 + 5LABELS + SHEET	44-10
GAMBIA	01.03.03	?	CENTENARY TOUR DE FRANCE - AWAITING FURTHER DETAILS - DETAILS SO FAR INDICATE 2X 4 STAMP SHEETLETS AND 1 MS	?	
GRENADA	01.04.03	\$2.00	CENTENARY TOUR DE FRANCE - UNFORTUNATELY DUE TO POOR IMAGES OBTAINED I WOULD BE GUESSING THE RIDERS DEPICTED SO THESE DETAILS WILL HAVE TO WAIT CONFIRMATION	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	MS	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA	01.04.03	MS	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14

GRENADA GRENADINES	01.04.03	\$2.00	CENTENARY TOUR DE FRANCE - UNFORTUNATELY DUE TO POOR IMAGES OBTAINED I WOULD BE GUESSING THE RIDERS DEPICTED SO THESE DETAILS WILL HAVE TO WAIT CONFIRMATION	8 +2 SHT + 2 MS 	44-14
GRENADA GRENADINES	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	\$2.00	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
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GRENADA GRENADINES	01.04.03	SHEETLET	AS ABOVE - SHEETLET OF THE 4 ABOVE STAMPS	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	MS	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GRENADA GRENADINES	01.04.03	MS	AS ABOVE - ??	8 +2 SHT + 2 MS	44-14
GUINEA-BISSAU	00.00.01	350 FCFA	SPORTING PERSONALITIES - JAN ULRICH	1+S	41-16
GUINEA-BISSAU	00.00.01	SHEET	AS ABOVE - SHEET OF 10 DIFF. INCLUDES THE ABOVE STAMP	1+S	41-16
MOZAMBIQUE	00.00.01	20000 MT	SYDNEY 2000 VICTORS - CLARA HUGHES	2+2S	41-16
MOZAMBIQUE	00.00.01	SHEET	AS ABOVE - SHEET OF 6 DIFF. INCLUDES THE ABOVE STAMP	2+2S	41-16
MOZAMBIQUE	00.00.01	28000 MT	AS ABOVE - MICHAEL DODGE	2+2S	41-16
MOZAMBIQUE	00.00.01	SHEET	AS ABOVE - SHEET OF 6 DIFF. INCLUDES THE ABOVE STAMP	2+2S	41-16
MOZAMBIQUE	00.00.01	100000 MT MS	ATHENS 2004 - LANCE ARMSTRONG	MS	41-15
NORFOLK ISLAND	00.12.01	POSTAL CARD	6 th SOUTH PACIFIC MINI GAMES - TRIATHLON - MIAMITI THE BOOBOOK OWL GAMES MASCOT RIDING A BICYCLE. (ONE OF 10 POSTCARDS FOR VARIOUS SPORTS)	10	40-COVER
PALAU	01.03.03		CENTENARY TOUR DE FRANCE - AWAITING FURTHER DETAILS - DETAILS SO FAR INDICATE 1X 4 STAMP SHEETLET AND 1 MS	?	
POLAND	31.05.02	1 Z	CHILDREN'S GAMES - CHILD ON SCOOTER - STAMPS WERE ISSUED TOGETHER IN SEVEN STRIPS OF THREE WITHIN THE SHEETS OF SIX, THE BOTTOM ROW INVERTED GIVING THREE TÊTE-BÊCHE PAIRS	3 + SHEET	44-12

POLAND	31.05.02	SE-TEN BLOCK OF THREE	AS ABOVE - INCLUDES THE ABOVE STAMP	3 + SHEET	44-12
POLAND	31.05.02	TÊTE-BÊCHE PAIR	AS ABOVE - INCLUDES THE ABOVE STAMP	3 + SHEET	44-12
POLAND	31.05.02	SHEET	AS ABOVE - INCLUDES THE ABOVE STAMP	3 + SHEET	44-12
SAN MARINO	07.06.03	€ 0.77	CENTENARY OF TOUR DE FRANCE - REAR OF BICYCLE	2 +MS	44-16
SAN MARINO	07.06.03	€ 0.77	2003 WORLD CYCLING ROAD RACE CHAMPIONSHIPS - HAMILTON CANADA OCT 6 - 12- FRONT OF BICYCLE	2 +MS	44-16
SAN MARINO	07.06.03	MS	SOUVENIR SHEET WHICH INCLUDES THE ABOVE TWO STAMPS	2 +MS	44-16
SLOVAKIA	00.00.01	POSTAL CARD	PL 60 - FIRST USE OF 14.05.01 POSTAL CARD - CACHET - HISTORY OF POSTAL RULES	P	42-17
SLOVAKIA	00.00.01	POSTAL CARD	PL 62 - THIRD USE OF 14.05.01 POSTAL CARD - CACHET - 7 TH EUROPEAN FAIR PLAY CONGRESS	P	42-17
SLOVAKIA	00.00.01	POSTAL CARD	PL 63 - FORTH USE OF 14.05.01 POSTAL CARD - CACHET - 60 YEARS OF FACULTY OF ELECTROTECHNIC & INFORMATICS AT SLOVAK TECHNICAL UNIVERSITY IN BRATISLAVA	P	42-17
SLOVAKIA	00.00.01	POSTAL CARD	PL 64 -FIFTH USE OF 14.05.01 POSTAL CARD - CACHET - ŽILINFILA 2001 NATIONAL STAMP EXHIBITION	P	42-18
SPAIN	00.00.99	POSTCARD	1999 "VUELTA A ESPAÑA" - ISSUED BY THE SPANISH POST OFFICE AS AN OFFICIAL PATRON - COPY OF STAMP ISSUED 31.10.60	1	42-19
SPAIN	00.00.99	POSTCARD	AS ABOVE - COPY OF STAMP ISSUED 13.04.83	1	42 COVER
SURINAM	15.02.03	4000f	TRAFFIC SIGNS - FIFTH SERIES - " CYCLING NOT ALLOWED ON THIS ROAD"	1	
TATARSTAN	00.00.00	5,00	VARIOUS SPORTS - RIDER WINNING ROAD RACE	1+S	41-15
TATARSTAN	00.00.00	SHEET	AS ABOVE - SHEET OF 12 DIFF. STAMPS - INCLUDES THE ABOVE	1+S	41-15
UNITED STATES	03.04.03	37c	OLD GLORY PRESTIGE BOOKLET -20 TH CENTURY FOLK ART - UNCLE SAM RIDING A HIGH WHEELER	5+B+M/C	43-6
UNITED STATES	03.04.03	PANE	AS ABOVE - BOOKLET PANE CONTAINS THE ABOVE STAMP	5+B+M/C	
UNITED STATES	03.04.03	MAXI CARD	AS ABOVE - MAXI CARD OF ABOVE STAMP	5+B+M/C	

1. Undated issues will remain on this list or the " Issue Information Update" list, until such time as a date of issue is established.
2. Issues marked * have been corrected or have additional information, the additional or corrected information is underlined.

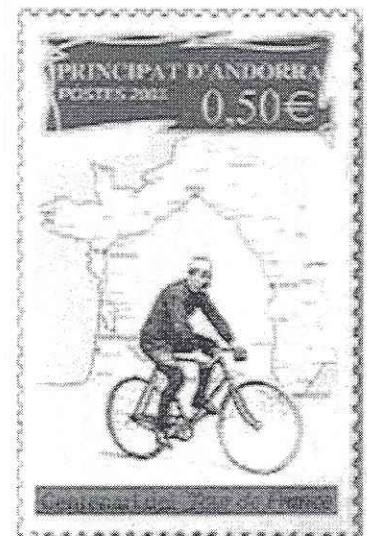
3. Issues marked are deemed to be fake, ie not stamps only Cinderellas, therefore they will not have a date of issue.
4. Additions to the list are indicated by a heavy solid left hand border to the country's name box.
5. Issues that appear on this list for over a year are moved to the "Issue Information Update" list.
6. The last column shows where the stamp is illustrated, with BS number, followed by page number.
7. POSTAL CARDS are those cards that include the stamp or prepaid indicia printed on it.
POST CARDS need the addition of a stamp for mailing.
 Only those Post Cards issued by a country's post office are included in this list.



ANTIGUA & BARBUDA - 01.03.03



SPANISH LOTTERY TICKET



ANDORRA (FRENCH)
07.07.03

• • • The Centenary of the Tour de France

A 210 x 143 block in landscape format comprising 10 hexagonal stamps with 17mm side length on a 40 x 40 square base.

Designed by Frédéric Ruyant.
 Based on photos: for the Maurice Garin stamp: © Presse Sports / La Vie au grand air & Collection Lionel Laget - for the second stamp and the background for the mini-sheet: © Presse Sports / L'Equipe / Papon, Fel, Deschamps, Boutroux, Clément.
 Printed in héliogravure

What would the sport of cycling be without the Tour de France? This year marks the centenary of the race which has become one of the most highly publicized sporting events in the world.

Before launching this great adventure on July 1st 1903 in front of the Réveil-Matin café in Montgeron (the same place as the Tour will start from in 2003), its creators Henri Desgrange and Géo Lefèvre would surely never have imagined it this way, being occupied by more pressing matters as they were back then, namely the challenge of seeing off a rival newspaper (*Le Vélo*) and its manager (Giffard), both competitors of their own publication (*L'Auto*).

Victory was obtained thanks to the great exploits of Maurice Garin, the first winner, and of the valiant pioneers who followed in his footsteps, including Trousselier, Petit-Breton, Lapize and Faber and others.

In 1930 Henri Desgrange opted for small national teams and introduced the concept of a cortège of following vehicles, two novelties which stirred up a tremendous passion for the Tour. These were great years for the French team with victories by extremely popular champions such as André Leducq, Antonin Magne and Georges Speicher, etc.

The Second World War forced the organisers (the newspapers *L'Équipe*, and *Le Parisien libéré*, the former being a successor to *L'Auto*) to re-establish the race in 1947 with only the meagre resources available at that time. The victory by Jean Robic, the characteristic and courageous Breton scoundrel who was not scared of "the big boys", opened up a bright new era of popularity for the Tour and the French team, including three consecutive victories for Louison Bobet preceding the rise of Jacques-Anquetil, whose duels with Raymond Poulidor fuelled the interest of the French public.

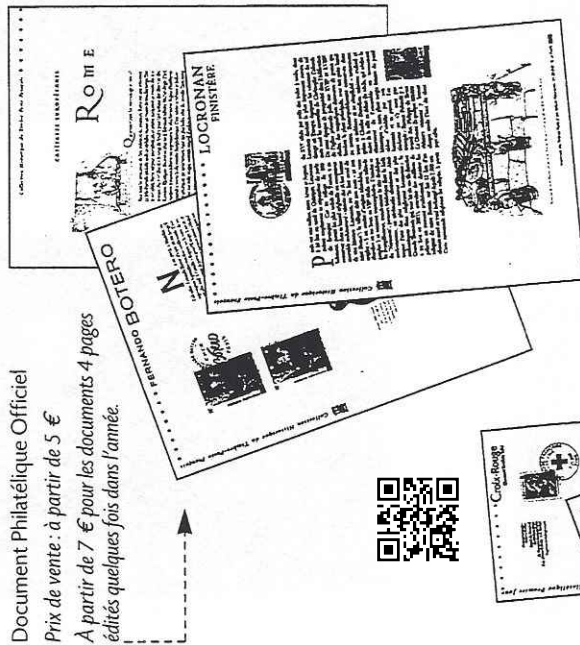
With the definitive return of trade teams, the arrival of sponsorship in cycling and its internationalisation paved the way for the modern period with successive dominations by Eddy Merckx who, with five victories, joined Anquetil in the winners' hall of fame, as would the talented battler Bernard Hinault and the Spaniard Miguel Indurain.

Its managers, Jacques Goddet and Félix Lévitan, were those originally responsible for re-establishing the "great loop", the growth and renown of which are now at their zenith. The same is true for the general layout of the race route, which covers 3500 km taking in some 20 major passes, (including the now-famous names of Galibier, Izoard, Ventoux, Alpe-d'Huez, Aubisque and Tourmalet) and boasts 200 competitors, with the teams carrying out their own selection.

Thanks to top quality television coverage, the Tour de France is not only a sporting event which is completely free and enjoyed by the whole family as they cheer on the cyclists by the roadside or on the small screen. It has become part of society with its associated problems occasionally making the news (such as the use of drugs in 1998) but also with its intrinsic values of courage, the heroism of its champions, its spectacular setting (the French countryside) which no other sport can claim, without forgetting the media-related, economic and cultural repercussions, throughout the regions involved in this great summer-time adventure.

Jean-Marie Leblanc

• • • Créations originales de La Poste Française



Document Philatélique Officiel

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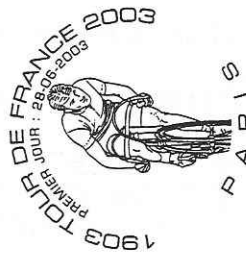
À partir de 7 € pour les documents 4 pages
 édités quelques fois dans l'année.



Les Timbres-Poste de France

Vente anticipée le 28 juin 2003
 à Paris, Montgeron (Essonne), Lyon (Rhône), Marseille (Bouches-du-Rhône), Toulouse (Haute-Garonne), Bordeaux (Gironde) et Nantes (Loire-Atlantique)

Vente générale
 dans tous les bureaux de poste
 le 30 juin 2003



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• • • Le Tour de France a 100 ans

Le Tour de France a 100 ans

Bloc de format horizontal 210 x 143 comprenant 10 timbres hexagonaux de 17 mm de côté sur un support carré de 40 x 40

Conçu par Frédéric Ruyant
d'après photos pour le timbre Maurice Garin : © Presse Sports / La vie au grand air & Collection Lionel Laget – pour le second timbre et le fond de la mini-feuille : © Presse Sports / L'Équipe / Papon, Fel, Deschamps, Boutroux, Clément
Imprimé en héliogravure

Que serait le sport cycliste sans le Tour de France? L'année 2003 marque le centenaire d'une course cycliste qui est devenue l'un des événements les plus médiatisés du monde. Henri Desgrange et Géo Lefèvre, qui en furent les concepteurs, avant de lancer l'aventure le 1^{er} juillet 1903 devant le "Réveil-Matin" à Montgeron (à même d'où partira le Tour 2003) ne l'imaginaient sûrement pas, mais par une préoccupation beaucoup plus prosaïque : tracer un journal (*Le Vélo*) et son directeur (Giffard) concurrents du leur (*L'Auto*).

Victoire fut obtenue grâce aux exploits de Maurice Garin, premier vainqueur, et des valeureux pionniers qui suivirent, Trousselier, Petit-Breton, Lapize, Faber...

En 1930, Henri Desgrange imposa les équipes nationales et inventa la caravane publicitaire, deux nouveautés qui allaient déclencher les passions pour le Tour. Ce furent les belles années de l'équipe de France et les victoires de champions extrêmement populaires tels André Leducq, Antonin Magne, Georges Speicher...

L'interruption due à la Seconde Guerre mondiale obligea les organisateurs (les journaux *L'Équipe*, successeur de *L'Auto* et *Le Parisien libéré*) à repartir avec de petits moyens, en 1947. Mais la victoire de Jean Robic, caricature du Breton teigneux et courageux n'ayant pas peur des "grands" ouvrit une nouvelle ère de popularité pour le Tour et l'équipe de France avec notamment trois victoires consécutives pour Louison Bobet, précédant l'avènement de Jacques Anquetil, dont les duels avec Raymond Poulidor enflammèrent le public français.

Le retour définitif aux équipes de marques, l'arrivée des sponsors dans le cyclisme et son internationalisation ont ouvert la période moderne marquée par les dominations successives d'Eddy Merckx qui, avec cinq victoires, rejoignit Anquetil au palmarès des records, comme allaient encore le faire ce combattant à panache que fut Bernard Hinault et l'Espagnol Miguel Indurain.

Jacques Goddet et Félix Lévitan, ses directeurs, furent les authentiques restaurateurs de la "Grande Boucle", dont la croissance et le rayonnement sont à leur apogée. De même que l'équilibre de la course avec ses 3 500 kilomètres, sa vingtaine de grands cols (dont les mythiques Galibier, Izoard, Ventoux, Alpe-d'Huez, Aubisque, Tourmalet) et ses 200 concurrents, dont les équipes s'attachent à la sélection.

Grâce à la couverture de haute qualité par la télévision, le Tour de France n'est plus seulement un spectacle sportif, familial et gratuit, qu'on regarde passer sur le bord de la route ou sur le petit écran. Il est devenu un véritable fait de société avec quelques sombres aspects (le dopage en 1998), mais aussi ses valeurs intrinsèques – le courage, quand ce n'est pas l'héroïsme de ses champions –, son décor (les paysages de la France) auquel aucun autre sport ne peut prétendre, sans oublier les répercussions médiatiques, économiques et culturelles, au fil des régions traversées par ce feuilleton de l'été.

Jean-Marie Leblanc

100 Jahre Tour de France

Bloch mit Querformat 210 x 143 mit 10 sechseckigen Marken mit einer Seitenlänge von 17 mm auf einem quadratischen Bogen 40 x 40

Entwurf von Frédéric Ruyant
nach Fotos für die Marke Maurice Garin : © Presse Sports / Das Leben im Freien & Collection Lionel Laget – für die zweite Marke und Hintergrund des Mini-Bogens:
© Presse Sports / L'Équipe / Papon, Fel, Deschamps, Boutroux, Clément
Tiefdruck

Was wäre der Radsport ohne die Tour de France? Im Jahr 2003 feiern wir das hundertjährige Jubiläum eines Radrennens, das heute zu den medienwirksamsten Ereignissen in der ganzen Welt gehört. Die „Erfinder“ der Tour, Henri Desgrange und Géo Lefèvre, hatten sich diesen Erfolg sicherlich nicht vorgestellt, als sie am 1. Juli 1903 vor dem „Réveil-Matin“ in Montgeron (am selben Ort, wo auch die Tour 2003 gestartet werden wird) den Startschuss für dieses Abenteuer gaben. Denn ihr Beweggrund war sehr viel profaner: Sie waren Herausgeber der Zeitschrift *L'Auto* und bemühten sich, ein Konkurrenzblatt (*Le Vélo*) und dessen Herausgeber (Giffard) auszustechen.

Und das gelang ihnen auch. Zu verdanken hatten sie diesen Erfolg den Glanzleistungen des ersten Tour-Siegers Maurice Garin und der tapferen Pioniere des Radsports wie Trousselier, Petit-Breton, Lapize, Faber usw., die mit ihm wetteiferten.

1930 führte Henri Desgrange nationale Teams ein und erfand die Reklamkarawane, zwei Neuheiten, die allorts die Leidenschaft für die Tour de France weckten. Dies waren die goldenen Jahre der französischen Mannschaft und die Siege der populären Radsportlegenden André Leducq, Antonin Magne, Georges Speicher...

Die Unterbrechung durch den Zweiten Weltkrieg zwang die Veranstalter (die Tageszeitungen *L'Équipe* als Nachfolger von *L'Auto* und *Le Parisien libéré*) 1947 zu einem Neuanfang mit bescheidenen Mitteln. Doch der Sieg von Jean Robic – eines furchtlosen britischen Dickkopfes wie er im Buche steht, der sich auch von den „Großen“ nicht beeindrucken ließ – eröffnete ein neues Zeitalter der Popularität für die Tour de France und für das französische Team, insbesondere mit den drei Siegen in Folge von Louison Bobet und dem Durchbruch von Jacques Anquetil, dessen Duell mit Poulidor das französische Publikum begeisterten.

Die endgültige Rückkehr zu den Markenteams, die Ankunft der Sponsoren im Radsport und dessen zunehmende Internationalisierung leiteten die moderne Ära ein, die geprägt ist durch die wiederholte Dominanz großer Champions wie Eddy Merckx, der mit fünf Siegen neben Anquetil die Siegerliste anführt, oder auch des schneidigen Kämpfers Bernard Hinault und des Spaniers Miguel Indurain.

Die Tour-Direktoren Jacques Goddet und Félix Lévitan waren die wahren Neubegründer der „Grande Boucle“, deren Wachstum und Ausstrahlung heute einen Gipfel erreicht haben. Ebenso wie die Ausgewogenheit des Rennens mit einer Gesamtstrecke von 3 500 km, rund 20 Pässen (darunter die legendären Pässe Galibier, Izoard, Ventoux, Alpe-d'Huez, Aubisque, Tourmalet) und seinen 200 Konkurrenten, um die sich die Rennteams reifen.

Dank der erstklassigen Berichterstattung durch das Fernsehen ist die Tour de France nicht mehr nur ein kostenloses sportliches Großereignis für die ganze Familie, das man vom Straßenrand aus vorbeischauchen sieht oder gebannt auf dem Bildschirm verfolgt. Sie wurde zu einem echten gesellschaftlichen Ereignis, das zwar auch dunkle Seiten hat (der Dopingskandal des Jahres 1998), doch dessen wahre Werte im Vordergrund stehen: Die Courage, ja der Heldenmut der Radrennfahrer, der einzigartige Rahmen (die Landschaften Frankreichs), wie ihm kein anderes Sportereignis für sich beanspruchen kann, und nicht zuletzt die positiven Auswirkungen auf die Medienlandschaft, die Wirtschaft und die Kultur in den verschiedenen Regionen, durch die sich dieses Radrennen schlängelt – ein sommerliches Medienspektakel, das die Menschen fesselt wie ihre Lieblingsserie im Fernsehen.

Jean-Marie Leblanc

El Tour de Francia cumple 100 años

Bloque de formato horizontal 210 x 143 que incluye 10 sellos hexagonales de 17 mm de lado sobre un soporte cuadrado de 40 x 40

Diseñado por Frédéric Ruyant
según fotos: el sello Maurice Garin : © Presse Sports / La vie au grand air & Collection Lionel Laget – el segundo sello y el fondo de la minihoja: © Presse Sports / L'Équipe / Papon, Fel, Deschamps, Boutroux, Clément
Impreso en heliogravado

¿Que sería del deporte del ciclismo sin el Tour de Francia? El año 2003 marca el centenario de una carrera ciclista que se ha convertido en uno de los eventos más mediatizados del mundo. Henri Desgrange y Géo Lefèvre, que fueron sus creadores, antes de lanzar la aventura el 1 de julio de 1903 delante del "Réveil-Matin" en Montgeron (de donde saldrá el Tour 2003) seguramente no lo imaginaron, ya que tenían una preocupación mucho más prosaica: fulminar a un periódico (*Le Vélo*) y a su director (Giffard) competidores del suyo (*L'Auto*).

Fue un éxito gracias a las hazañas de Maurice Garin, primer ganador, y de los valerosos pioneros que le siguieron, Trousselier, Petit-Breton, Lapize, Faber, etc.

En 1930, Henri Desgrange impulsó los equipos nacionales e inventó la caravana publicitaria, dos novedades que iban a provocar pasiones por el Tour. Fueron los maravillosos años del equipo de Francia y las victorias de campeones sumamente populares como André Leducq, Antonin Magne, Georges Speicher, etc.

La interrupción debida a la Segunda Guerra Mundial obligó a los organizadores (los periódicos *L'Équipe*, sucesor de *L'Auto* y *Le Parisien libéré*) a volver a empezar con escasos medios, en 1947. Pero la victoria de Jean Robic, caricatura del bretón tenaz y valiente que no temía a los "grandes", abrió una nueva era de popularidad para el Tour y el equipo de Francia, en particular, con tres victorias consecutivas para Louison Bobet, precediendo la llegada de Jacques Anquetil, cuyos duelos con Raymond Poulidor entusiasmaron al público francés.

La vuelta definitiva a los equipos de marcas, la llegada de los sponsors al ciclismo y su internacionalización abrieron el período moderno marcado por el sucesivo dominio de Eddy Merckx que, con cinco victorias, igualó a Anquetil en el palmarés de los récords, igual que lo haría después ese combatiente con penacho que fue Bernard Hinault y el español Miguel Indurain.

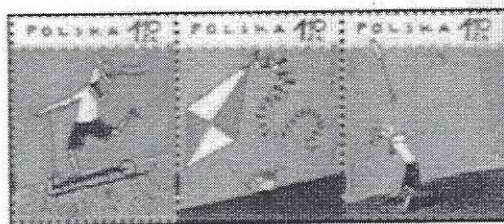
Jacques Goddet y Félix Lévitan, sus directores, fueron los auténticos restauradores del "Gran Circuito", cuyo crecimiento y proyección están en su apogeo. Al igual que el equilibrio de la carrera con sus 3.500 kilómetros, su veintena de puertos de primera categoría (entre los cuales los míticos Galibier, Izoard, Ventoux, Alpe-d'Huez, Aubisque y Tourmalet) y sus 200 corredores, seleccionados por sus equipos.

Gracias a la cobertura de alta calidad por la televisión, el Tour de Francia ya no sólo es un espectáculo deportivo, familiar y gratuito, que se ve pasar desde la cuneta de la carretera o en la pequeña pantalla. Se ha convertido en un auténtico hecho de sociedad con algunos aspectos sombríos (el dopaje en 1998), pero también con sus valores intrínsecos – el coraje cuando no es el heroísmo de sus campeones –, su decorado (los paisajes de Francia) al que ningún otro deporte puede pretender, sin olvidar las repercusiones mediáticas, económicas y culturales a lo largo de las regiones atravesadas por este serial del verano.

Jean-Marie Leblanc

POLAND - 31.05.2002

Polish Post have issued three stamps which continue the youth sports theme introduced in 1999. This time they have addressed themselves to the younger children and at the same time to their own childhood memories.



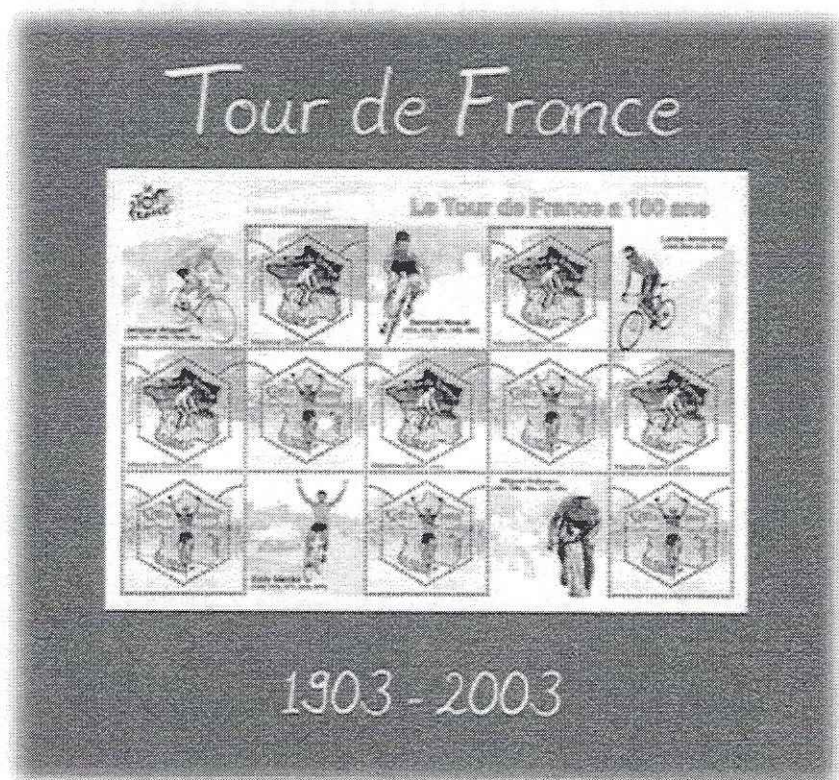
The world is changing around us, with computers in common use and many electronic toys making an appearance. However there are still amusements which our grandparents knew, and that our children still have fun with, like the old push-bike, which is back in favour on our squares and housing estates in its new shape; the modern high tech scooter. It is also still popular to play badminton and fly kites.

On the day of introduction, Polish Post also issued a special FDC.



Philinfo

LE MENSUEL DES TIMBRES DE LA POSTE



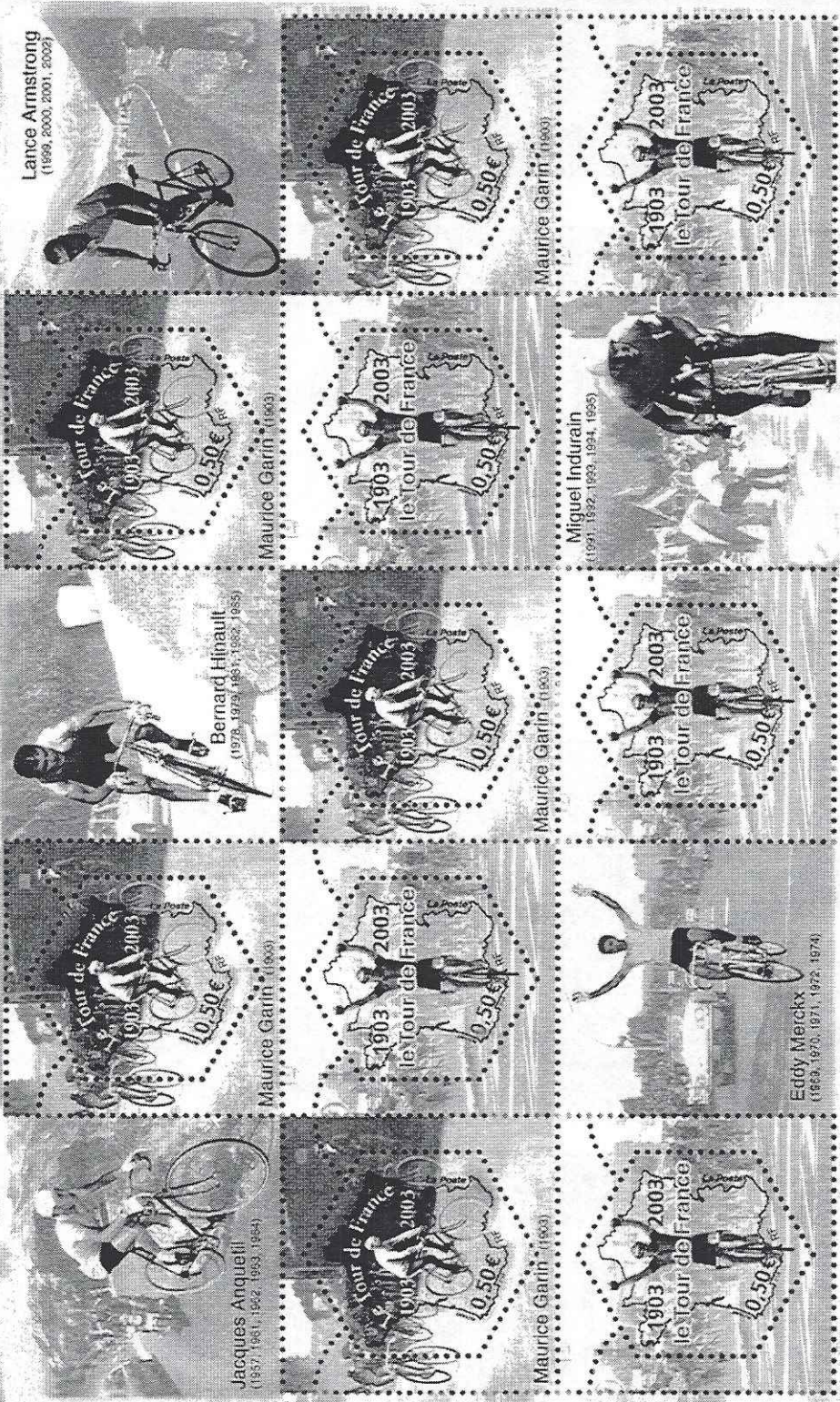
Rencontre avec Frédéric Ruyant — Dossier : Les aviateurs et aviatrices au travers des timbres — Les nouvelles émissions de France — Le bloc "Joyeux Anniversaire"

LA POSTE

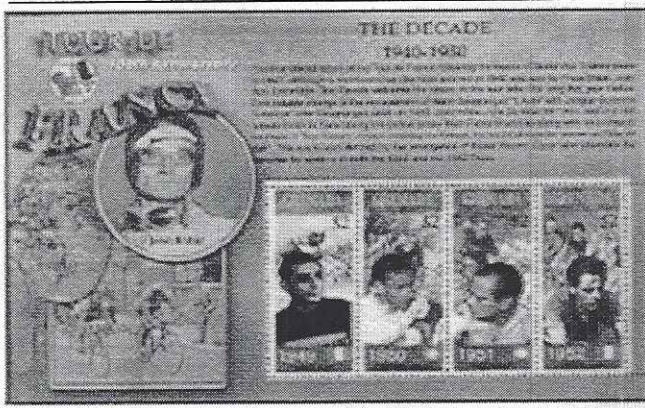
Le Tour
France

Le Tour de France à 100 ans

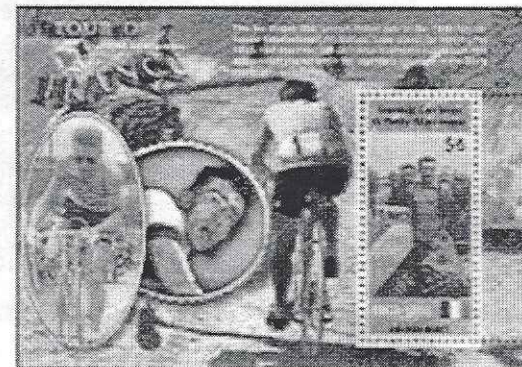
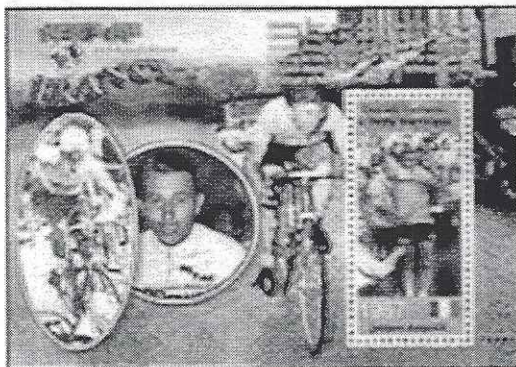
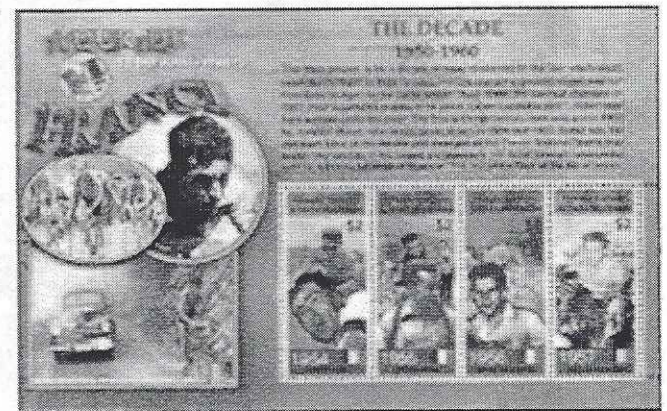
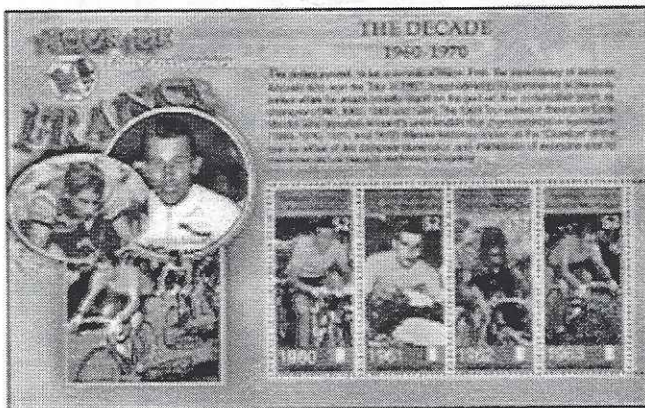
à Henri Desgrange



FRANCE - 30.06.03



GRENADA - 01.04.03



GRENADA GRENADINES - 01.04.03



BELGIUM - 27.01.03



The Post Office:

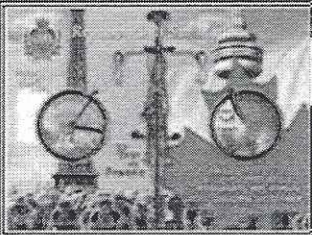
From the positions of old on their trusty steeds, to the post carriers of today, wind and rain have always done their best to disrupt post delivery. The postman is the standard-bearer of The Post, its most important PR representative. People have always had a need to communicate with each other, to exchange news. Postmen are the best way to communicate with customers and clients. And they have a social function too, based on their daily contacts with the population.

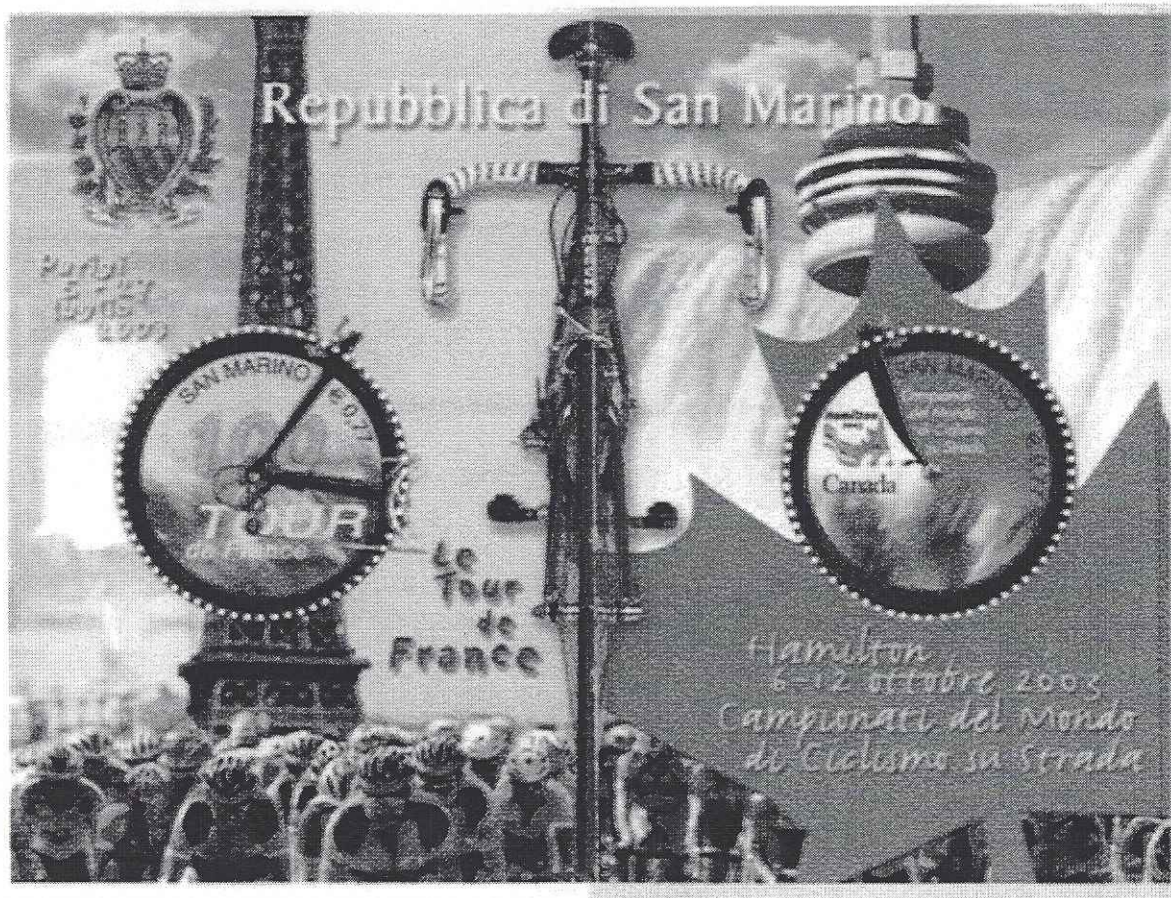
Bicycle racing

On July 1, 1903, the Tour de France was officially held for the first time. At the starting line in Paris there were as many as 60 racers including an Italian (the only one) named Rodolfo Muller. The race was divided into six legs for a total of 2,428 kilometers, and was won on July 19 by the Frenchman Maurice Garin on the Champs Elysées.

The Tour de France this year marks a date that is more than important for the mythical bicycle race. The Tour celebrates its 100th anniversary. For a turn of the century, the city of Paris has already planned a grand celebration and the Champs Elysées will be the most natural location for the event.

Paris will have the starting and finish line, but there will also be the classic finishes at Marseille and Bordeaux and all the mountains that have built the legend of the Tour will have to be scaled. Canada will be the site of the World Championships of bicycle road racing, scheduled for October 9 to 12 at Hamilton. The issue proposed to celebrate these two events is really quite unique, with two round stamps on a sheet. On the background of the sheet the Eiffel Tower of Paris and the revolving tower of Toronto can be seen, with Eddy Merckx's racing bicycle in the middle. The two stamps, both worth € 0.77, in the drawing of the wheels of a racing bike, contain the logos of the above-mentioned bicycle events: the 100th Tour de France and the World Championships of Bicycle Road Racing.

	Date of issue: June 7, 2003
	Value: two € 0.77 round stamps on a Souvenir-Sheet
	Print run: 130,000 sheets
	Print: offset in four colors by Cartor Security Printing
	Drawings by Valerio Pradal
	Stamp size: two round stamps with diameter 38 mm Souvenir sheet size: 115 x 155 mm
Click on the image to enlarge it	



Cyclisme



Le premier juillet 1903, débuta la première édition officielle du Tour de France. Au départ de Paris, plus de 60 coureurs, dont un seul Italien Rodolfo Muller. Six étapes pour un total de 2.428 km qui virent la victoire du Français Maurice Garin à la ligne d'arrivée sur les Champs Elysées. Cette année est une étape importante pour cette mythique course cycliste. Le Tour de France fête en effet ses 100 ans. Pour le passage du siècle, la ville de Paris a déjà prévu de grandes festivités et les Champs Elysées seront le théâtre naturel de cet événement.

Paris verra le départ et l'arrivée de la course mais le circuit respectera les étapes classiques de Bordeaux et Marseille et les indispensables étapes de montagne qui ont fait du tour une légende. Au Canada, seront organisés les Championnats du Monde de cyclisme sur route, au programme du 9 au 12 octobre 2003. L'émission proposée pour fêter ces deux événements est assez exceptionnelle. Pour Saint Marin pour la première fois, il a été en effet prévu d'émettre deux timbres ronds à l'intérieur d'un bloc-feuille. Sur le fond de ce feuillet, on entre aperçoit la Tour Eiffel de Paris et la tour pivotante de Toronto avec, au centre, le vélo de course d'Eddy Merckx. Les deux timbres, tous deux de 0,77, représentent les roues d'un

Radsport

Am ersten Juli 1903 fand zum ersten Mal offiziell die Tour de France statt. Am Start in Paris waren rund 60 Radrennfahrer, darunter auch der (einzige) Italiener Rodolfo Muller.

Sechs Etappen mit einer Gesamtlänge von 2428 Kilometern waren vorgesehen, die am 19. Juli der Franzose Maurice Garin auf den Champs Elysées gewann. Die Tour de France feiert dieses Jahr ein sehr wichtiges Datum. Das mythische Radrennen wird nämlich 100 Jahre alt. Für den Abschluss des ersten Jahrhunderts hat die Stadt Paris schon große Feierlichkeiten geplant, und die Champs Elysées werden die natürliche Bühne für dieses Ereignis sein. Paris wird Start und Ziel sein, natürlich werden die klassischen Ziele Marseille und Bordeaux nicht fehlen, und auch die Bergetappen, die die Tour zur Legende gemacht haben, werden bezwungen. In Kanada wird hingegen die Straßen-WM vom 9. bis zum 12. Oktober in Hamilton stattfinden. Die vorgeschlagene Ausgabe zur Feier dieser beiden Ereignisse ist ziemlich einzigartig, denn es werden zwei runde Briefmarken in einem Kleinbogen ausgegeben. Im Hintergrund des Bogens sieht man den Eiffelturm von Paris und den sich drehenden Turm von Toronto, und in der Mitte das Rennrad von Eddy Merckx. Die beiden Briefmarken, beide € 0,77, enthalten in der Darstellung der Räder eines Rennrades die Orte der oben genannten Radrennen: die 100. Tour de France und die Straßen-WM.

Date d'émission: 7 juin 2003
Valeurs: deux timbres de 0,77 €
réunis sur un unique bloc-feuille
Tirage: 130.000 bloc-feuilles
Impression offset en quadrichromie
par Cartor Security Printing
Maquettes de Valerio Pradal
Format des timbres: deux timbres
ronds de 38 mm de diamètre
Format du bloc-feuille: 115 x 155 mm



Ausgabetag: 7. Juni 2003
Werte: zwei Briefmarken, jede 0,77 €
in einem Kleinbogen
Auflage: 130.000 Kleinbögen
Offset-Druck, vierfarbig, von Cartor Security Printing
Entwürfe von Valerio Pradal
Briefmarkenformat zwei runde, 38 mm große Briefmarken
Bogenformat: 115 x 155 mm



.12.

.13.

Les informations philatéliques Tour de France

• À l'occasion du centenaire du Tour de France, La Poste met en vente une série de 22 souvenirs philatéliques

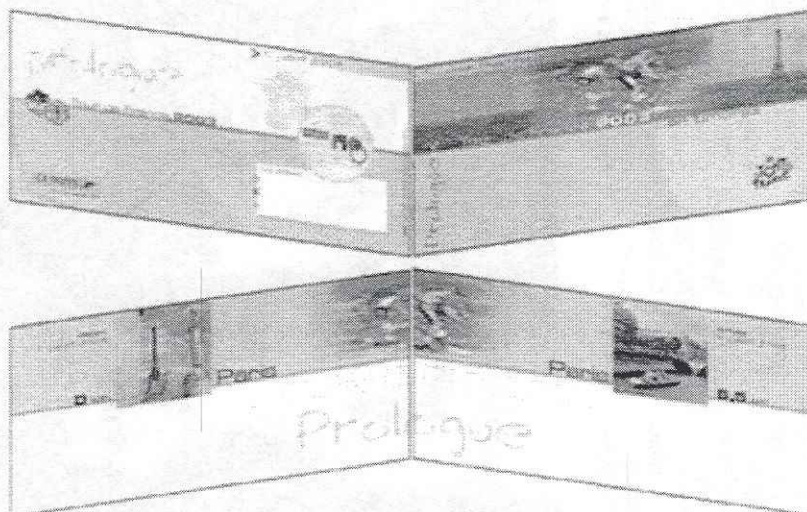
Pour chaque étape, une carte souvenir 4 faces.

Sur la face 1 : un visuel générique pour les étapes (visuels différents en fonction du caractère de l'étape : en plaine, en montagne, en terrain vallonné ou Provence).

Sur les faces 2 et 3 : les villes de départ et d'arrivée avec une vue et un petit texte de chaque ville concernée, la date de départ et d'arrivée et le nombre de kilomètres de l'étape ainsi que les deux timbres avec les oblitérations de départ et d'arrivée de l'étape.

Sur la face 4 : un zoom de l'étape et un emplacement réservé au podium gagnant.

Carte souvenir pour le prologue



Timbres à date pour les différentes étapes

Prologue Départ



Prologue Arrivée



1re étape Départ



1re étape Arrivée



1re étape Départ

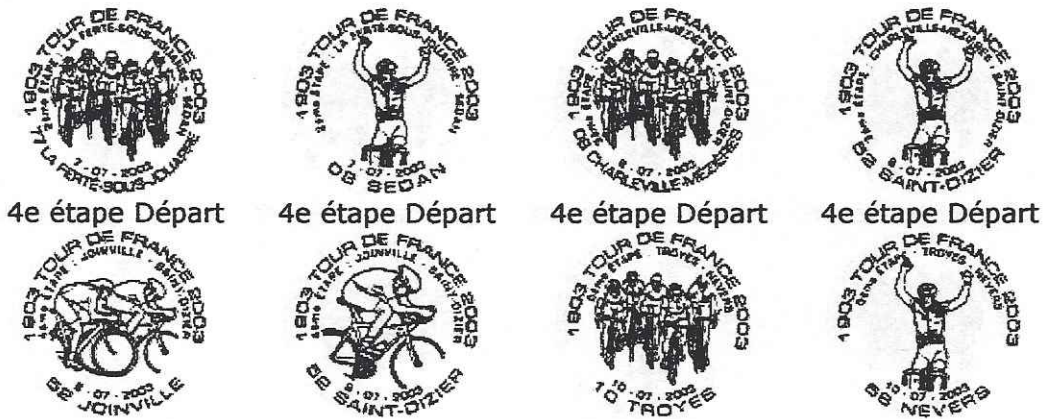


2e étape Départ

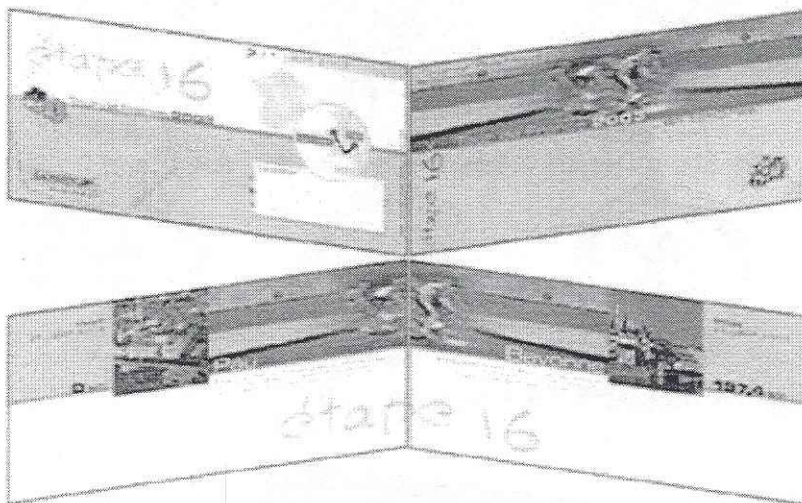
2e étape Départ

3e étape Départ

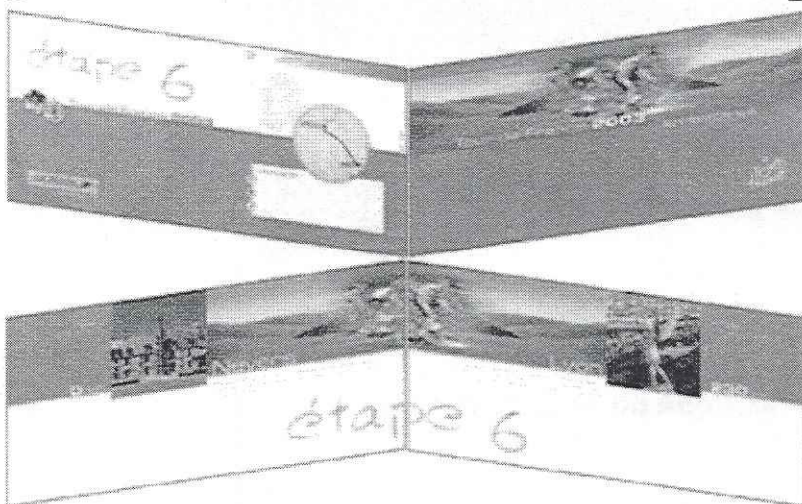
3e étape Départ



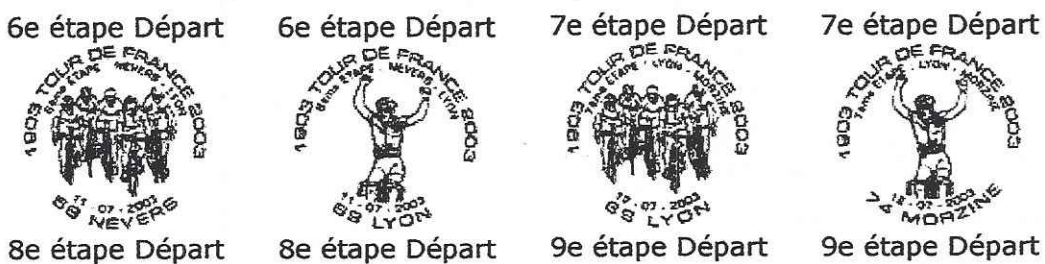
Carte souvenir pour les étapes 1 - 2 - 16 - 17 - 18 - 19 - 20



Carte souvenir pour les étapes 3 - 4 - 5 - 6 - 11 - 12



Timbres à date pour les différentes étapes





10e étape Départ



10e étape Départ



11e étape Départ



11e étape Départ



12e étape Départ



13e étape Départ



14e étape Départ



14e étape Départ



15e étape Départ



15e étape Départ



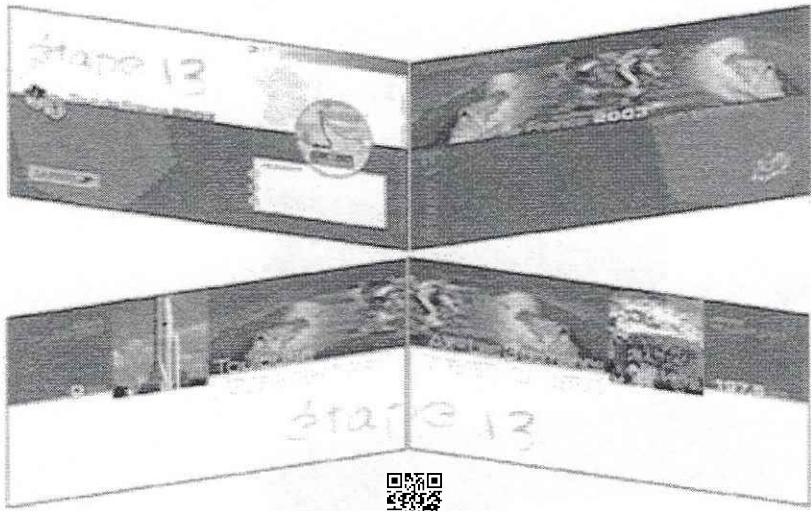
16e étape Départ



16e étape Départ

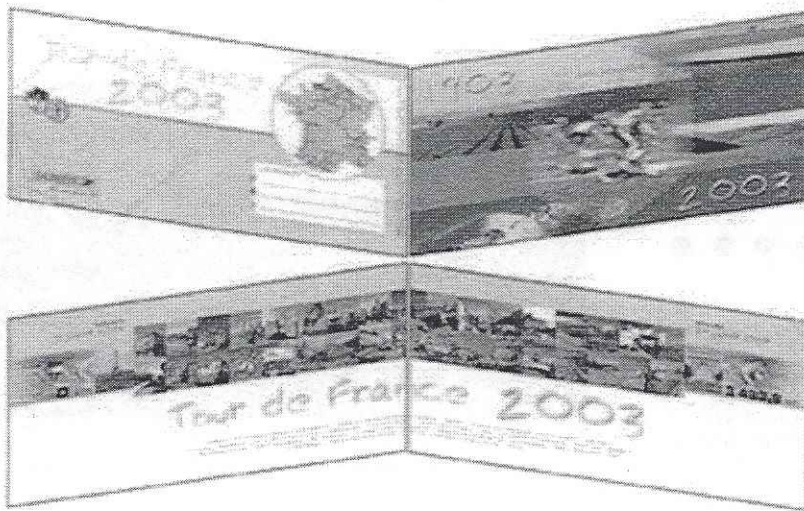


Carte souvenir pour les étapes 8 - 9 - 13 - 14 - 15



Carte souvenir philatélique du Tour de France





Timbres à date pour les différentes étapes

16e étape Départ 16e étape Départ 17e étape Départ 17e étape Départ



18e étape Départ

18e étape Départ

19e étape Départ

19e étape Départ



20e étape Départ

20e étape Départ



Ces 20 souvenirs philatéliques sont en vente au prix de 3,00 € l'unité uniquement sur les stands, sur le parcours du Tour de France (pour chaque étape, uniquement la carte de l'étape du jour). L'intégrale des souvenirs philatéliques (présentée dans un fourreau) contenant les 22 souvenirs philatéliques du Tour de France sera commercialisée au Service philatélique de La Poste au prix de 40,00 €.

page précédente

page suivante



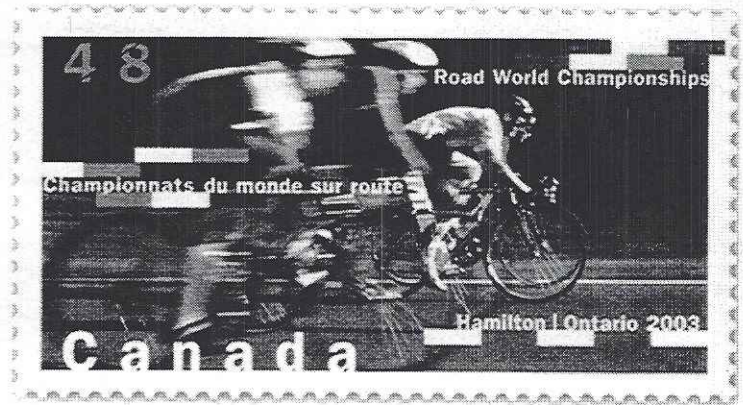
ROAD WORLD CHAMPIONSHIPS

ISSUE DATE:
SEPTEMBER 10, 2003



LES CHAMPIONNATS DU MONDE SUR ROUTE

DATE D'ÉMISSION :
LE 10 SEPTEMBRE 2003



May not be exactly as shown / Sous réserve de légères différences

The city of Hamilton, Ontario, is gearing up to host the 2003 Road World Championships, a cycling competition that will see 800 athletes from more than 50 countries compete in events that will draw 250,000 spectators and a worldwide television audience of 500 million. Billed as 'the greatest sporting event in Hamilton history,' the competition takes place October 6–12, 2003. Canada Post marks the occasion with a single domestic rate (\$0.48) stamp, available to collectors in a booklet of 8.

CANADA'S CHAMPS

Canada has produced many cycling legends, including Torchy Peden, Jocelyn Lovell and Steve Bauer. Recent heroes include Geneviève Jeanson, Charles Dionne, Lyne Bessette, and Manon Jutras. Clara Hughes, a modern day heroine, won two bronze medals in cycling at the 1996 Olympics, a bronze medal in speed skating at the 2002 Winter Olympics, and a gold medal in cycling at the 2002 Commonwealth Games.

THE ROAD WORLD CHAMPIONSHIPS

The first Road World Championships was held in Nürburgring, Germany, in 1927. There have been 67 in total, and today the weeklong competition is one of the world's largest sporting events, ranking just below the Olympics and soccer's World Cup.

2003 ROAD WORLD CHAMPIONSHIPS

The 2003 Championships will see men and women compete in 10 races ranging from 15.4 km to 260.4 km. There are five categories of racers: Women Junior, Men Junior, Women Elite, Men Under 23, and Men Elite; and two events: Individual Time Trial and Road Races. The course leads up the Niagara Escarpment and through Hamilton from west to east.

À Hamilton, en Ontario, on se prépare à accueillir, du 6 au 12 octobre 2003, les Championnats du monde de cyclisme sur route. La rencontre sportive, la plus importante dans l'histoire de la ville, attirera 800 athlètes venus de plus de 50 pays, ainsi que 250 000 spectateurs. Elle sera également suivie par 500 millions de téléspectateurs dans le monde. Postes Canada souligne la tenue de cette manifestation par l'émission d'un timbre au tarif du régime intérieur (48 ¢), qui est offert au collectionneur en carnet de huit.

LES CHAMPIONS CANADIENS

Le Canada a produit de nombreux grands cyclistes : Torchy Peden, Jocelyn Lovell, Steve Bauer et, parmi les plus récents, Geneviève Jeanson, Charles Dionne, Lyne Bessette, et Manon Jutras. Clara Hughes, athlète polyvalente, a remporté deux médailles de bronze en cyclisme aux Jeux olympiques de 1996, une autre en patinage de vitesse aux Jeux olympiques d'hiver de 2002 et une médaille d'or à l'épreuve individuelle contre la montre aux Jeux du Commonwealth de 2002.

LES CHAMPIONNATS DU MONDE SUR ROUTE

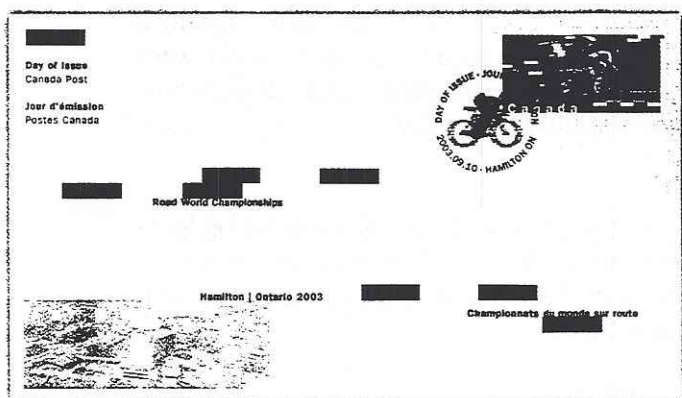
Les premières épreuves des Championnats du monde sur route ont eu lieu à Nürburgring, en Allemagne, en 1927. Depuis, 67 autres rencontres se sont tenues dans différents pays. Cette compétition, qui s'étend sur une semaine, compte parmi les plus prestigieux événements sportifs internationaux, après les Jeux olympiques et la Coupe du monde de football.

LES CHAMPIONNATS DE 2003

Les cyclistes masculins et féminins inscrits aux Championnats de 2003 s'affronteront dans 10 courses d'une distance de 15,4 à 260,4 kilomètres. Ils seront répartis dans cinq catégories – femmes-juniors; hommes-juniors; femmes-élite; hommes de moins de 23 ans; hommes-élite – et participeront à deux types

A CLOSER LOOK AT THE STAMP

The Road World Championships stamp was designed by Doreen Colonello, Senior Designer at Gottschalk + Ash International in Toronto. For Colonello, the challenge was "to capture the essence and the spirit of a cycling race, a combination of concentration, focus, speed, competition and internationalism." She explains that "the international spirit of the Road World Championships was achieved through the multicoloured bands in the flags for the various nations participating in the event. Through the use of a blurred image, a dynamic feeling of competition and speed is created and global quality is conveyed by the design, since gender, race and age are not specified. The tight cropping on the image emphasizes the energy and the immediacy of a racing competition." Other stamps designed by this company include 1992 Olympics, 1994 Commonwealth Games, 1994 International Civil Aviation, 1997 Year of the Ox, and 2000 Boys and Girls Clubs.



May not be exactly as shown / Sous réserve de légères différences

413548131 \$1.48

d'épreuves : la course individuelle contre la montre et la course sur route. Le parcours conduira les cyclistes jusqu'à l'escarpement du Niagara, puis les fera traverser Hamilton d'ouest en est.

UN EXAMEN DÉTAILLÉ DU TIMBRE

La conception de la vignette a été assurée par Doreen Colonello, conceptrice principale chez Gottschalk + Ash International, à Toronto. D'après elle, le motif devait évoquer l'ambiance et l'esprit qui règnent durant une course des Championnats : concentration et tension des concurrents, vitesse, compétition et envergure internationale de l'épreuve. Les bandes multicolores des drapeaux, qui représentent les différentes nations participantes, symbolisent l'internationalité de l'événement. L'utilisation d'une image floue rend bien l'impression de vitalité et de vitesse, et marque le caractère mondial des Championnats en évitant toute distinction du sexe, de la race et de l'âge des concurrents. Le détournement de l'image met en relief le déploiement d'énergie des cyclistes et leur rapidité. Gottschalk + Ash International a signé la conception d'émissions précédentes, consacrées aux Jeux olympiques d'été (1992), aux Jeux du Commonwealth (1994), à l'Aviation civile internationale (1994), à l'Année du Buffle (1997) et aux Clubs garçons et filles du Canada (2000).

See the outside back cover to order a deck of cards featuring the stamp issue commemorating The Road World Championships.

Commandez les cartes à jouer ornées du motif du timbre consacré aux Championnats du monde de cyclisme sur route. Les détails de l'offre se trouvent sur le revers de la couverture.

(Booklet image of 8 stamps not shown) / (Le carnet de 8 timbres n'est pas illustré.)

Date of Issue	10 September 2003
Last Day of Sale	9 September 2004
Denomination	1 x 48¢
Layout	Booklet of 8 stamps (\$3.84)
Product No.	413548111 (unsealed) 113548 (sealed)
Design	Doreen Colonello - Gottschalk + Ash International (Toronto)
Photography	Peter Griffith / Masterfile
Printer	Canadian Bank Note
Quantity	4,000,000
Dimensions	48 mm x 26 mm (horizontal)
Perforations	13+
Gum Type	P.V.A.
Printing Process	Lithography in 6 colours
Paper Type	Tullis Russell Coatings
Tagging	General, 4 sides
Official First Day Cover (OFDC) Cancellation	HAMILTON ON
Product No.	413548131 (\$1.48)

Date d'émission	10 septembre 2003
Dernier jour de vente	9 septembre 2004
Valeur	1 x 48 ¢
Présentation	Carnet de 8 timbres (3,84 \$)
N ^{os} de produits	413548111 (ouvert), 113548 (scellé)
Conception graphique	Doreen Colonello - Gottschalk + Ash International (Toronto)
Photographie	Peter Griffith / Masterfile
Impression	Canadian Bank Note
Tirage	4 000 000
Format	48 mm x 26 mm (horizontal)
Dentelure	13+
Gomme	A.P.V.
Procédé d'impression	Lithographie en 6 couleurs
Papier	Tullis Russell Coatings
Marquage	Procédé général, sur les 4 côtés
Oblitération du pli	
Premier Jour officiel (PPJO)	HAMILTON ON
N ^o de produit	413548131 (1,48 \$)

The following article originally appeared in the January 1943 issue of the "London Philatelist", the journal of the Royal Philatelic Society London. West Australian member Frank Gericevich located a reference to the article and Brian Sole managed to obtain a photocopy and permission to reproduce it. The original article was on pages 54 to 57, we thank the Royal Philatelic Society London for their permission.

THE LAKE LEFROY STAMP



By Sir JOHN WILSON, Br.

SOME time ago Mr. H. W. Edmunds showed me a Lake Lefroy Gold Field Cycle Mail stamp on part of cover, and some documents which belonged to a friend of his, and through his introduction I met the owner, Mr. J. R. Hoade, who had acquired the piece and documents from his mother-in-law, and he kindly permitted me to purchase them for the Royal Collection.

The existing knowledge on the Lake Lefroy stamps is printed in two paragraphs in the *Australian Philatelist*, Vol. IV of 1897 and 1898; it is curious that these paragraphs are not detailed specifically in the index, and it is a wonderful tribute to the late Sir Edward Bacon's thoroughness that in spite of this they appear in his list of articles on Western Australia which appeared in the *Journal of the Philatelic Literature Society*.

The first paragraph of December 24, 1897, is as follows:

"Another Westralian Local. We have seen a large stamp issued by the proprietors of the Lake Lefroy CYCLE MAIL. The words 'Lake Lefroy Goldfield' on a lined ground occupy the upper portion of the design. Below this is a swan in an oval frame, inscribed 'Cycle Mail' above and 'Western Australia' below. At the base of the design is the word 'Postage,' with '6d.' in each of the lower angles. A scalloped frame surrounds the whole design, which is very roughly executed, and apparently lithographed. The stamp is printed in red on green wove paper, perf. 12."

"This is doubtless issued by another of the 'pioneer posts' which serve outlying mining settlements not reached by the Government mails. Its fate will probably be similar to that of the Coolgardie Cycle and Camel Express, which had to cease operations as soon as regular mail communication was established."

The second is in the issue of April 25, 1898, and reads:

"Lake Lefroy Cycle Mail. While upon the stool of repentance we have another apology to make. This time it is to Mr. J. F. Hambly, who kindly wrote under date February 25th (just too late for the February number, but in ample time for the March issue)"; In a recent number you spoke of a West Australian local cycle mail established at Lake Lefroy. Under date of February 14th, Mr. Frederic E. Maskell writes me: 'The mail service is not now in existence. We were running from February to June, 1897, since which date there has been a Government service. We had only one issue of stamps, consisting of 1,000, after which the block was defaced.' You may think this of sufficient interest to insert in the shape of a paragraph."

It is curious that after so many years further information should come to light from documents belonging to the other partner in the concern, and I print these documents as an appendix to these notes just as they are.

The Lake Lefroy stamp is in my experience very rare, and though I had a specimen in my collection of its brother the Coolgardie Cycle Mail (1/- value), on a portion of a cover, used with the Western Australia 2d. grey stamp, (S.G.100a), I do not recollect having before seen the Lake Lefroy used with a specimen of a Western Australia stamp on a piece. It is clear from the letters, however, that there might be, if they have not all been destroyed, quite a quantity of these stamps in unused condition (remainders) which could eventually turn up.

Strangely enough, our Hon. Secretary, Mr. Gilbert-Lodge was in the goldfields at the time this stamp was in use and kept a used specimen of it. A good many years ago Mr. Gilbert-Lodge gave me this stamp, and it is in my private collection of local posts.

LAKE LEFROY GOLDFIELD CYCLE MAIL STAMP (WESTERN AUSTRALIA)

A SHORT ACCOUNT OF THE STAMP BY THE SURVIVING PROPRIETOR

THIS stamp was designed by H. & M. at the end of 1896. A Zinco block was made and 1,000 stamps printed off in sets of four, dark pink on green paper. Immediately after printing this thousand the Z. block was most effectually obliterated by cutting with a knife a deep line across from corner to corner making it quite impossible for others to be printed off without showing a line on the printing. These stamps were used in connection with the "Cycle Mail Service" from Lake Lefroy to Coolgardie, and several hundreds passed through



The Lake Lefroy stamp is illustrated the right way up because it is not generally familiar, but it should be appreciated that it has been affixed upside down on the original envelope.

The manuscript "H&M" in indelible pencil on the stamp represent Hillier and Maskell, the partners of the concern.

the post, being affixed to letters in the right-hand bottom corner, the Gvt.* stamp being in the usual place. The face value of these stamps was 6d. Some time after they had been in use the chief Postmaster, Mr. Scholl, Perth, W.A., early in 1897 wrote a letter to the proprietors of the "Mail" pointing out that they were infringing the postal regulations by issuing a private stamp, his attention having been drawn to the fact, also informing us that we must desist or a penalty would be enforced for the offence. I regret to state that I am not in possession of this letter. Soon after this, a notice warning people not to fix these private stamps to their letters in future was posted up conspicuously at every post office on the W. A. goldfields, having the effect of well advertising our stamps, with the result that fancy prices were offered for specimens, 2/6 to 7/6 being obtained. However we held on to the remainder. I must mention that 50 stamps were given to a man named Albert Green employed at the Kalgoorlie P. O. in consideration of his getting our-stamp placed in the London Catalogue, although he assured us at the time that that had been done we found out it was not the case. The Postmaster Coolgardie, Mr. Thompson, handed us several letters he had received, asking him to procure for the writers specimens of our stamp. Of the two of us who ran the "Lake Lefroy Cycle Mail" F. Maskell died early in 1900; what became of the few hundred stamps and the defaced Zinco-block he had in his possession I cannot say.

Signed: H. LACY-HILLIER.

* The specimen illustrated was put on upside down.

Postcard sent to H. Lacy Hillier, Esq., Niagara, W. A., from Albert Green.

KALGOORLIE, Sept. 15, 1898

Dear Hillier,

I received your letter the other day, and the same mail received a communication from Engd. & a copy of the *Stamp Collectors' Fortnightly** (the leading Philatelic of Engd.). They have an official notice of it and an engraving & comment very favourably on it etc.;† but I sent the paper to Clgdie to your partner & on its return will post it Registered to you. This journal first recognised the Clgdie Stamps, Bright & Son are also going to put it in their next Catalogue.‡ I will write you fuller in a day or two.

Signed: ALBERT GREEN,
Registration Branch,
Kalgoorlie.

(The postcard is dated KALGOORLIE SP 14 98.)

Letter sent to the Postmaster, Coolgardie, from C. A. Phillpotts,

27 Mount Park Crescent,
Ealing W.,
Middlesex.
17th Sept 98.

To the
Post Master
Coolgardie.

Dear Sir,

It is some considerable time now since I left Coolgardie viz. '96, but still you might remember my name. You are the only man I know now who I can apply to for what I want, & I shall be much obliged to you if you will kindly comply with my request. I hear there is a Cycle mail running I think to Lake Lefroy, which has its own stamp, a 6d. one. Would you be kind enough to send 2 specimens (unused) to the above address. I enclose you a Postal note for 3/- to recouperate for stamps & postage. I don't know for sure if it runs to Lake Lefroy or if there is more than one Cycle mail, if there is you might send me a sample of each or if costing more than I have enclosed, I would remit you the balance immediately on receipt, also doing the same should you incur any expense in getting stamps for me.

Trusting you won't mind doing this for me,

I remain,

Yours sincerely,

Signed: C. A. PHILLPOTTS.

Extract from cutting taken from the periodical *Black and White* dated September 24, 1898.

Philatelists will envy the lucky possessor of the Cycle Mail stamp from Western Australia. It is indeed a unique curiosity, for there is but one cycle mail in the world.§ The original design is somewhat rough, but not the less interesting for that reason. The description of the stamp is as follows; First, on a ground lightly shaded with perpendicular lines are the words, "Lake Lefroy Goldfield." Then in an oval is presented the black swan of Australia, with the words "Cycle. Mail" above it and "Western Australia" below; while at the bottom under the oval are the words, "6d. Postage 6d." The colour is pink stamped upon a pale green ground.

(The stamp is illustrated with the following caption: "The only Cycle Mail stamp in the World.")



* Vol. V (1898), Feb. 19th. containing a reprint of the paragraph in the *Australian Philatelist* already mentioned.

† This is quite untrue.

‡ It is curious that the Society's copy of the 3rd edition of this catalogue has been bound up without four pages which include Western Australia, but the fourth edition does not list the stamp.

§ This, of course, is not true.

MATTERS OF CONCERN

by Terry Crawford

Bicycle Stamps 43 (May 2003) included three items apparently unconnected but which all related to the importance of archive material.

Firstly there was the sad news that the British Thematic Association is to keep only the last four issues of BS. presumably because of lack of storage space. In BS23 of February 1998 I expressed my views on the desirability of sets of BS being preserved for future generations. The earlier issues especially contain a wealth of well-researched material, thanks mainly to the efforts of the late Douglas Marchant.

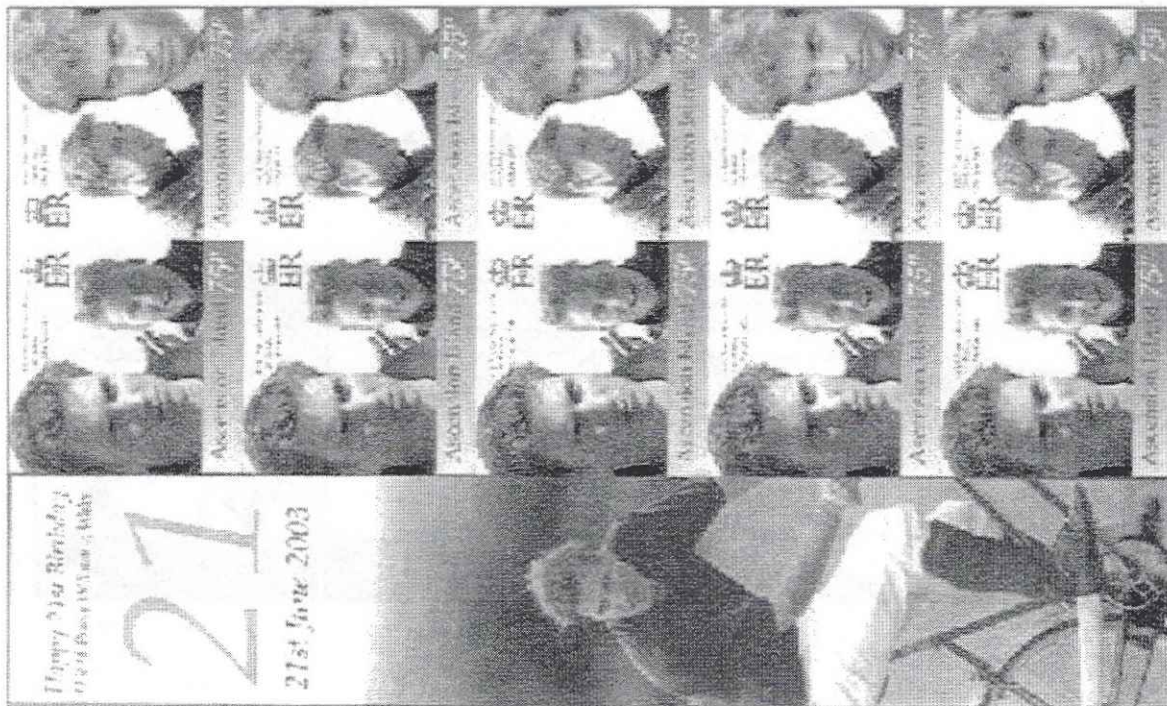
The value of easy access to background information was proven by the item on the Italian local issues auctioned at Harmer's. Some readers may have been puzzled by there being no apparent cycling connection. But BS20A and 20B of 1996 reprinted a long article on Italian locals of the Second World War. Another, shorter, article appeared in BS29 of 1999. These explain that the Coralit service was a government-authorised cycle-courier service that operated in Italy during the chaotic last months of the Second World War; its stamps included the somewhat stark design sold as lot 255; other designs featured a bicycle. The chariot stamps were issued by a similar service run by SABE (Societa anonima Barbera Editore) later in 1945 using "appropriate means" to deliver mail - cycles were not specified, but must have been an obvious form of conveyance.

Then there were the four pages concerning Royal Mail Heritage. By coincidence I had visited this archive in central London only a month before to research non-cycling matters. Its purpose is similar to that of Britain's Public Record Office (recently re-named the National Archives) in West London to preserve government documents for posterity. The PRO files are catalogued by government department (such as the Foreign Office and Treasury) and cover issues ranging from those of international importance to the most trivial local matter.

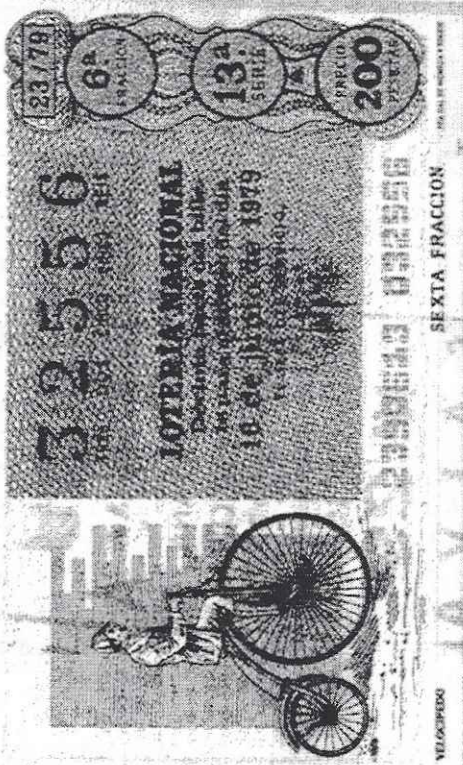
The Post Office files (hence the prefix POST in the sources mentioned in BS43) are divided between the Royal Mail (postal matters) and British Telecom (telephone, telegraph and early wireless subjects, these files being kept in a separate archive a mile or so away from the Royal Mail collection, in High Holborn). One can access the POST catalogue on www.pro.gov.uk One problem in browsing is being distracted from one's main purpose: I had to resist the temptation to seek out files relating to shelters for postmen delivering mail a hundred years ago to tiny villages that I know well!

Today's seeming ephemera often become collectors' desirables and I repeat my forlorn hope voiced in BS23 that back copies of our magazine will be preserved for future cycling philatelists.





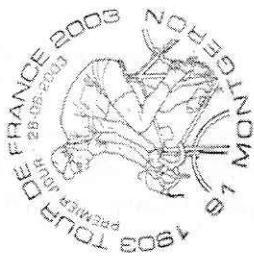
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