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THE NR. 1 MAGAZINE FOR AN ACTIVE CYCLE LIFE

GRATIS!

# cyclolive MAGAZINE

## DOSSIER 111<sup>TH</sup> TOUR DE FRANCE - IS ANYONE COMING CLOSE TO POGGI?

The Olympic road stage in Paris

Let's cycle a tour of the walls around Huy

Natural wonder in the Vaucluse - Gorges de la Nesque

Woah we're going to Ibiza ...







Security Tech Germany

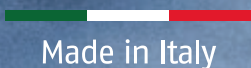


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**Forbidden to throw on public roads!**

## Preview Tour de France 2024

### Tour de France fever

There is that long-awaited summer! The beautiful days are just around the corner and relaxing and strenuous bike rides will be ramped up sensitively in the coming weeks. With the Tour de France, the Olympic Games in Paris and, for the soccer fans, the European Football Championship in Germany, it will be a busy sports summer. In this issue we put the Tour de France in the spotlight and so we immediately take the opportunity to transform this usual foreword into a preview of the Tour de France 2024.

### Clash of titans

When the 2024 Tour de France was announced, everyone immediately had their mouths full about the huge battle that was to come between the phenomena of Tadej Pogačar, Jonas Vingegaard, Remco Evenepoel and Primož Roglič. However, the latter three went down heavily at the Tour of the Basque Country and saw their planned preparation fall seriously into the water right away. They were rehabbing while Pogačar rode the stars of heaven in Liège-Bastogne-Liège and afterwards took the Giro d'Italia in Merckxian fashion, even seeming to ride with the handbrake on. It was as if he rode everyone home in saving/training mode and it gives the impression that this Giro did not wear him out at all, on the contrary, it even made him a lot better. Immediately then comes the question of who is doing what to him?

But is that question appropriate? Isn't it a little too short? After all, we are talking about the Yellow Jersey in the Tour de France, the most hotly contested race of the year, in which every edition, always something we don't expect, happens anyway. The battle for the jersey in question will be hard fought and very different than in the Giro d'Italia where the compe-

tition - with all due respect to Pogačar's performance - was rather poor anyway. We weigh the chances of the favorites for the overall victory.

### Two top favorites, three real challengers

#### Tadej Pogačar

The Slovenian lost the last two editions to Dane Jonas Vingegaard. So actually Tadej Pogačar should be second in the favorites pecking order. However, anyone who has seen him throughout the season and especially in the Giro knows enough, he is better than the two previous years. Moreover, his team is also stronger than ever. Or what about a team with Tadej Pogačar, Juan Ayuso, Joao Almeida, Adam Yates, Pavel Sivakov, Marc Soler, Nils Politt and Tim Wellens?

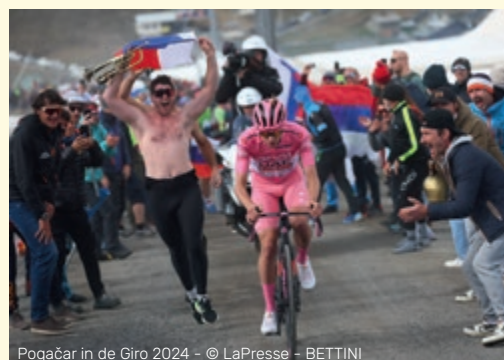
We therefore place Pogacar as favorite number 1.

#### Jonas Vingegaard

If you had asked us in late March who the top favorite was for this Tour, we would have put Vingegaard at the top spot. Like his entire team at the beginning of the season, he seemed to be even stronger than he was in 2023.

Vingegaard's season started strong again when he dominated the Spanish stage race Gran Camiño from start to finish in late February, winning three of the four stages and the overall classification as he did in 2023.

Also in the Tirreno-Adriatico, he showed his wonder legs by winning the fifth stage with



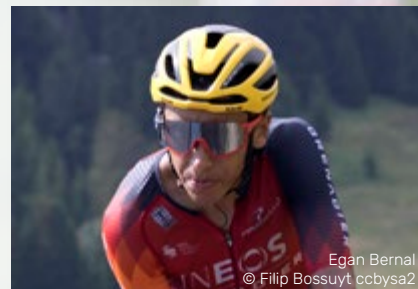
Pogačar in de Giro 2024 - © LaPresse - BETTINI



Vingegaard in Tirreno-Adriatico 2024 © GM D'ALBERTO



# Preview Tour de France 2024



a solo attack. The Dane rode away at 29 kilometers from the finish on the steepest part of the San Giacomo. He won the stage by more than a minute's lead. Later, he also won the stage to Monte Petrano making the Italian stage race, won by 1'24" lead.

When American Matteo Jorgenson, beat Remco Evenepoel in Paris-Nice and his team also monopolized the first one-day races, we even thought they were stronger in width than the year before as well.

Until the riders of Visma - Lease a Bike suddenly started cycling from one setback to another and also Vingegaard did a huge crash with serious consequences in the Tour of the Basque Country.

At the moment - May 30 - it looks like the rehabilitations of both Vingegaard and Wout van Aert are going well and the chances that we will see both in good form at the start of the Tour have become reasonably high. But 'good form' is already not enough against a 'super Pogi'. Can Jonas still find his alien Tour legs in time? We hope so!

## Remco Evenepoel

It will be the first Tour experience for Remco Evenepoel, who will have

a Soudal-Quick Step team behind him that is slightly stronger in the tour work than in 2023. But where will Remco stand after his fall in the Basque Country? And how far would he have stood in relation to the two top favorites without that fall? In fact, we have very little to go on about Evenepoel's real qualities as a grand tour rider and certainly not as a Tour de France rider. The time trials in this Tour are obviously in his favor. Question mark becomes how he handles the tough mountain stages. We see Remco fighting for third place on the podium in Paris.

## Primož Roglič

Primož Roglič, who swapped his Jumbo-Visma cycling jersey for a BORA-hansgrohe outfit this year, had yet to charm us at the beginning of the season. When he too went down with it in the mega-crash in the Basque Country, the question marks only increased. Will he really be an important challenger to the two big favorites? In any case, we place him well away from Tadej and Jonas and think he will compete with Remco for the podium. But the experienced and wily fox that is Primož could also surprise us tremendously. Let's not forget that in the Basque Country he came out of the crash as the least battered favorite. Perhaps he is the

best prepared rider of all and, above all, he and BORA-hansgrohe are spraying a lot of fog and throwing sand in our eyes. We may not see it then, until all the fog has lifted and the sand has been washed out of our eyes....

## Outsider Egan Bernal

Bernal's story is well enough known and no one ever expected him to be counted among the favorites again after his near fatal accident. We certainly don't count him as a real favorite yet, but Egan showed some nice things early in the season and we hope that progression has continued in recent months. Bernal, with his attacking style of racing, could well be a determining factor in terms of the overall victory. Whoever gets him on his side could benefit!

It would be nice to see him in the top five at the end of the Tour.

Let's all especially enjoy the exceptional generation of riders we will see at work!.... And with a little bit of chauvinism, we hope it will be Remco who will surprise the most and put Belgium back on the Tour map...

Enjoy reading this Touredition of Cyclelive Magazine!

Patrick van Gansen



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# FROM ITALY TO THE GALIBIER AND BEYOND

111<sup>e</sup> ÉDITION  
**TOUR** de **france**™  
 29 JUIN -  
 21 JUILLET 2024



## LEGENDE / THE KEY

- Grand Départ  
Race Start
- Ville ou site départ  
Start town or site
- Ville ou site arrivée  
Finish town or site
- Repos  
Rest day
- Arrivée finale  
Race finish
- Étape en ligne  
Stage
- C.l.m. individuel  
Individual time trial



Cycling history is being made: it is the first time the Tour de France will start in Italy, and for good reason. According to director Christian Prudhomme, it is a tribute to the first Italian Tour winner in 1924 Ottavio Bottechia and to all the other great Italian champions, who have made their mark in the Tour. Bottechia is given extensive attention in this issue. To Coppi, Bartali and Pantani we will pay attention in future issues. The first three stages of this 111th Tour de France run entirely over Italian territory and the fourth stage leaves the country again from Pinerolo. What all the riders will have in front of their wheels and to see we will reveal to our readers below.



Museum in Ponte a Ema

### 1st stage Florence - Rimini

The last time Florence has been in the international interest of cycling was in 2013 when the world championships were organized here and the Portuguese Rui Costa and the Dutch Marianne Vos on the road and Tony Martin with Ellen van Dijk in the time trial went home with the rainbow jerseys. Now, of

course, Florence is not a city shy of international interest. It is the cradle of the Renaissance and one of Europe's most famous cultural cities. Highlights include the Duomo (Santa Maria del Fiore), the Palazzo Vecchio and the Ponte Vecchio over the Arno. There has been some connection with France in the past. During the time of Napoleon 1808-

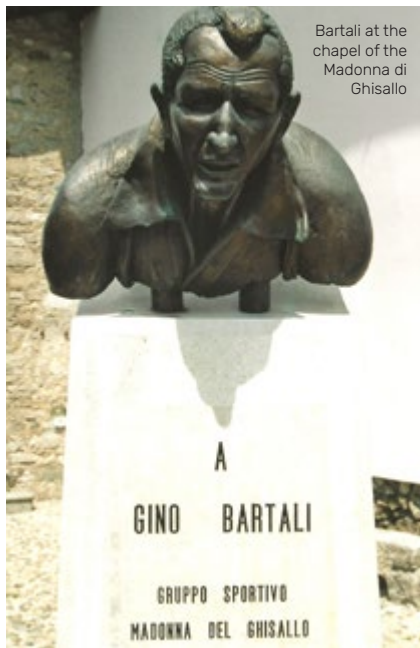
1814, Florence was the capital of the French department of Arno.

That Florence is the starting point is understandable. Ponte a Ema, the birthplace and home of Gino Bartali and the site of his museum, is located next to the city. In the first stage

## Riding scheme

01/ 29 June	Florence - Rimini	205 km	hills
02/ 30 June	Cesenatico - Bologna	200 km	hills
03/ 01 July	Piacenza - Turijn	225 km	flat
04/ 02 July	Pinerolo - Valloire	138 km	mountains
05/ 03 July	St.-Jan-de-Maurienne - St.-Vulbas	177 km	flat
06/ 04 July	Macôn - Dijon	163 km	flat
07/ 05 July	Nuits-St -Georges - Gevry-Chambertin	25 km	time trial
08/ 06 July	Semur en Auxois - Colombey-les-Deux-Églises	176 km	flat
09/ 07 July	Troyes - Troyes	199 km	hills
10/ 09 July	Orléans - St-Amand-Montrond	187 km	flat
11/ 10 July	Évaux-les-Bains - Le Lorian	211 km	hills
12/ 11 July	Aurillac - Villeneuve-sur-Lot	204 km	hills
13/ 12 July	Agen - Pau	171 km	hills
14/ 13 July	Pau - Pla d'Adet	152 km	mountains
15/ 14 July	Loudenvielle - Plateau de Beille	198 km	mountains
16/ 16 July	Gruissan - Nîmes	187 km	flat
17/ 17 July	St.-Paul-Trois Châteaux - Superdévoluy	178 km	hills
18/ 18 July	Gap - Barcelonnette	179 km	hills
19/ 19 July	Embrun - Isola 2000	145 km	mountains
20/ 20 July	Nice - Col de la Couillole	132 km	mountains
21/ 21 July	Monaco - Nice	35,2 km	time trial





Bartali at the chapel of the Madonna di Ghisallo



Old port of Cesenatico

the riders will have seven climbs to digest with the last one being the Côte Saint Martin in San Marino. After that there are 25 kilometers to go and it will be downhill to Rimini on the Adriatic coast. There are then 3800 altimeters behind. Rik Van Looy won a stage in the 1959 Giro d'Italia here in Rimini. Will there be Belgian success again, but this time in the Tour de France?

## 2nd stage Cesenatico - Bologna

This day we enter the birthplace of Marco Pantani. In Cesenatico everything breathes of "El Elfantino". If you are there yourself, cycle around it for example past the old port, his immense monument, his museum in an old station shed and very especially the cemetery just outside the village. At the entrance to the cemetery there is a direction sign to the burial chapel. In the little chapel you are amazed at what is there and then his bust is also prominently displayed. If you look up you are looking straight to heaven. Could it be more symbolic? The question is in what way the Tour organization will pay attention to this. Cesenatico has simply become a kind of Pantani pilgrimage site over the years. After the first



Museum



Pantani monument



Crypt Chapel



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Interior burial chapel



A view inside a colonnade in Bologna  
©: Marlies Adriaans



Memorial plaque in Pinerolo



passage in Bologna, two more local laps of 17.5 kilometers follow. On this stretch is the Santuario della Madonna di San Luca with a length of 1.9 kilometers and a gradient of 10.6%. Bologna is the seventh largest city in Italy in terms of population and in 2000 was the cultural capital of Europe along with several other cities. The buildings worth seeing string together such as the Palazzo dei Banchi, the Cathedral San Pietro and all the arcades along the streets in the old town. The city information states that these galleries are a part of the urban identity. In short: a beautiful city!

### 3rd stage Piacenza - Turijn

Christian Prudhomme says of this stage, "The sprinters will have gritted their teeth for the first two days of the 2024 Tour and will look forward to the finish in Turin with joy. For that moment, the peloton along the way will pay a riding tribute to the campionissimo Fausto Coppi in Tortona where the "Master of Italian Masters" died. The men who want to distinguish themselves in the sprint will already have to be attentive here, because the leeway for breakaways is minimal." For Turin, the Tour de France is not entirely

foreign. The first time the city has been both arrival and departure point was in 1956. So the big Tour boss has already said it will be a sprint, so we'll just wait and see if he will be right.





Coppi panel in Tortona

#### 4th stage Pinerolo - Valloire

On the fourth day, we say goodbye to Italy. That happens in Pinerolo. Not just any random town. Here lies a great piece of Italian cycling history. We go

back 75 years to June 9, 1949. On that date, the seventeenth stage of the Giro d'Italia between Cuneo and Pinerolo (254 km) takes place with passages of the Colle della Maddale-

na (1996 m.), Col de Vars (2111 m.), Col d'Izoard (2360 m.), Col de Montgenèvre (1850 m.) and the Colle dell Sestrière (2033 m.). It is Fausto Coppi who rides a solo of no less than





Cover book

192 km in this heroic stage. He attacked in the village of Argentera at the foot of the Maddalena and no one saw him again. With a lead of 11'52" he arrives in Pinerolo. Gino Bartali follows in second place. In the Complesso Polisportivo Barbieri on the Viale Piazza d'Armi there is a plaque commemorating this special day. With on it at the bottom the text: Questa grande impresa ha legato il nome di Pinerolo alla storia del ciclismo. Freely translated: With this great achievement, Pinerolo's name is linked to cycling history. Everything is so special that in 2009 a book was even published about this day. Now the Tour de France is coming there for the second time. In 2011, there is the arrival of the stage from Gap won by Norwegian Edvald Boasson Hagen. Now it is the starting point of the stage to Valloire. Via Sestrière the riders will go to Montgenèvre where they will ride out of Italy in the direction of Briançon before cycling through



Tour will be welcomed in 2011



When the Tour passes in Briançon, the bikes come back to the roadside



Memorial column for Henri Desgrange on the climb to the Galibier



the Col du Lauteret (2058 m.), from where it will be eight kilometers of climbing to the top of the Col du Galibier (2642 m.). After this, it is downhill and downhill to Valloire. The field will be split apart by the climb and then the question will be who is the strongest descender! It will be a great day!

### 5th stage St.-Jean-de-Maurienne - St.-Vulbas

St.-Jean-de Maurienne is dominated by a large Alcan aluminum factory and the 1,200-plus residents of St. Vulbas are looking at a nuclear power plant. In the center of the village is a beautiful Tour statue with three riders in the yellow, green and polka dot jersey, obviously done in aluminum because it is a gift from the factory.



Descent from the Col du Galibier to Valloire





# BOURGOGNE BECOMES THREE DAYS OF TOURGOGNE

It is a big difference to present the stages of the upcoming Tour de France from behind your desk or first go on the spot to soak up the atmosphere of what is about to happen in a few weeks and then write your article. So we went to Burgundy at the beginning of May to have a look around with the Tour de France that will be here on July 4, 5 and 6 always in the back

of our minds. For many readers, the mere mention of the name Burgundy will make their lips water. After all, the wine is of excellent quality and it is also an interesting cycling region. The question is whether the Tour riders will enjoy it in the same way. They are racing through the region and are busy all day choosing positions to eliminate surprises within the course

as much as possible. After all, it is their job and not a leisurely bike ride. When we are in Dijon, there is a counter along the Boulevard de Trémoulite indicating that it is 58 days to go before the caravan will cross Burgundy. For us, the time is shorter because there is a deadline. We are going to unravel the three rides a bit and see what we all encounter.



## Sixth stage July 4: Mâcon - Dijon

Our story begins in Mâcon, the southernmost city in Burgundy. In 2006, the city was the place of arrival for the last time. Matteo Tossato then won the stage from Morzine. Then, in 2012 and 2019, the race started for stages to Bellegarde-sur-Valserine and Saint-Étienne with stage winners Thomas Voeckler and Thomas De Gendt.

For a good view of the city, it is best to find a photogenic spot on

the east side of the river Saône. Panorama-wide, you can then see the city, with the 11th-century Pont Saint-Laurent on the right and what remains of the former Saint-Vincent Cathedral high above everything else. Above the ancient city a steel blue sky. Ideal for a pretty picture. First we look around by ourselves and in the afternoon a city guide is on hand to show us the finer points. Of course, our primary concern is Tour information. On the Quai Lamartine in front of the city

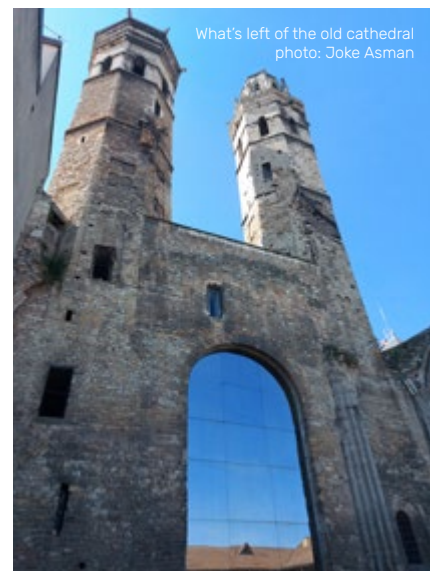
hall on the banks of the Saône, it will all happen on Thursday, July 4. That's where the flat 163-kilometer stage to Dijon will start.

The ride initially passes through the Mâconnais wine region, which is approximately 50 by 15 km in size. The wine growing area has parallel ridges of hills running north to south. It produces both red and white wines, but white is by far the largest. The white grape variety is Chardonnay. Try the Mâcon-Villag-





City Hall (Hôtel de Ville) Mâcon / photo: Joke Asman

What's left of the old cathedral  
photo: Joke Asman

es, the wine that comes from one of the 43 villages. After starting in the city center, there is the "départ réel" on the D17 near the village of Prissé. After ten kilometers, the Col du Port Clair (396 m.) is the only obstacle in the ride, after that everyone can cycle leisurely. Then it

goes via Cluny (the town with the beautiful abbey), Taizé (known for its church community of young people), Cormatin, Givry and Chagny. Naturally the way is shown by yellow jerseys, banners, etc. No village leaves itself untouched. You pass the most beautiful castles. In

short, an Eldorado for every tourist and bicycle friendly by cycling over old railroad lines (Voie Verte). Due to farmers' protests, reversed place name signs can be seen everywhere. By now the Saône et Loire department is left and Meursault is reached where the peloton turns



Vineyards near Prissé



Château de Berzé le Châtel



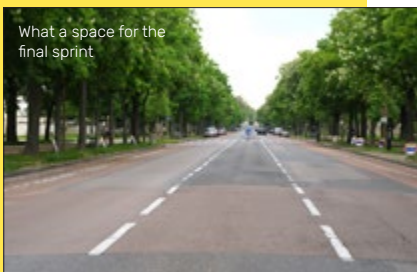
Peasant protest!



Bike path for the whole family at Taizé



What a space for the final sprint



east and crosses the Autoroute/ Route du Soleil (A6).

Via Pouilly-sur-Saône, it will then take the D996 straight north via the Adbij of Notre Dame de Cîteaux to Dijon. Here there will be two sporting focal points in the coming weeks. First, of course, on July 4 the arrival of the sixth Tour stage from Mâcon, and on July 12 the Olympic flame on its way to Paris will pass through here. In the center, the meet is on the Cours Général Charles de Gaulle. "Simple comme bonjour" to stay in French. An advertisement we find a few times says "Dijon Prepare." As you cycle back and forth on the wide Cours Général Charles de Gaulle (there is hardly any car traffic at the time) it is hard to imagine that soon this place will be viewed worldwide. Now you can still stand in the middle of the road (my wife fits on the bike) to take a picture of the dead straight line toward the finish line. Two giant posters situate the spot. For the moment, that's all. It seems that, with two months to go, no one cares. Still, it's good to spend a day and a half wandering around here, cycling around the area and soaking up the atmosphere of the city.

Dijon is a city where you will not be bored. For example, just stand on the Place de la Libération with the Palais des Ducs or cycle between all the visitors/walkers. You will imagine yourself in another time. We picked out a special item among them, namely Les Halles, where locals (and city visitors) can do their daily shopping. Why? We stayed at hotel Les Halles, ate at Bistrot des Halles in the evening and in our hotel room the wall is filled with an impression of the original building plan.



Still 58 days to go, by now there are many fewer!



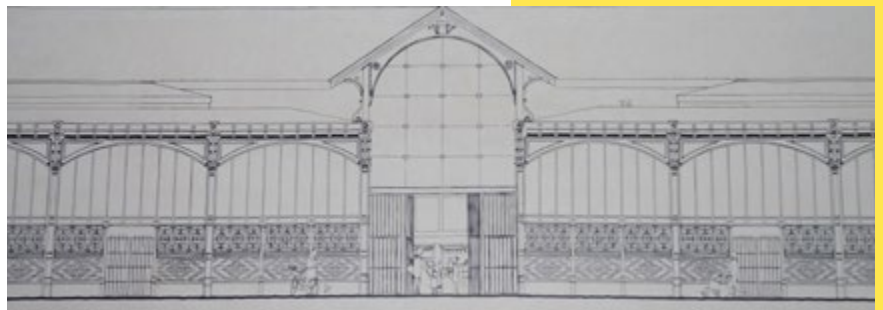
On a banner at the meet, the sprint is depicted like this



Then back to what we came to Dijon for. What is certain is that a large group is going to sprint. Who will win here on that dead straight allée? Of course it will be a top sprinter! The last times the Tour visited Dijon was in 1991 and 1997. In 1991, the win was for Étienne De Wilde and in 1997 for Mario Traversoni, who crossed the finish line in third place, but was awarded the win after disqualifications from Bart Veskamp and Jan Heppner. Naturally, it itches to cycle here and explore the wine regions yourself. On Sept. 15, from Marsannay-La-Côte just south of Dijon, the annual "Randonnée des Grands Crus et Climat de Bourgogne" is organized with distances of 30, 60, 90 and 120 km. There are also two VTT courses over 30 and 50 km and two gravel courses. Thirty years ago, yours truly and a friend went to Dijon for a weekend to bike this ride. A ride that is still on the memory! As the photo shows, it was still in the helmetless era. If you don't want to depend on certain dates choose to bike the "Route des Grand Crus de Bourgogne" between Dijon and Chagny. Another choice could be the Canal de Bourgogne. Cycle from lock to lock and make miles without traffic lights!

**Seventh stage July 5:  
Nuits-Saint-Georges  
-Gevrey-Chambertin**

Between Nuits-Saint-Georges and Gevrey-Chambertin, the first time trial of this Tour edition will be held. The two places are only seven kilometers apart, but a loop has been made westward to reach 25 kilometers. Gevrey-Chambertin has never been a stage venue before. Nuits-Saint-Georges is hosting the Tour for the second time. In 2017, Marcel Kittel won the stage from Troyes here. You are in the middle of the Côte d'Or here. Every place



Canal de Bourgogne



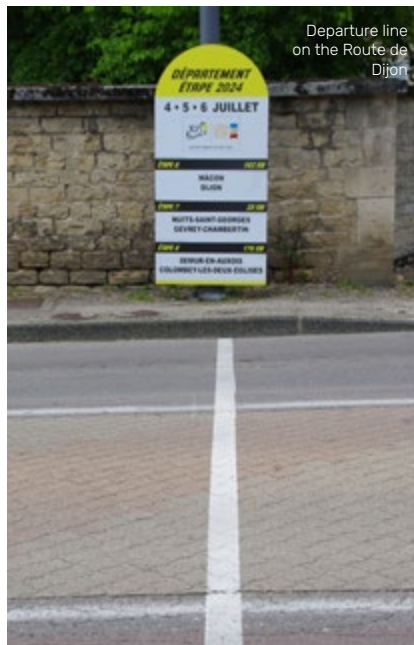


here has a famous name for wine connoisseurs. Every vineyard has a special reputation. The Côte d'Or stretches from Fixin (near Gevrey-Chambertin) to Corgolin (north of Beaune).

Central to the area is Nuits-Saint-Georges. In this seventh stage, everything starts just north of downtown at the Caveau Moillard on the Route de Dijon along the D 974. A white stripe across the road already marks the starting line. Here is also a department sign indicating the three Burgundy stages. First the time trial riders make a small lap around the center of Nuits-Saint-Georges and then they disappear into the hinterland. Since for the time trial everything is on a postage stamp, it's just a nice ride to explore on your own. There will be some shifting to do at the beginning, after all, vineyards are on a slope! After ten kilometers there is the Côte de Reulle-Vergy, which climbs 6.5% in a kilometer and a half. After this, it keeps going up a bit, but after Chambolle-Musigny it can go full speed towards the finish line. Nuits-Saint-Georges feels like coming home to us. For years it has been a regular stop on our way to Provence and the Mont-Ventoux.



Marcel Kittel



Departure line on the Route de Dijon



The name alone says it all!

At Gevrey-Chambertin, the riders get on the D 974 for a while and then turn left to finish after two hundred meters on the Place des Marronniers (Chestnut Square). It's not much there. A park with chestnut trees intersected by a road. There is a sign that the baker sells bread here on Sunday mornings. It doesn't compare to the grandeur of the arrival the day before in Dijon. There an imposing wide avenue, here a little square. It couldn't be more ordinary, but it is more intimate! A kilometer further



on is the village center. It is different. It radiates wine. Gevrey-Chambertin is a village with no fewer than nine Grand Crus. Not for nothing is the entire strip from Dijon to Santenay, with Nuits-Saint-Georges and Gevry-Chambertin as major assets, Unesco World Heritage Sites. Cycling enthusiasts living nearby had the opportunity to ride their own time trial at their own pace on May 26 as part of the "Fête du Tour." That leaves the question: who will win this time trial? In our opinion, it will be up to Remco Evenepoel, but it could just as easily be Tadej Pogacar, Primož Roglič, Wout Van Aert or Jonas Vingegaard!

**Eighth stage July 6:  
Semur-en-Auxois - Colombey-les-Deux-Églises**

Semur-en-Auxois (about 4,000 inhabitants) has only a short Tour history. On July 13, 2007, the sixth stage to Bourg-en-Bresse started here, which was



Aankomstijn Gevrey-Chambertin

The Grand Crus wines depicted on a side wall of the town hall



Sign along D 974. It can't escape anyone's notice that something big is waiting



Follow the route!

won after 200 km by Tom Boonen, who from then on could definitely wear the green jersey. Anno 2024, the century-old town with more than 4,000 inhabitants is for the second time the starting point of the 176 km stage to Colombey-les-Deux Églises. We set aside a day to have a good look around here. A relatively unknown town is presented to the whole world by the Tour de France. It is simply recommended that you put it on your list yourself sometime. Start by visiting the Gothic Chapter Church of Notre Dame, then check out the city bridges and the towers on the city walls. Just photogenic. Sure you won't regret it. The start of the ride on the Rue de la Liberté. The départ réel is on the east side of town on the D9 near Ville-notte. What will the riders have to digest on this



day? In short: a tough hill ride with 2300 altimeters. At 15 km before the finish, the final climb is the Côte de Eufigneix (2.2 km at an average of 4.5%). The final kilometer is about 3% uphill. Exactly at the halfway point of the stage (km 88) the departmental border is crossed. The Côte d'Or department in the Bourgogne-France-Comté region is left and the Haute-Marne department in the Grand Est region is entered.

In the first part of the ride after Vitteaux, large parts of the road are being resurfaced. After all, the Tour is coming and then everything must be in perfect order. After a rain shower, we saw it with our own eyes, the asphalt shines even more beautifully! In the villages of Verrey-sous-Salmaise and Bugny, banners are already indicating that the Tour will pass here on July 6.

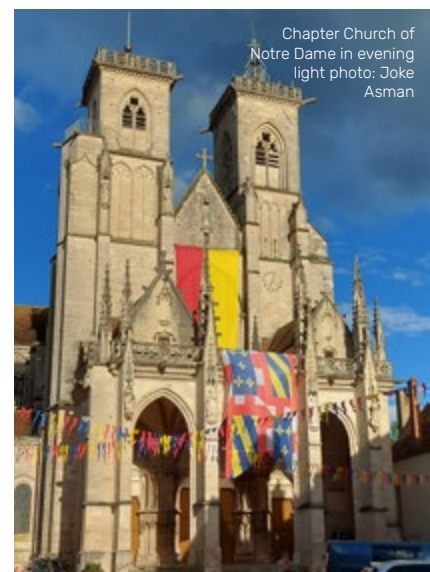
It then heads toward Colombey-les-Deux-Églises. For the first time in Tour history, the finish line of a stage was drawn here. The village with about 600 inhabitants is inextricably linked to Charles de Gaulle, who bought a mansion here even before World War II. When he became presi-

dent in 1959, he continued to live there. After his death, he was buried in the cemetery next to the church. It is noteworthy that

directly opposite the grave is a glass gendarmerie kiosk containing constant police surveillance. His residence named La Boisserie



White departure line in Semur-en-Auxois



Chapter Church of Notre Dame in evening light photo: Joke Asman



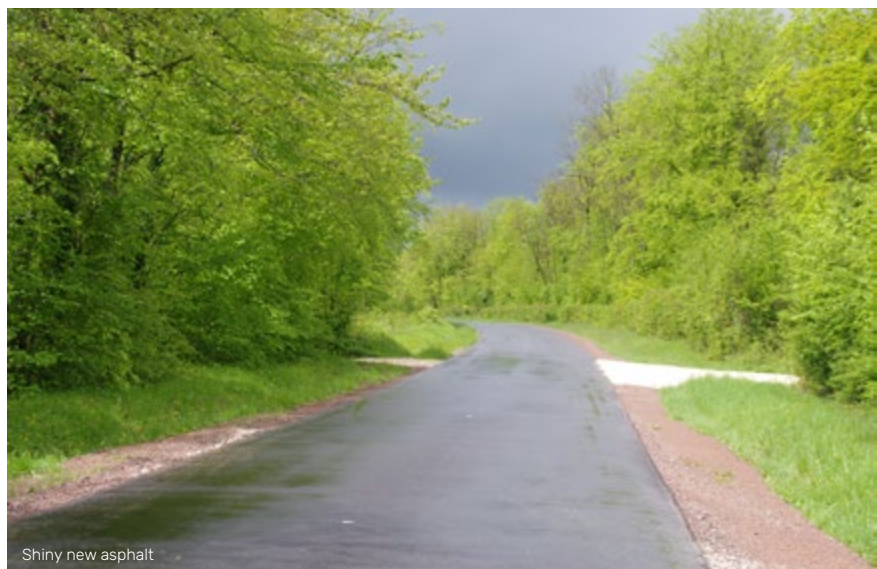
Part of the imposing city walls



Époisses cheese from the immediate area photo: Joke Asman



Verrey-sous-Salmaise



Shiny new asphalt





The Tour de France is welcome in Colombey



Arrival line



The Lothering Cross

has since become a museum. For the French over the years, the village became a kind of pilgrimage site.

Everything there breathes Charles de Gaulle. In honor of De Gaulle, a 44-meter-high Lothering cross made of pink granite from Brittany was placed on a nearby hill in 1972. Used by the Free French during World War II, the cross also symbolizes the so-called Gaullism that is center-right and seeks strong French independence, a nationally driven republic and a strong presidency. The cross can be seen from afar, that's where you have to go, that's where Colombey-les-Deux-Églises is located. It is a beacon in the landscape. In 1960, the village was briefly the center of Tour



Place d'Église in Colombey





Charles de Gaulle greets  
Gastone Nencini photo  
www.letour.fr

de France when, during the 20th stage Besançon Troyes, there was a brief stop and President Charles de Gaulle could shake hands with class leader Gastone Nencini. The village now clearly shows that the Tour is coming. The finish line in Rue du Général de Gaulle is clearly marked with panels to the left and right of the road and a text in bright yellow letters on the road surface. Driving by unnoticed is not possible!

It is hard to imagine that in a few weeks this quiet village will be the center of the international cycling world.

Our press trip was arranged by Bourgogne-Franche-Comté Tourisme in cooperation with the tourist offices of Semur-en-Auxois, Dijon, Gevrey/Nuits-Saint-Georges and Mâcon. They arranged our stay with breakfast and dinner. In Semur-en-Auxois, Dijon and Mâcon, guides showed us their cities. One stay

was very special: the chateau de Chatenay just north of Mâcon. One photo says enough about its authentic beauty.

### Information

[www.burgundy-tourism.com](http://www.burgundy-tourism.com)  
[www.bourgognedusud.com](http://www.bourgognedusud.com)

[www.climats-bourgogne.com](http://www.climats-bourgogne.com)  
[www.macon-tourisme.com](http://www.macon-tourisme.com)  
[www.gevreynuitstourisme.com](http://www.gevreynuitstourisme.com)  
[www.destinationdyon.com](http://www.destinationdyon.com)  
[www.ville-semur-en-auxois.fr](http://www.ville-semur-en-auxois.fr)

### Randonne Grand Crus:

[cyclos-rando-dijon.fr/rgccb.html](http://cyclos-rando-dijon.fr/rgccb.html)



Tekst en beeld: Teus Korporaal



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# TAKING A DETOUR TO THE PYRENEES

## 9th stage: Troyes - Troyes

This stage around Troyes will introduce the riders to the now famous gravel sections. After all, a lap without gravel strips is not a real lap anymore! The last

152 kilometers of this stage include 14 gravel strips with a total distance of 32 km (including 6 strips in the last 34 km). Marcel Kittel was the last winner here in Troyes in 2017. The big question



Antiquity in downtown Troyes

will be who will be able to follow or beat Tadej Pogacar, who won the Strade Bianche this year in such a great way with a mighty solo? Whether there will be an eye for the beauty of Troyes after all the dust (or mud) is the question! After flat stages, hills, mountains, gravel and a time trial, there will be a rest day in Orleans.



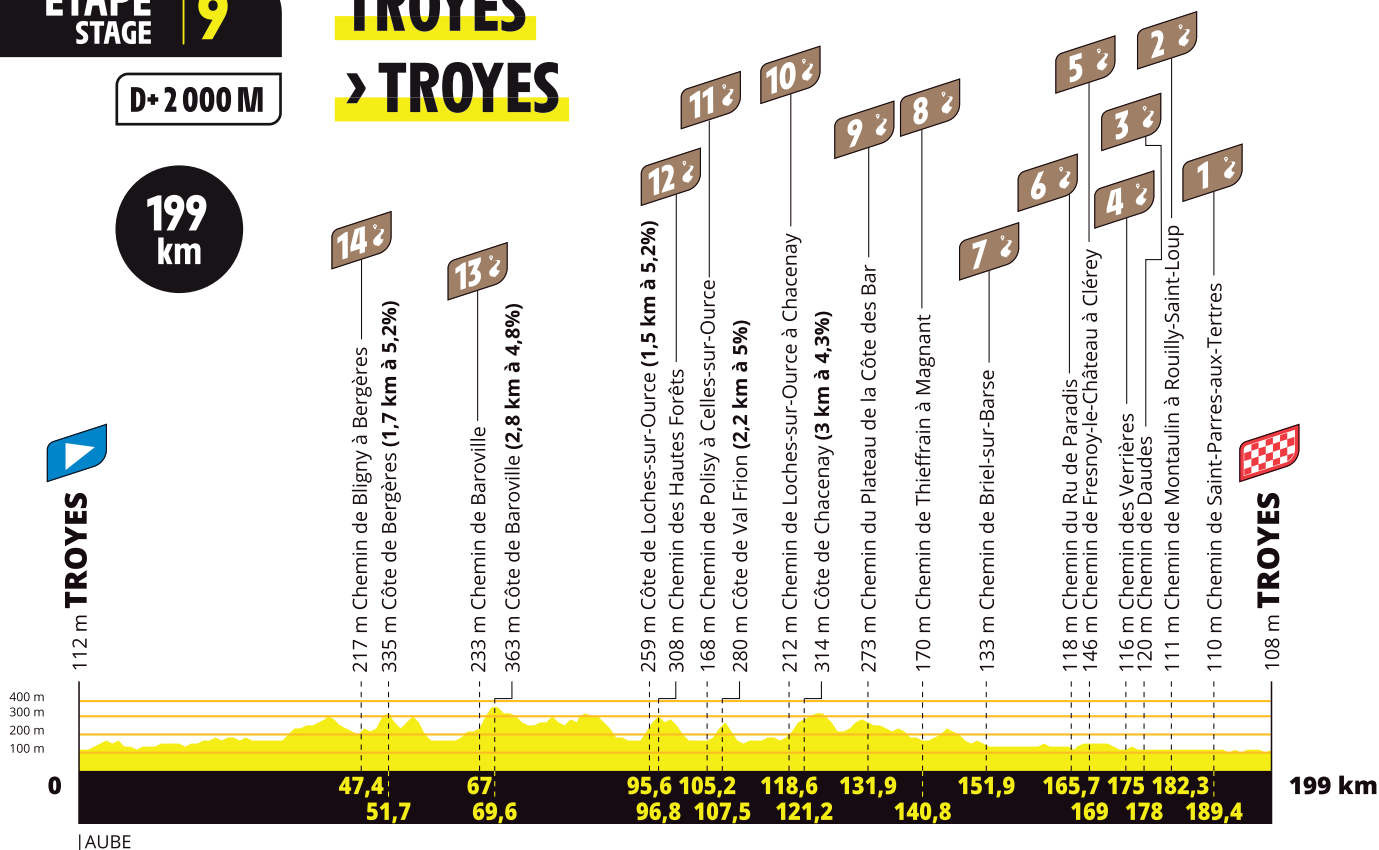
Gravel strip in Baroville

ÉTAPE  
STAGE | 9

D+ 2 000 M

199  
km

TROYES  
> TROYES





**10th stage:****Orléans - St. Amand Montrond**

From the city of Joan of Arc, it goes to the birthplace of Julian Alaphilippe, where in 2013 Mark Cavendish was the latest winner. The town of about 10,000 inhabitants is today the third largest producer of gold and jewelry in France and calls itself Cité de l'Or. Then, of course, the question immediately arises as to what precious gift is reserved here for the stage winner?

**11th stage:****Évaux-les-Bains - Le Lorian**

It will be the second longest ride through hilly terrain of this Touredition. For the approximately 1300 inhabitants village of Évaux-les-Bains, everything is new. Never before has the Tour visited the village located south of Montluçon. The name says it all; here are thermal baths for venous and rheumatic diseases. The stage goes up and down throughout the day with the toughest part in the last 57 kilometers with four tough climbs, the toughest of which are the Col de Néronne (1242 m. 3.8 km at 9.1%) and the Puy Mary Pas de Peyrol (1589 m. 5.4 km at 8.1 km) in the middle of Auvergne. After the last

**Tour de France 2024: main characteristics**

- First start in Italy
- First final in Nice due to the Olympics and Paralympics in Paris.
- Four countries on the course: Italy, San Marino, Monaco and France.
- Bonus seconds: 8, 5 and 2 seconds for the first three in the intermediate sprints and 10, 6 and 4 seconds for the first three finishers in the stages.
- Twelve newcomers to the stage schedule: In Italy: Florence, Rimini, Cesenatico, Bologna, Piacenza. In France: St. Vulbas, Gevrey-Chambertin, Colombey-les-Deux-Églises, Évaux-les-Bains, Gruissan, Superdévoly and Col de la Couillole.
- Fourteen gravel sections covering 32 km in the ninth stage around Troyes.
- There are 22 teams starting with eight riders each. The roof of this Tour is the Bonette (2802 m.), the highest paved road in France.
- The total elevation gain this year is 53,230 meters.
- The prize money is 2.3 million euros. The winner will receive 500,000,- Euro.







Rocamadour  
©La photothèque de la Vallée de la Dordogne/Marc Allenbach

climb there is a two and a half kilometer descent to the finish in Le Lorian. Michel Pollentier was winner here in 1975, when Le Lorian was the first stage location.

### 12th stage: Aurillac - Villeneuve-sur-Lot

The stage is likely to end in a

sprint, although there are some bumps in the first part of the stage. One of the most famous places to pass is Rocamadour after more than 80 km, where it goes up over 2.1 km at an average of 5.5%. Both the start and finish places have a Tour history. In 2011, a stage in Aurillac was

won by André Greipel. Erik Dekker wins the first of his series of three stage wins that year in Villeneuve-sur-Lot in 2000.

### 13th stage: Agen - Pau

Pau can be compared to Bordeaux. Both cities are hardly absent from the Tour de France



route schedule. It is the place where many sigh. When one enters the Pyrenees from Pau, many riders sigh about what is to

come. Coming from the Pyrenees there is a sigh of relief. Those in Pau should visit the Tour des Géants at the Bois Louis-Stade

Tissié. Here there are yellow columns for all the Tour de France winners. Impressive to walk in between.





# FROM THE PYRENEES TO THE ALPS

ÉTAPE | 14  
STAGE

D+3900 M

PAU

> SAINT-LARY-SOULAN PLA D'ADET

152 km



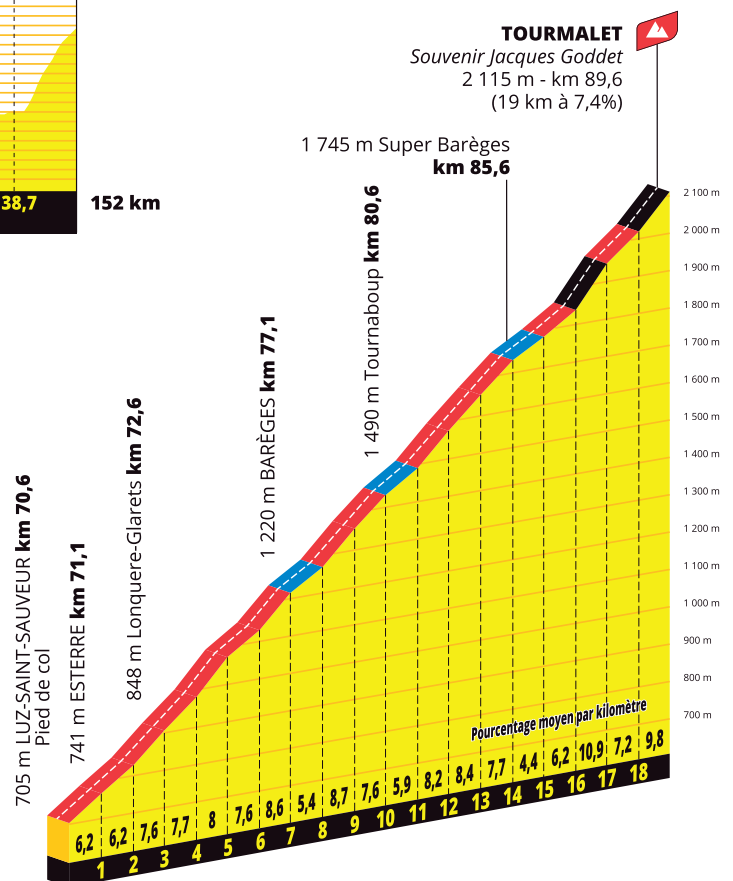
This is how beautiful it is on the Pla d'Adet  
©nbirrien Office de Tourisme Saint-Lary

LÉGENDE / THE KEY

- De 3 à 5,9 %
- De 6 à 8,9 %
- Plus de 9 %

## 14th stage: Pau - Pla d'Adet

It will be the first stage in this Touredition that will end uphill, but before starting that final climb, the men will have to conquer the Col du Tourmalet and the Hourquette d'Ancizan. At the Pla d'Adet, where today's finish line is located, there is a nice piece of history. This year is the 50th anniversary of the same summit where the finish line was located. Raymond Poulidor (Gan-Mercier) reached the top with a lead of 00'41" over Spaniard Vicente López and 01'02" over Michel Pollentier. In 2012, a plaque is unveiled in Saint-Lary (at the foot of the Pla d'Adet) in





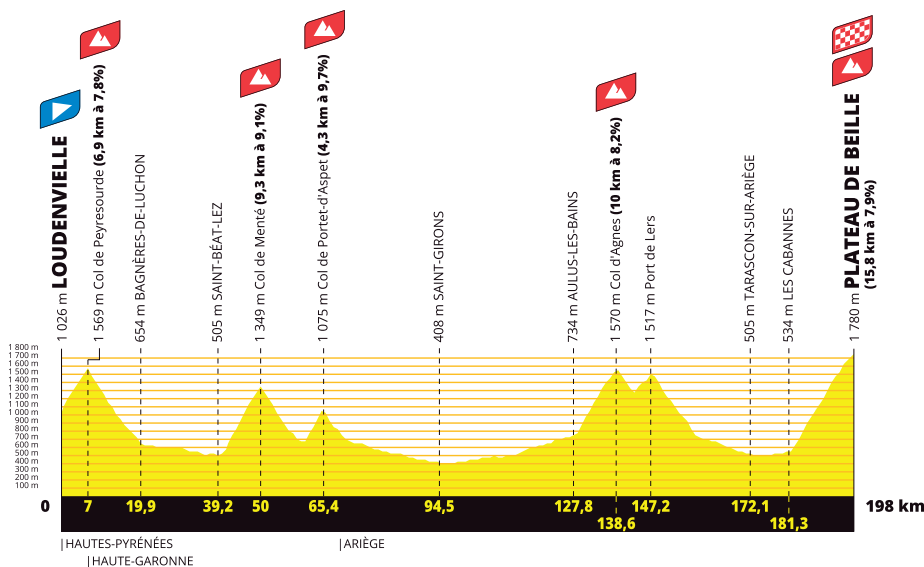


Memorial plaque Poulidor  
© ziklo Office de Tourisme Saint-Lary

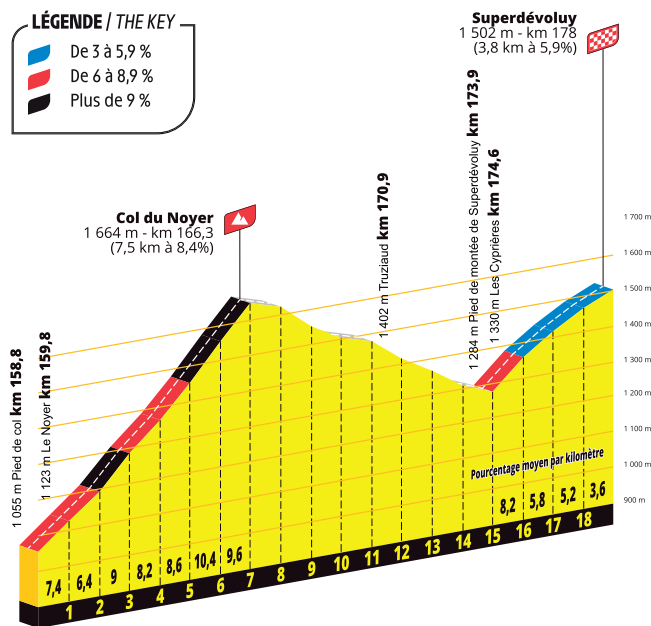
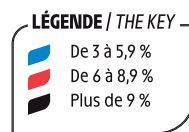
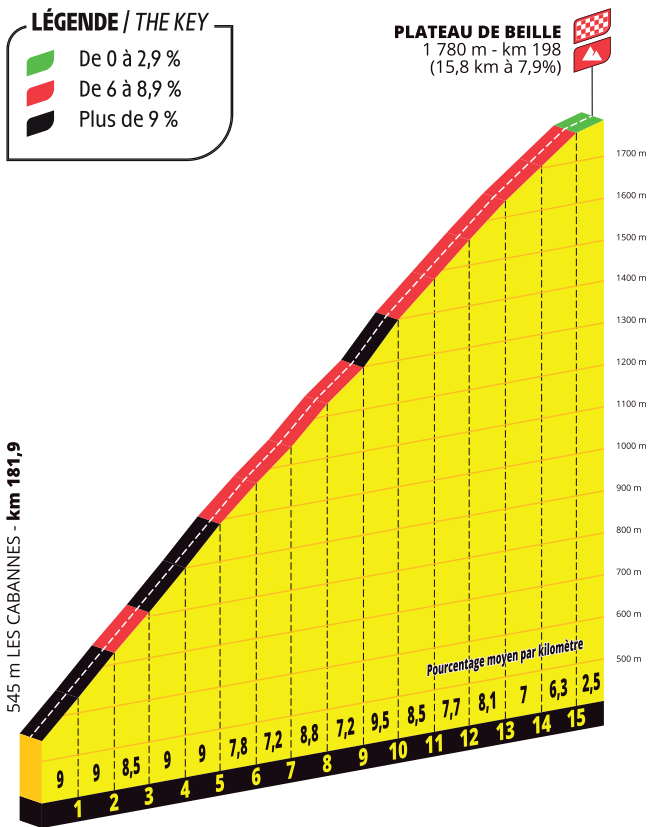
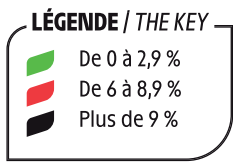
the presence of Poupou. In 2014, the Pla d'Adet was included in the route schedule for the last time. Pole Rafal Majka (Tinkoff Saxo) took the honor. Majka will also win the mountain classification that year. What will happen next? It is a stage with prestige, so the big men will rise. For the first time, the real climbing assets will have to come to the table.

### 15th stage: Loudenvielle - Plateau de Beille

It is 'quatorze juillet'. The French are celebrating. Whether it will also be a French party on the Plateau de Beille remains to be seen, because before the riders reach the finish line they have already had to digest quite a bit: Col de Peyresourde, Col de Menté, Col de Portet d'Aspet and the Col d'Agnes. In the climb to the Col de Portet d'Aspet, the peloton will pass the spot where Fabio Casartelli died in a fatal accident in 1995 and a little further on the left side of the road the big Casartelli monument. No doubt the cameras will zoom in on it. It is, after all, a piece of Tour history. Another item in Tour history (and Belgian cycling history) is Jelle Vanendert's 2011 victory on the Plateau de Beille. After Lucien Van Impe became the last Belgian to win a mountain stage in 1983, Vanendert did the same 28 years later (2011). He leaves







Samuel Sánchez and Andy Schleck behind 00'21" and 00'46" respectively. Who will provide a surprise that no one thought of beforehand? It could well be American Matteo Jorgenson (Visma/Lease a Bike) who so surprisingly won Paris-Nice this year. After all the festivities of the 14th of July, the next day is the second rest day.

**16th stage: Gruissan - Nîmes**

The classification riders can take it easy. The word this day belongs to the sprinters. Jasper Philipsen (Alpecin-Deceuninck), Fabio Jakobsen (Team dsm-fir-

menich PostNL), Arnaud Démare (Arkéa Samsic), Danny van Poppel (BORA-hansgrohe), Arnaud De Lie (Lotto Dstny) are on the provisional list of participants and will certainly be in contention.



**17th stage: Saint-Paul-Trois-Châteaux- Superdévouly**

It starts this day at 91 meters and ends at 1489 meters, and in between, 178 kilometers will pass under the wheels. In other words, from the Rhone to the Alps. Initially the course is not that difficult but after the passage of Gap, the next day's starting point, there is work to be done with the Col Bayard (1246 m.), Col du Noyer (1664 m.) and the final climb to the Superdévouly (1502 m.). Tour boss Christian Prudhomme expects the decision to fall on the Col du Noyer which has an average gradient of 8.4%.



Fabio Jakobsen poses for annual publicity photo





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Demoiselles Coiffées ©Serre-Ponçon







Lac de Serre-Ponçon  
Left on the other side passes the peloton on its way to Barcelonnette

### Bike yourself in this region?

For those who want to spend several days cycling here, it is advisable to pick up at an Office de Tourisme this free cycling map with eleven routes from 46 to 110 km and elevation changes from 650 to 1800 meters. Clear profiles indicate the severity of the route. On the reverse side are more than 40 mountain bike routes from different places. [www.valleesdugapençais.info](http://www.valleesdugapençais.info)



The classification riders will have to be on the rendezvous here again! For winter sports resort Superdévouly, everything is new. Instead of skiers now come the riders!

### 18th stage: Gap - Barcelonnette

Gap will be stage location in the Tour de France for the twenty-seventh time. Here in Gap the stage to Privas started in 2020 and

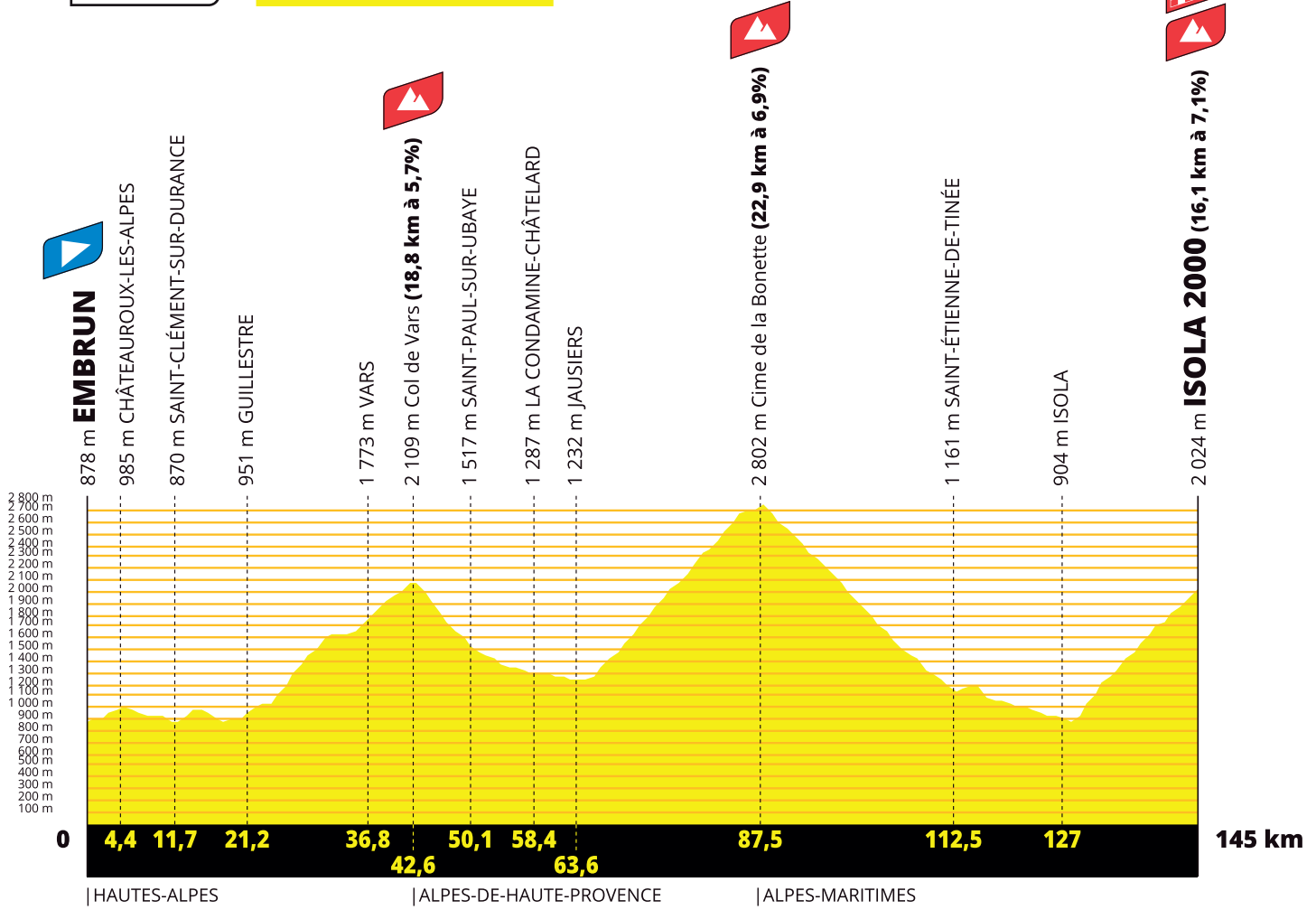


ÉTAPE | 19  
STAGE

D+ 4 600 M

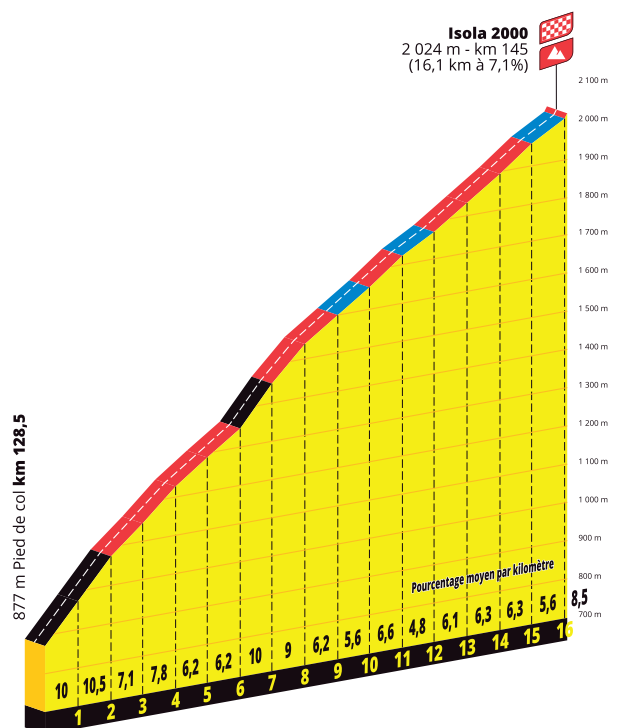
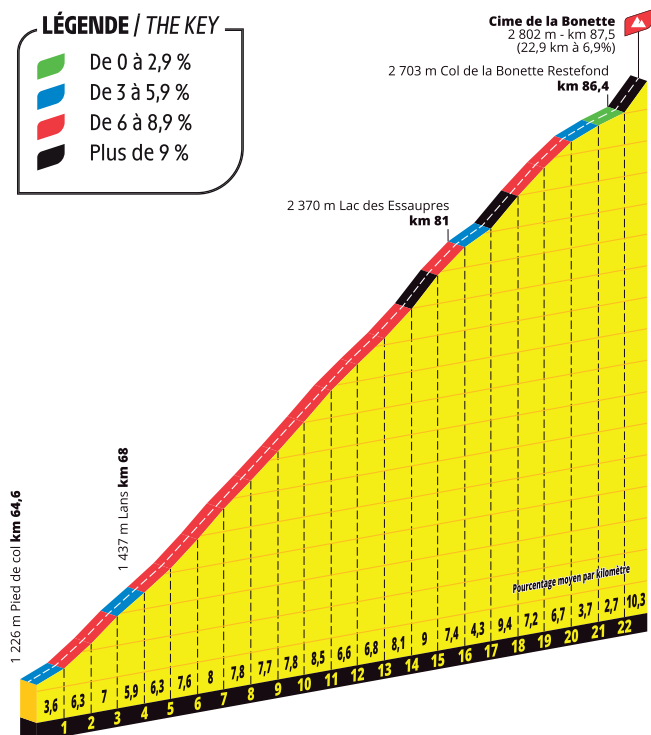
EMBRUN  
> ISOLA 2000

145 km



LÉGENDE / THE KEY

- De 0 à 2,9 %
- De 3 à 5,9 %
- De 6 à 8,9 %
- Plus de 9 %





it was Wout van Aert who won in a bunch sprint. This year it will be a stage that goes up and down all day. Along the way there is a nice sight to see. The TV cameras will probably zoom in on it. After the riders pass the bridge over Lac de Serre Ponçon, they get to see the *Démoiselles Coiffées de Pontis* (Women with hair) on the left. They are a number of narrow tapered rock columns topped by a balanced rock at the tip. Barcelonnette is a stage site for the second time.

The first time was on the French national holiday July 14, 1975 when Bernard Thévenet started here in yellow for the stage to Serre Chevalier, having dethroned class leader and five-time winner Eddy Merckx a day earlier.

### **19th stage: Embrun - Isola 2000**

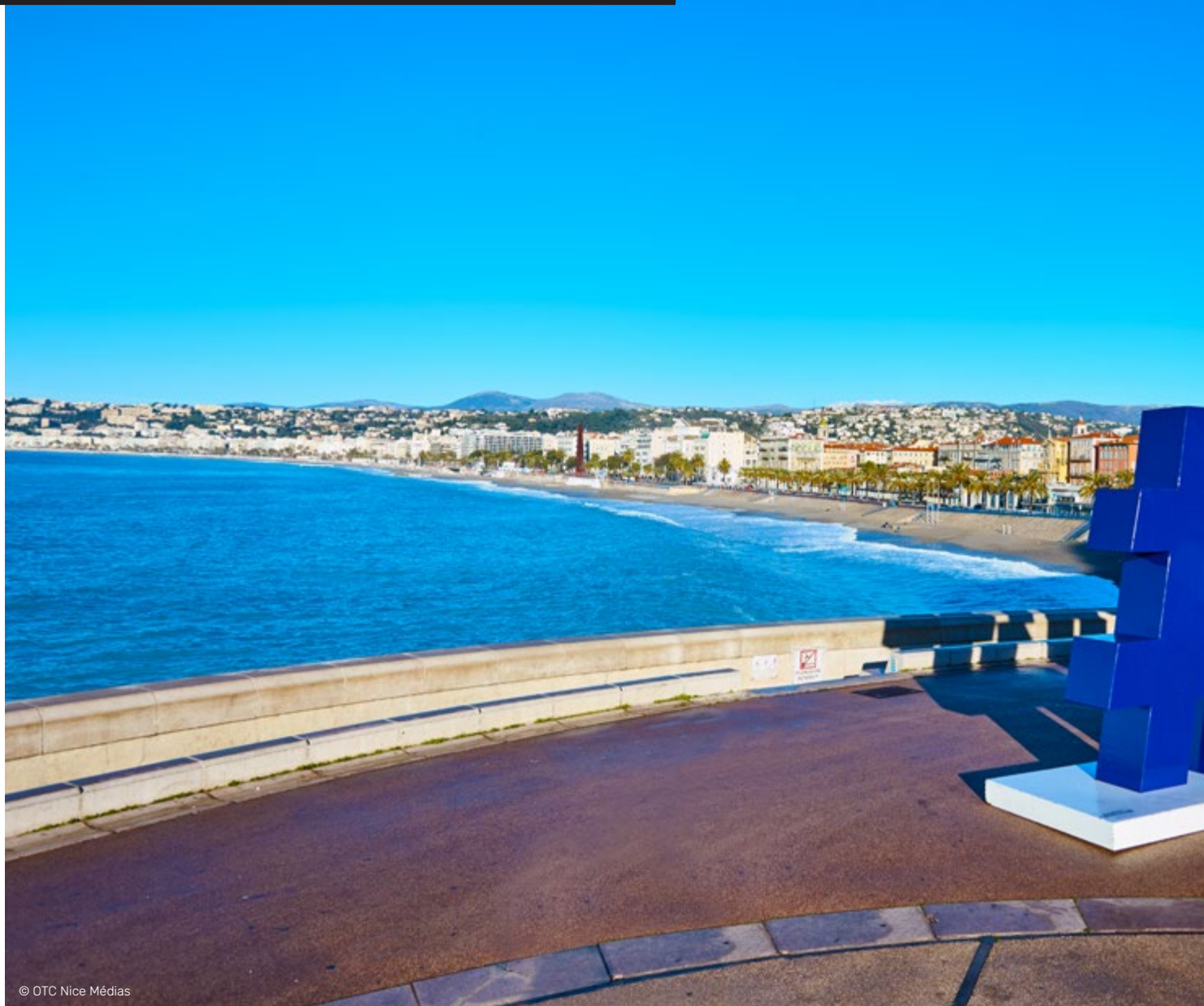
It is going to be a beautiful day with no less than 4500 altimeters. Via the Col de Vars, the Cime de la Bonette to the final climb Isola 2000. Everything revolves around

the Cime de la Bonette, of course. This is the fifth time the Tour passes here. Just to recap: In 1962 and 1964, Federico Bahamontes, the Eagle of Toledo, goes over the top first. Briton Robert Millar does so in 1993 and South African John-Lee Augustyn in 2008. The Bonette is the highest through road in Europe (2,802 m.). Needless to say, with its 24 hairpin turns, it is a prestige climb. Who wouldn't want to be in a line with the great Spanish climber Bahamontes?





# GRANDE FINALE IN NICE



© OTC Nice Médias



Profil 20e rit

Two more days and the 111th Tour de France will be history again, but first there are still things to be finished around and in Nice.

## 20th stage: Nice-Col de la Couillole

Anyone who thought it was done with climbing is wrong. Three more times the riders go uphill before finishing on the fourth col of the day, the Col de la Couillole, where the Tour has never been before. Pogacar and Vingegaard were the big men here in last year's Paris-Nice. Of course they will show themselves again!

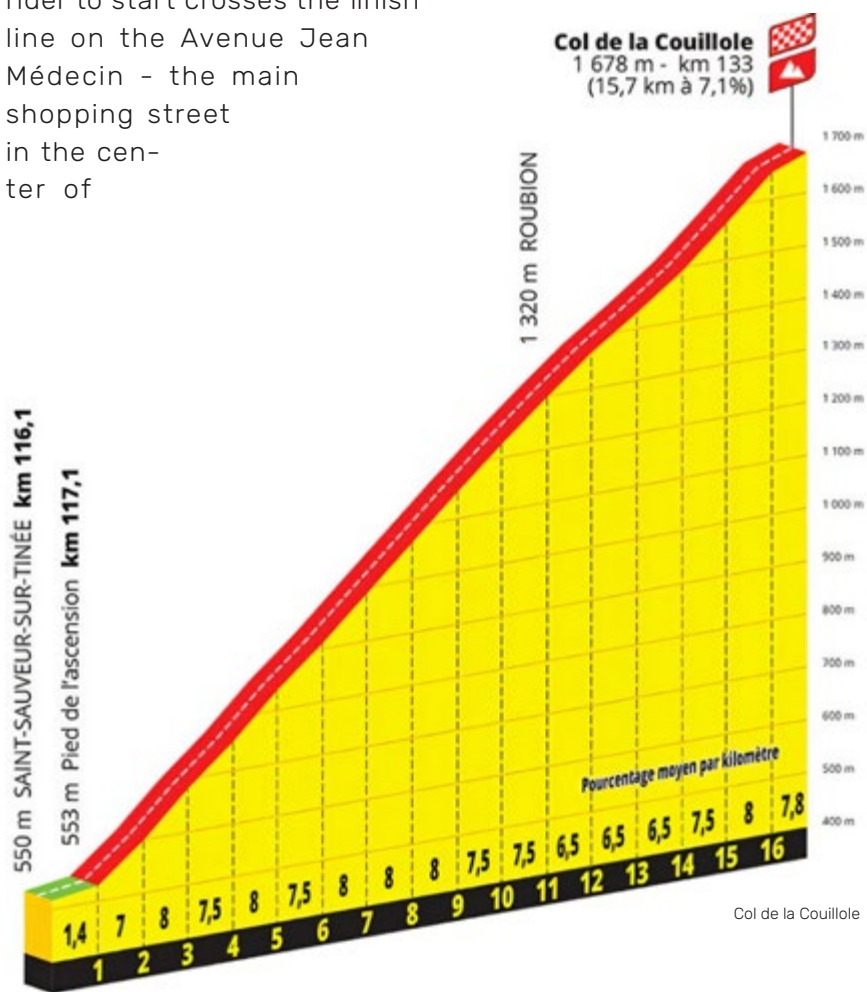




As for the time trial, La Turbie (8.1 km at 5.6%) and the Col d'Èze (1.6 km at 8.1%) will make the difference between the big men. As a favorite for the stage win, we dare to put Remco Evenepoel forward here. After all, he is not world time trial champion for nothing! Soon, when the last rider to start crosses the finish line on the Avenue Jean Médecin - the main shopping street in the center of

Nice - we will know who won this 111th Tour de France and another piece of Tour history will have been written in the thick Tour de France history book.

Text and images unless otherwise stated:  
Teus Korporaal



Col de la Couillole

### 21st stage: Monaco-Nice time trial

Of course, things could also get exciting between Monaco and Nice (35.2 km). But will Vingegaard, Roglič and Evenepoel be in top form after their heavy crash in the Tour of the Basque Country? If all three come to the start in best shape, there could be a lot of fireworks in this time trial. If not - and we highly doubt this, especially in the case of Vingegaard - Pogačar will undoubtedly have taken enough of a lead before Nice comes into view.



Profil tijdrit



# THE STORY OF OTTAVIO BOTTECCHIA THE 1924 TOUR WINNER



Monument in San Martino di Colle Umberto



Ottavio Bottecchia

Several years ago we spent over two months roaming Italy in search of cycling monuments, cycling chapels, cycling museums and so on of Fausto Coppi, Gino Bartali, Costante Girardengo, Alfredo Binda, Luigi Ganna, Ercole Baldini, Marco Pantani and you name it. Great cycling names are there for the taking in Italy and are still honored in many ways. Just a Valhalla to undertake such a search. The material is now all neatly archived and then there are moments when you can open that drawer again. At the presentation of the 2024 Tour de France, Tour boss Christian Prudhomme stated that the Tour organization wanted to pay tribute to the great Italian champions, 100 years after the first Italian won the Tour. That first Italian winner was Ottavio Bottecchia. We dive into his extraordinary life story.

## Birthplace

The first stop is San Martino di Colle Umberto in the far north-east corner of Italy where Ottavio Bottecchia was born Aug. 1, 1894. The village sits on a hill with a church, cemetery and a few houses. Perhaps something of Bottecchia's roots can be found here. In the cemetery we find several tombstones with the name Bottecchia, but no Ottavio. As if it must be so, in the square in front of the adjacent church we see the pastor walking with an elderly lady at his hand. Perhaps he can tell us more. As we stand talking, another person joins us. It turns out we have hit the mark. We can follow the man down to where a large monument to Bottecchia stands. (Via Boscheta SP 71). It was placed

there in 1952 twenty-five years after his death. To commemorate his hundredth birthday in 1994, another memorial stone was placed next to it. In my diary I make the note: My day is already good with this unexpected result. Next to the monument is also a commemorative plaque of his faithful gregario/helper/handler/mate Alfonso Piccin (1901-1932).

## What precedes?

Chronologically, we list his (short) life. Ottavio grows up in a family of nine children. He only goes to school for a few years and can barely read. Then there is only one option: work. He works as a farmhand, forest laborer, shoemaker and bricklayer, which later earns him his nickname in France: le



maçon de Frioul. (The bricklayer from Friuli). His life changes dramatically when he is called up for military service in World War I. He is assigned to the mountain regiment of the Bersaglieri, which fights on the Austrian-Italian front and uses bicycles. He becomes a liaison between the various companies and cycles the fastest of all the soldiers. (In Belgium, these were the Black Devils). In many places in Italy you come across memorials of the soldiers who traveled by bicycle, called bersaglieri. During this time, he also becomes infected with malaria. When the war ends, Bottecchia has already passed his twenty-fourth birthday. In 1919 he moves with his family to France, but remains in poverty. Disillusioned, he returns to Italy and begins professional cycling in 1920, and that's when he starts winning his first races. He receives his first racing bike from the president of the Associazione Sportiva di Vittorio Veneto.

### Giro d'Italia and Tour de France 1923

In 1923, Bottecchia rode his first and immediately his last Giro. He finished fifth with a deficit of 45'49", but first independent. His name is established.

That good ranking immediately earned him a contract with the team of French bike manufactur-

er Automoto. The next job will be the Tour de France. Everything gained momentum. After 371 km in 14h11'41" he wins the sprint of a group of six riders in the second stage Le Havre-Cherbourg and

Bayonne he shared the jersey with Belgian Theofiel Beeckman. After 5425 km, he has built up a lead of 35'36" over Luxembourgian Nicolas Frantz and of 1h32'13" over his teammate Lucien Buysse. He hit

his stride especially in the Pyrenees stage Bayonne-Luchon where he put Buysse, who came second, at 18'58" and Frantz at 35'34". With his second place in 1923 and final win in 1924, the almost 30-year-old Italian is now the big man in the peloton.

### Tour de France 1925

Perhaps his second overall win is a little less glorious now that during the course of this nineteenth Tour de France he has to leave the lead in the general classification for about five days to Belgian Adelin Benoît of the Thomann team. It is mainly Lucien Buysse who is now guiding him through the Pyrenees. In Paris, the differences are big. Buysse comes second at 54'20" and

Bartolomeo Aimò (Alcyon) takes third with a gap of 56'37". Until then, Bottecchia has worn the yellow jersey for 34 days in three Tour participations (1923: 6, 1924:15, 1925: 13).

### Tour de France 1926

Naturally, he is favorite again after two victories, but things turn out differently! In the first three stages he has already had big lags recorded. In the tenth



Pump in Vidor

also becomes yellow jersey wearer for two days and later he wears the leader's jersey for another four days. Behind teammate Henri Pélissier, he finished second at 30'41" after fifteen days of racing.

### Tour de France 1924

After Maurice Garin in 1903, Bottecchia is the second rider to lead the general classification from the first to the last day, although it must be said that between Brest and



stage from Bayonne to Luchon, it is the end of the story when his health fails. His teammate Lucien Buysse now wins both Pyrenees stages and also becomes overall winner.

### End of story

Bottecchia is only 32 years old. What happened? He went to work out and is later found on the side of the road near the villages of Peonis and Trasaghis with a skull base fracture while his bicycle is parked against a tree. Twelve days later, he dies in the hospital. There are all sorts of stories circulating about the

### Stage wins 1924 and 1925

22 June 1924	1st stage	Paris-Le Havre	381 km
02 July 1924	6th stage	Bayonne-Luchon	26km
04 July 1924	7th stage	Luchon-Perpignan	323km
20 July 1924	15th stage	Dunkirk-Paris	343km
21 June 1925	1st stage	Paris-Le Havre	340km
28 June 1925	6th stage	Les Sables d'Olonne-Bordeaux	293km
29 June 1925	7th stage	Bordeaux-Bayonne	189km
19 July 1925	18th stage	Dunkirk-Paris	343km

true nature of the accident. He was supposedly murdered because of his anti-fascist ideas, had an argument with a farmer over stolen grapes, sunstroke? As they then say, he took the

truth with him to his grave. Wikipedia still notes. "The priest who had assisted Bottecchia in his last hours told in 1973, when he himself was on his deathbed, that Bottecchia said on his deathbed that he had been killed by fascists, who were jealous of his successes. Indeed he did not hide his socialist sympathies in Mussolini's Italy, but surely the fascists also saw him as a son of the new Italy." Either way his death will always be fodder for speculation.

Along the road where he crashed is a monument. The pedestal reads (freely translated): Ottavio Bottecchia, world-famous cyclist, while training for tougher trials and fervently longing for triumphs he was fatally struck on this stretch of street road, in which he was assisted by people from Peonis, he died in the hospital of Gemona on June 15, 1927.

### Finally

However, the fact that the memory continues to erode is well illustrated by the monument that stands in Montgeron on the site where the first Tour de France started in 1903. It cannot be portrayed more symbolically!

Still, his name lives on in the bicycle brand Bottecchia - it doesn't get any more Italian than that!



Bottecchia heeft voor de derde maal de Tour op Hutchinson banden uitgereden

Pour la 3<sup>e</sup> fois consecutive le pneu HUTCHINSON remporte le TOUR de FRANCE en 1925 1<sup>er</sup> BOTTECCHIA



Bottecchia herdenkingsmonument op de plaats des onheils



Montgeron



# RETROSPECTIVE TOUR DE FRANCE 2023

When the new edition of the Tour de France is upon us again, it is always good to ask yourself: How was last year again? We all remember the overall winner, but when asked about the stage winners, we often shrug our shoulders. Let's not forget Jasper Philipsen. He has won four times. After his first stage victory in Bayonne, he took the green points jersey and will bring it to

Paris unchallenged. It is also immediately clear who will take home the white jersey. None other than Tadej Pogačar. The polka dot jersey is somewhat more complicated, because it changes quite often. First Nelson Powless is the pole man for four days, then one day Felix Gall. Then it is Nelson Powless' turn again for eight days. Then after the fourteenth stage, Jo-

nas Vingegaard gets the jersey for one day but does not wear it as yellow jersey wearer. After the fifteenth stage won by Wout Poels, Giulio Ciccone takes the lead in the mountain classification and will not relinquish it.

Then the battle for yellow. Beforehand, we know it will be a battle between Dane Jonas Vingegaard and Slovenian Ta-

## Stage winners

Stage 1	Bilbao - Bilbao	182 km	Adam Yates
Stage 2	Vitoria Gasteiz - San Sebastián	209 km	Victor Lafay
Stage 3	Amorebieta Extano - Bayonne	185 km	Jasper Philipsen
Stage 4	Dax - Nogaro	182 km	Jasper Philipsen
Stage 5	Pau - Laruns	165 km	Jai Hindley
Stage 6	Tarbes - Cauterets-Cambasque	145 km	Tadej Pogačar
Stage 7	Mont de Marsan - Bordeaux	170 km	Jasper Philipsen
Stage 8	Libourne - Limoges	201 km	Mads Petersen
Stage 9	Saint Léonard de Noblat - Puy de Dôme	184 km	Michael Woods
Rest Day			
Stage 10	Vulcania - Issoire	167 km	Pello Bilbao
Stage 11	Clermont Ferrand - Moulins	180 km	Jasper Philipsen
Stage 12	Roanne - Belleville en Beaujolais	169 km	Jon Izagirre
Stage 13	Châtillon sur Chalaronne - Grand Colombier	138 km	Michal Kwiatkowski
Stage 14	Annemasse - Morzine Les Portes du Soleil	152 km	Carlos Rodríguez
Stage 15	Les Gets Les Portes du Soleil - St. Gervais Mt Blanc	180 km	Wout Poels
Rest Day			
Stage 16	Passy - Combloux (tijdStage)	22 km	Jonas Vingegaard
Stage 17	St. Gervais Mont Blanc - Courchevel	166 km	Félix Gáll
Stage 18	Moûtiers - Bourg en Bresse	186 km	Kasper Asgreen
Stage 19	Moirans en Montagne - Poligny	173 km	Matej Mohorič
Stage 20	Belfort - Le Markstein	133 km	Tadej Pogačar
Stage 21	Saint Quentin en Yvelines-Paris	115 km	Jordi Meeus



dej Pogačar. A kind of turning point is the fifth stage between Pau and Laurus, where Vingegaard is 1'04" faster. In the general classification, that translates into a lead of 00'53". Then the first battle is struck. The next day, Pogačar wins the stage and puts Vingegaard at 00'24", but the latter remains leader. He approaches Vingegaard to seventeen seconds and he stays in that position for days. Entering the final week, it is still ten seconds. It is only in the second time trial that things come to a head. Vingegaard wins with a lead of over a minute and a half. In the seventeenth stage to Courchevel, Pogacar breaks and falls behind by 08'15". The game is played!

Text and images: Teus Korporaal



## SORRY MARK CAVENDISH, BUT EDDY MERCKX ACTUALLY HAS 35 STAGE WINS ...

Mark Cavendish is making another stab at becoming the sole record holder in terms of Tour de France stage wins this year. Both he and Eddy Merckx are currently listed with 34.

But in fact, Eddy Merckx should have 35 stage wins behind his name and thus be the sole record holder for the time being.

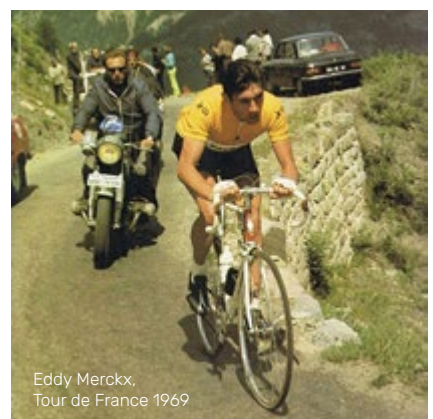
Yes, because in 1977 the 18th stage was won by Portuguese Joaquim Agostinho, ahead of his compatriot Antonio Menéndez. Eddy Merckx crossed the finish line in third place. However, the two Portuguese were dropped from

the stage results.

To this day, the stage is still recorded "no winner/no winner," while Eddy Merckx is actually the rightful winner.

Why it didn't happen at the time? Probably because the French at the time were very keen to see Merckx's reign come to an end and they preferred to have no more victories by Eddy.

With Merckx's known palmares, it also didn't matter at all at the time to claim that extra stage, although it would thus make a difference today for the record lists.



Eddy Merckx, Tour de France 1969



Mark Cavendish, Tour of Turkey Stage 8 ©OPQS/Tim de Waele



# STATISTICS

## OF THE TOUR DE FRANCE

You can experience the rich history of the great laps in several ways. Rows of books have been written about it. Tens of thousands of articles have been written about it, but you can also do it differently. Stripped of all the frills just look at the facts with some brief statistics. Below, we provide a picture of the Tour de France in this way.

### Most yellow jerseys

Eddy Merckx	96
Bernard Hinault	79
Miguel Indurain	60
Jacques Anquetil	52



### All days classification leader

Ottavio Bottecchia	1924 (15 stages)
Nicolas Frantz	1928 (22 stages)
Romain Maes	1935 (28 stages)
Jacques Anquetil	1961 (22 stages)

### Most stage wins

Eddy Merckx	34
Mark Cavendish	34
Bernard Hinault	28
André Leducq	25
André Darrigade	22
Nicolas Frantz	20
François Faber	19
Jean Alavoine	17
Jacques Anquetil	16
René le Greves,	16
Charles Pélissier	16
Freddy Maertens	15

### Most stage wins per round

Eddy Merckx	1970 en 1974	8
Freddy Maertens	1976	8
Charles Pélissier	1930	8
Gino Bartali	1948	7
Bernard Hinault	1979	7

### Five-time winners

Jacques Anquetil	1957, 1961, 1962, 1963, 1964
Eddy Merckx	1969, 1970, 1971, 1972, 1974
Bernard Hinault	1978, 1979, 1981, 1982, 1985
Miguel Indurain	1991, 1992, 1993, 1994, 1995

### Quadruple winner

Chris Froome	2013, 2015, 2016, 2017
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### Triple winners

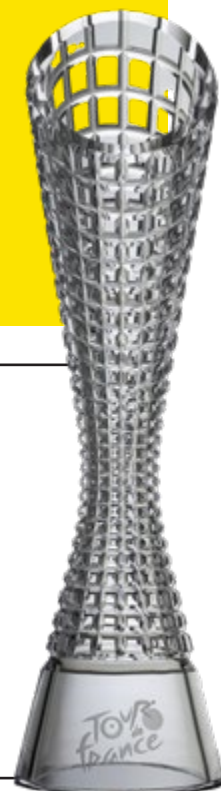
Philippe Thys	1913, 1914, 1920
Louison Bobet	1953, 1954, 1955
Greg Lemond	1988, 1989, 1990

### Two-time winners

Lucien Petit Breton	1907, 1908
Firmin Lambot	1919, 1922
Ottavio Bottecchia	1924, 1925
Nicolas Frantz	1927, 1928
André Leducq	1930, 1932
Antonin Magne	1931, 1934
Sylvère Maes	1936, 1939
Gino Bartali	1938, 1948
Fausto Coppi	1949, 1952
Bernard Thévenet	1975, 1977
Laurent Fignon	1983, 1984
Alberto Contador	2007, 2009
Tadej Pogacar	2020, 2021
Jonas Vingegaard	2022, 2023

### Final victories by country

36 France
18 Belgium
12 Spain
10 Italy
6 United Kingdom
5 Luxemburg,
3 Denmark, United States
2 Switzerland, The Netherlands, Slovenia
1 Ireland, Germany, Australia, Colombia





### Debutants as Tour winners

Maurice Garin	1903
Henri Cornet	1904
Louis Trousselier	1905
Jean Robic	1947
Fausto Coppi	1949
Jacques Anquetil	1957
Felice Gimondi	1965
Eddy Merckx	1969
Bernard Hinault	1978
Laurent Fignon	1983
Tadej Pogačar	2020

### Most participants

1986: 210 contestants

### Most participations

18	Sylvain Chavanel
17	George Hincapie, Stuart O'Grady, Jens Voigt
16	Joop Zoetemelk, Haimar Zubeldia
15	Vjatsjeslav Jekimov, Christophe Moreau, Guy Nulens, Lucien Van Impe, Thomas Voeckler

### Slowest average

Ottavio Bottechia	1924: 23,958 km p/u
Nicolas Frantz	1926: 24.065 km p/u
Philippe Thys	1920: 24.131 km p/u

### Fastest prologue

Chris Boardman
1994, 55.152 km p/h over 7,2 km
1998, 54.193 km p/h over 5,6 km

### Longest stage

Omer Huyse, 1924, 482 km  
Les Sables d'Olonne-Bayonne

### Longest time trial

Raymond Impanis, 1947, 139 km  
Vannes-St. Brieuc

**Shortest Tour:** 1904 - 2388 km

**Longest Tour:** 1926 - 5745 km

### Smallest difference final classification

Greg Lemond	1989	8" at Laurent Fignon
Alberto Contador	2007	23" at Cadel Evans
Óscar Pereiro	2006	32" at Andreas Klöden
Jan Janssen	1968	38" at Herman Van Springel
Stephen Roche	1987	40" at Pedro Delgado

### Youngest winners

Henri Cornet	1904	19 jaar en 352 dagen
Tadej Pogacar	2020	21 jaar en 365 dagen
François Faber	1909	22 jaar en 187 dagen
Egan Bernal	2019	22 jaar en 196 dagen
Octave Lapize	1910	22 jaar en 280 dagen
Felice Gimondi	1965	22 jaar en 289 dagen
Philippe Thys	1913	22 jaar en 292 dagen
Laurent Fignon	1983	22 jaar en 346 dagen
Romain Maes	1935	22 jaar en 352 dagen
Jacques Anquetil	1957	23 jaar en 193 dagen

### Oldest winners

Firmin Lambot	1922	36 jaar en 130 dagen
Henri Pélissier	1923	34 jaar en 180 dagen
Çadel Evans	2011	34 jaar en 160 dagen
Gino Bartali	1948	34 jaar en 8 dagen
Lucien Buysse	1926	33 jaar en 309 dagen
Joop Zoetemelk	1980	33 jaar en 230 dagen
Maurice Garin	1903	33 jaar en 142 dagen
Firmin Lambot	1919	33 jaar en 134 dagen
Léon Scieur	1921	33 jaar en 126 dagen
Carlos Sastre	2008	33 jaar en 97 dagen

### Longest breakaway over 200km

#### Albert Bourlon, 1947

253 km in 14th stage Carcassonne-Luchon

#### Thierry Marie, 1991

234 km in 6th stage Arras Le Havre

#### José Pérez Francés, 1965

223 km in 11th stage Ax les Thermes-Barcelona

#### Bernard Quilfen, 1977

222 km in 14th stage Besançon-Thonon les Bains

#### Maurice Blomme, 1950

214 km in 12th stage St. Gaudens-Perpignan

#### Pierre Beuffeuil, 1966

205 km in 21st stage Montluçon-Orléans

#### Marcel Dussault, 1950

200 km in 10th stage Bordeaux-Pau

(In all cases, the breakaway also leads to the stage win)



# HISTORY OF THE TOUR DE FRANCE



Maurice Garin in action during the first Tour de France in 1903  
Photo: Wikimedia, Public Domain

**On Jan. 19, 1903, L'Auto announced the first edition of the Tour de France. The first stage was held on July 1, 1903, in very different circumstances than we can imagine today. But what is the history that preceded that first Tour de France?**

## **The first road race in line and the evolution of the first bikes**

Two years after the invention of the bicycle in 1867, the French cycling magazine Le Vélocipède Illustré organized the first cycling race between two cities. The start was in Paris and the finish in Rouen. The distance of that first race was only

123 kilometers, but it was on unpaved roads and the bikes at that time did not have chain drive on the rear wheel. The winner was James Moore and he then took 10 hours and 40 minutes over the 123 km. The bicycle evolved tremendously at the end of the 19th century. In 1885, British John Kemp Starley

invented the chain drive for the bicycle and less than three years later John Dunlop came up with the pneumatic tire. With the evolution of the bicycle becoming faster and more spectacular, interest in cycling also skyrocketed.

## **Reaction from the magazine L'Auto-Vélo**

By 1903, the bicycle magazine Le Vélo was the market leader in France. Competitor L'Auto-Vélo was also taken to court for alleged plagiarism of the name. L'Auto lost the lawsuit to Le Vélo and was clearly in the corner where the



Aankondiging Tour de France, L'Auto(-Vélo) 1903 © Mgioux ccbysa4



hits were falling. A way had to be found to attract more readers. Thus arose the idea of organizing a cycling race that would last longer than any other that existed at the time. Under the direction of editor-in-chief Henri Desgrange assisted by Géo Lefèvre, the idea was further developed to be able to promote L'Auto with and during the event.

### The first Tour de France

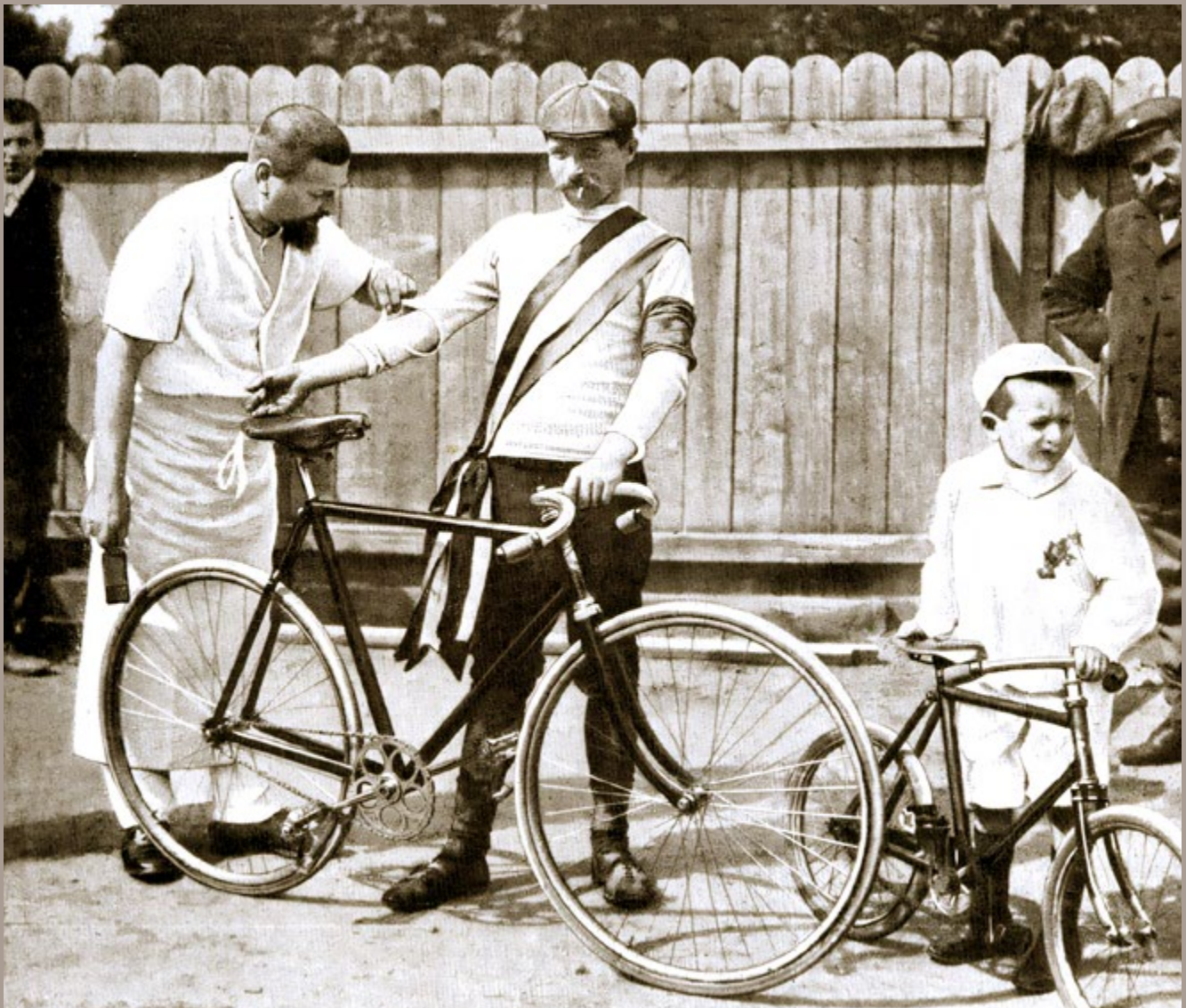
In the first edition of the Tour de France, the 60 participants began in Paris before returning to Paris past Lyon, Marseille, Toulouse, Bordeaux and Nantes. In total, over six stages, the participants rode a hitherto unheard of 2,428 kilometers. After each stage, the

riders were given two to four days of rest. During the stages, the riders had to pass checkpoints to make sure they had done the entire course. The Tour immediately became a huge success with the general public, and sales of L'Auto increased sharply. Editor-in-chief Henri Desgrange would go down in history as the father of the Tour de France.

That first Tour de France, did go differently than we can imagine today. No cycling clothes existed back then and the riders rode the Tour in their normal everyday clothes. Nor were the roads and the bikes comparable to today's equipment. Let alone talk about training, nutrition, supplies, etc.

The first stage, which took the riders over 467 kilometers from Paris to Lyon was run in 17 hours and 45 minutes. Desgrange saw the Tour de France not only as a way to advertise, but also as a superhuman test of strength that would bring out the best in people. That of the 60 participants, only 21 cyclists crossed the finish line endorsed Desgrange's idea and sounded spectacular to the ears of many spectators/potential readers of the magazine. The first edition was won by Frenchman Maurice Garin. He was the first winner of a unique cycling race with a history that writes itself into the cycling books year after year.

Text: Patrick Van Gansen



Tour de France 1903. Winner Garin Photo: Wikimedia, Public Domain









commended for the touring cyclist. The many, sometimes tough, côtes are certainly a challenge. The 450 km long cycling route from Paris to Mont Saint-Michel, La Véloscénie, crosses the region where the road



Versailles Castle  
© Château de Versailles / Thomas Garnier





race will take place. All info can be found at: [www.veloscenie.com](http://www.veloscenie.com)

### One of the largest castles in the world

The route also passes by the famous 400-year-old Château de Versailles with its beautiful gardens, which the riders will pass by early in the race. The castle's history began in 1623 when a hunting lodge made of red brick and sandstone was built near the village of

Versailles. Over the centuries, it was expanded into one of the largest castles in the world. But the beauty of the Chevreuse valley with the meandering Yvette River and its castles, abbeys, water mills and medieval villages are another reason to be sure to explore this region by bicycle.

### Tribute to Jacques Anquetil

The ascent of the eighth slope of the just under a kilometer long Côte de Châteaufort (elevation 152 m, avg. 6.3%, max 10.8%) , is a tribute to five-time Tour winner Jacques Anquetil. At the summit is a monument dedicated to one of France's greatest riders. After his death in November 1987, a sculpture representing him on his bicycle was installed in 1989. This sculpture, which was soon stolen, has now been replaced by a stele with the memorial plaque that sat beneath it. The memorial was placed on the former course of the Grand Prix des Nations, which Jacques Anquetil won nine times. A model of the stolen statue was donated by its designer to the National Sports Museum at the Allianz Riviera stadium in Nice.



Memorial Jacques Anquetil, Côte de Châteaufort © Teus Korporaal



Chateau de la Madeleine Chevreuse © La Véloscénie Amelie Blondiaux/Hellolaroux

### Along another Olympic venue

Before returning to Paris, the peloton will also pass the Vélodrome national de Saint-Quentin-en-Yvelines in Montigny-le-Bretonneux, where the 12 Olympic titles for track cycling will be distributed from August 5 to 11. In October 2022, the world championships very successful for our country were held here with two gold medals for Lotte Kopecky. On July 23, the last stage of the Tour de France towards Champs-Élysées also started here. The cycling track is also the headquarters of the French cycling federation.



## Also not forgetting Laurent Fignon

The street near the cycling track has been named Rue Laurent Fignon since 2016. This two-time Tour winner (1983 and 1984) died of cancer in 2010 at the age of 50. Some of his ashes are interred in the columbarium at the famous Cimetière du Père-Lachaise in Paris. But we remember him most for his breathtaking seconds battle with Greg Lemond in the final time trial for Tour victory in 1989. By the way, he was born in Montmartre, where the final of the Olympic road race will be fought.



## To the high(ish) point in Paris

After returning to the City of Lights, three more climbs of Montmartre Hill will follow. With two full local rounds of 18.4 km and a final climb 10 km from the finish on the Pont d'Iéna with a view of the Eiffel Tower. This steepest hill in Paris is 130 meters high and the highest natural point in the city. During the climb 57 altitude meters have to be overcome with an average gradient of 6.4% with a toughest stretch of 9%. The executioner par excellence. In



December 1898, Louis Renault also used the Rue Lepic to test his first car.

## The climb explored

The run-up begins when the riders turn onto Rue Lepic from the Boulevard de Clichy/Place Blanche. Up to the top, the road surface consists of cobblestones. The street is still wide here. After taking the left turn at Place Anne-Marie Carrière, the 900 meter long and winding climb announces itself. On the 4th floor of number 54 lived the world-famous painter Vincent van Gogh from June 1886 to February 1888. He



captured the view from the window many times on canvas. How would he have immortalized a colorful peloton?

### The distinctive mills

A little further on, a separate separated bike lane has been created for cyclists. This immediately makes the road a lot narrower. Then the riders pass the green gate of the wooden mill de la Galette (formerly moulin Blute-Fin) located high above the street, dating from 1622. A little further on the corner with Rue Girardon is the mill Le Radet. There used to be more than 30 of these mills here, used to grind limestone from the limestone quarries that were here.

### Very narrow and fast descent

The summit is at the place Jean-Baptiste-Clément after which the riders start the very fast and technical descent via the very narrow Rue



Green fence Moulin de la Galette © Cristel van Yperen



Almost above with mill in the background © Cristel van Yperen

Norvins, across the Place du Tretre and past the Sacre Coeur. The Rue Norvins is not much more than a bicycle wide. That means you can only ride two side by side there. So good positioning is vital. Hopefully the peloton will have thinned out considerably by then and it's not raining. Because this descent also consists mostly of cobblestones.

### What does the course promise?

During the race, the riders will pass many tourist highlights both in and outside the city. Of course they have no eyes for that but for us as television viewers it provides beautiful images. The last 70 km is a course through sometimes narrow streets. Fortunately, the number of riders taking part in the road race (men 130, women 67) is limited and there has already been a considerable shuffling. After all, the city course is not suitable for a large peloton. Hopefully some street furniture will be removed for safety.

Text: Rens Klaasse



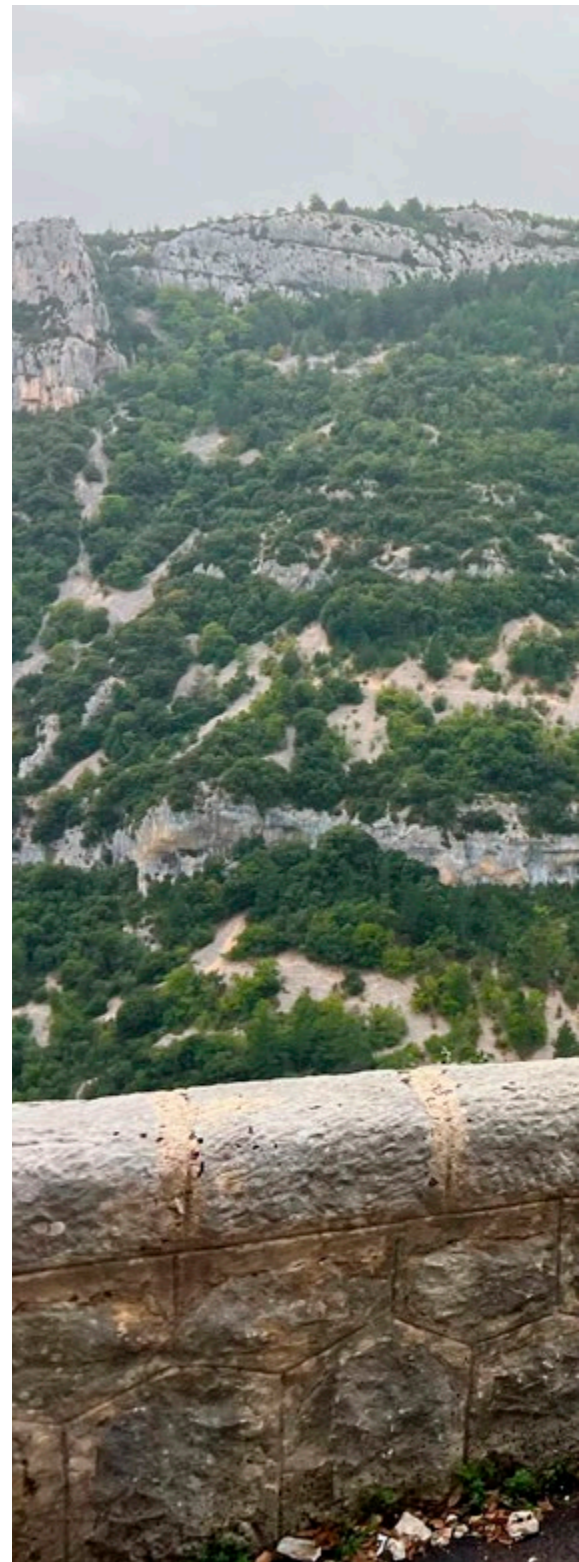
# GORGES DE LA NESQUE

## Natural wonder in the Vaucluse

The region around Mont Ventoux is wonderful for cycling. The natural beauty and beautiful villages follow each other in the wide surroundings of the mountain. The gorges, vineyards, views, hairpin bends, rock formations and typical picturesque villages alternate continu-

ously. We drove several beautiful rides from camping le Voconce in Saint-Marcellin-lès-Vaison near the picturesque Vaison-la-Romaine.

Today we take you on a tour through the Gorges de la Nesque.



### Over the Col de la Madeleine

From Saint-Marcellin-lès-Vaison we set off for this round trip via Entrechaux, through Malaucène, to Bédoin, on to Villes-sur-Auzon, then through the beautiful Gorges de la Nesque via Monieux and Sault to Chalet Reynard. From Chalet Reynard we descend at breakneck speed to return to our starting point via Bédoin and





the Col de la Madeleine. So in this round trip we ride up and down part of the Ventoux. However, our main concern is the beautiful Gorges de la Nesque. But the Col de la Madeleine is also well worth mentioning. The beautifully winding road, which runs between pine trees and greenery, from Ma-laucène to Bédoin is not too difficult. Above all, the col lets you

**The scene  
in this  
majestic  
setting  
is magical**

enjoy the scenery, the smell of the pines and the well-run asphalt.

### **The Gorges de la Nesque**

The Gorges de la Nesque is a deep river gorge in the shadow of Mont Ventoux that you can cycle through. The rugged landscape is impressive to say the least. The gorge is up to 400 meters deep in some places. The river Nesque,





which rises on the eastern slope of the Ventoux and dries up in the summer, has dug deep into the limestone rock. The Nesque winds through a majestic rocky landscape for 17 km between Villes-sur-Auzon and Monieux. The D942 leads through this unique and uninhab-

**It seems  
like the gap  
was created for the  
bicycle!**

ited gorge. It is a beautiful road with spectacular views of the river winding - sometimes up to four hundred meters below - through the landscape. On the Belvédère at the highest point, you have an impressive view of the opposite rock Rocher du Cire and the



## A unique spectacle with amazing performers each excelling in their roles around the overwhelming scenery

350 meters deeper gorge. Downstream, la Nesque joins the Sorgue at Pernes-les-Fontaines after seventy kilometers.

This bike ride, which is simply beautiful from the first kilometer, becomes even more beautiful from Villes-sur-Auzon. The geological spectacle builds up from this point and gets more and more beautiful the higher you get. Although the Gorges de la Nesque is quite deep, the road along the river is not steep. This makes the route great for enjoying the natural beauty here in a very recreational and touristy way. The road is fairly narrow, which has



its advantages because freight traffic is prohibited here, which makes everything safer and more relaxed. The difference in altitude is only five hundred meters which makes it doable even for the less trained cyclist. It is as if the gorge was created for the bicycle!

### Magical spectacle in the sky

A good mile before we reach the highest point, just before one of the tunnels that pass through the rocks, we see a magnificent spectacle high above us. Hundreds of swallows are amusing themselves in the firmament. Like aerial acrobats, they are hunting for insects. With their recognizable wing beats and beautifully forked tail, they are incredibly agile. Wonderful to

watch them. But suddenly, still a little higher up, dozens of vultures come swooping before our eyes. The whole scene in this majestic setting is magical. A unique spectacle with great artists who each excel in their role around the overwhelming scenery.

### Via Chalet Reynard back to camping Le Voconce

After this cycling delirium through one of the most beautiful natural phenomena of France, we continue to Sault where the foot of Mont Ventoux is located at an altitude of 702 m. From here we climb steadily to Chalet Reynard and an altitude of 1408 m. We thus cover 706 altimeters and this over a distance of more than 18 km.





A very gentle ascent where we cycle gently uphill with the beautiful images of the Gorges de la Nesque still on our minds. With a maximum ascent of 6.3% an average of 3.9% we slowly begin to come back to the present and kick off the Gorges. We begin to realize the beauty of cycling here as well. Once we arrive at the Chalet Reynard we stop for a well-deserved coffee and cake. This way we store some new fuel

and recuperate a bit, because the ride is not over yet.

After the proverbial batteries have been recharged, we ride at breakneck speed to Bédoin and from there over the Col de la Madeleine to Malaucène via the D 938 back to Saint-Marcellin-Lès-Vaison and camping Le Voconce.

After 125 km and 2,068 meters of altitude, we dive back into the river behind the campground to let the welcome refreshment and running water of the Ouvèze flow onto our tired muscles.

Wow, what a ride! Wow what a day! Wow what a beautiful region!

Text and images: Patrick Van Gansen



**Wow,  
what a ride!  
Wow,  
what a day!  
Wow, what  
a beautiful region!**

**CAMPING \*\*\* LE VOCONCE**

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# The difficult start of women's cycling in the Netherlands

## New cycling book by our editor Teus Korporaal

For fifteen years Teus has been making his contributions to our magazine in all kinds of fields. In addition, a cycling book written by him is published with a certain regularity. In this case about the rise of women's cycling in the sixties in the Netherlands. Belgium, Luxembourg and France were already a bit ahead in this respect. In 1958, Luxembourg's Elsy Jacobs became road world champion. In the same year the Belgian Ladies Cycling Federation was founded and in 1959 the Belgian Cycling Federation BWB decided to take on women's cycling itself. Yvonne Reynders became world champion in 1959, 1961, 1963 and 1966.

The virus also spread to the Netherlands. A number of ladies gathered the courage to get on their racing bikes. They are booed, shouted at and the press is certainly not enthusiastic, to put it mildly. Even the K.N.W.U. pays no attention to the budding cycling activities of the ladies. In the first years things are particularly difficult and there is a lot of opposition. Nevertheless, the pioneers do not leave it at that and come to the establishment of the Dutch Ladies Cycling Club. After the club received royal approval, even the K.N.W.U. could not ignore the ladies. In 1965 the first Dutch championship comes along and champion Ineke van IJken is delegated to the world championships in Spain. In several places the ladies also get their race together with the amateurs, juniors and newcomers. The author discusses all developments in detail and sketches the atmosphere of those days. The Dutch race results in the period 1964-1969 are also included in the book.

In the mid-sixties the sisters Bella and Keetie Hage from Zeeland also appear in the peloton. Bella won three Dutch cham-

pionships (1966, 1967, 1968) and Keetie won the world title in Imola, Italy, in 1968.

Both on the road and in the field, the Dutch women are now among the absolute world class. It is extraordinary to read how everything got off the ground more than sixty years ago.

- **Title:** Opkomst Dames wielrennen in Nederland in de zestiger jaren
- **Author:** Teus Korporaal
- **Publisher:** Nederlandse Sportliteratuur Uitgeverij
- **ISBN:** 978.94.6021.072.3
- **Price:** Euro 24,99





## The 'WIELERSPORT' puzzle book

The puzzle book for cycling enthusiasts. Test your knowledge in all areas of cycling: from the road through the field to the track. You can do this through quizzes, philippines and picture puzzles. For example, do you know which iconic cycling jersey belongs to which classification? Can you recognize riders by their nickname alone? And what do you know about the five monuments? How good is your knowledge of master riders, flandriens, glass eaters, rainbow jerseys, boomerang trains and everything else that makes cycling so unforgettable?

If there's no cycling on TV or you're not watching a race yourself, you won't be bored for a moment. After all, that's the ideal time to dive into this beautifully illustrated puzzle book. Shave your legs, fill your water bottle and prepare yourself before you start.

The book is published by Denksport the puzzle maker of the Netherlands and Belgium in collaboration with the makers of Wielersflits, the largest cycling site in the Netherlands and Belgium. For €17.99 you can order the book from the publisher at [www.denksport.com](http://www.denksport.com) or buy it in regular book or magazine stores.

Text: Rens Klaasse



## Tourism Flemish Brabant immortalizes love of the course with 10 murals

Eddy Merckx, Thibau and Sven Nys, Jasper Stuyven and Remco Evenepoel, are some of the famous cycling heroes that the province of Flemish Brabant has produced. The international appeal of these riders contributes to cycling enthusiasts from home and abroad coming to Flemish Brabant to follow in the footsteps of their favorite rider(s) on the many cycling routes. To give that cycling experience a little more color, it was decided to install a dozen street art works along the routes. Of course, the premiere was for the greatest cyclist of all time: Eddy Merckx. This was realized on the facade of Café 't Klein Verlet in the Tieltsestraat in Kiezegem. Near the café is also the monument to Eddy. Eddy himself is of course very proud of it: "It is unbelievable now after so many years to get such a painting at 50 meters from my birthplace For me this is a wonderful memory. I think I did my best to make the Hageland known".

Text: Rens Klaasse



## On the road in West Brabant

It is close by so why not cross the border to cycle in a beautiful flat polder area with beautiful panoramas. The Heense Dijkenroute and the Prinslandroute are situated around Steenbergem in West Brabant. At nodes 46, 45 and 77 the routes overlap. In other words, they can also be stuck together so that one can spend a full day on the road. Both route leaflets provide extensive information about the history of the region and the sights etc. that you pass. Of course, bicycle cafes and other catering establishments are also mentioned. A clear map with the various experience points completes the information. Just do it once. Sure to have a great day!

Text: Rens Klaasse

Leaflets can be requested from: VVV Brabantse Wal, Steenbergsestraat 6 Bergen op Zoom tel. 0184-277482 [info@vvvbrabantsewea.nl](mailto:info@vvvbrabantsewea.nl)







Security Tech Germany

# Experience the real Catalonia by bike along the Vias Verdes

Green roads on former railroad lines are the ideal way to explore the Spanish region of Catalonia. Cycling through unspoiled nature with only very slight differences in altitude along ancient villages. On the Via Verde del Carrilet and the Via Verde del Tren Petit you can already make a (multi-day) ride from the Pyrenees to the Costa Brava. For more info see [www.catalunyaexperience.nl/post/via-verda-carrilet](http://www.catalunyaexperience.nl/post/via-verda-carrilet). The Via Verde de la Val de Zafán in the Terres de l'Ebre takes you in several days past fields of vines, olive trees and rice, pine forests and impressive rock formations to the coast. And along the way you can get plenty of taste of the region. Old train stations along the former railroads are now set up as restaurants or guesthouses to spend the night.

Text: Rens Klaasse

All information

Dutch folder



Zo ontdek je het andere Spanje

Via Verda del Carrilet  
Via Verda de la Val de Zafán  
**Fietsen over de Vies Verdes in Catalonië**



## BORDO™ 6500 SMARTX KEYLESS IS MORE

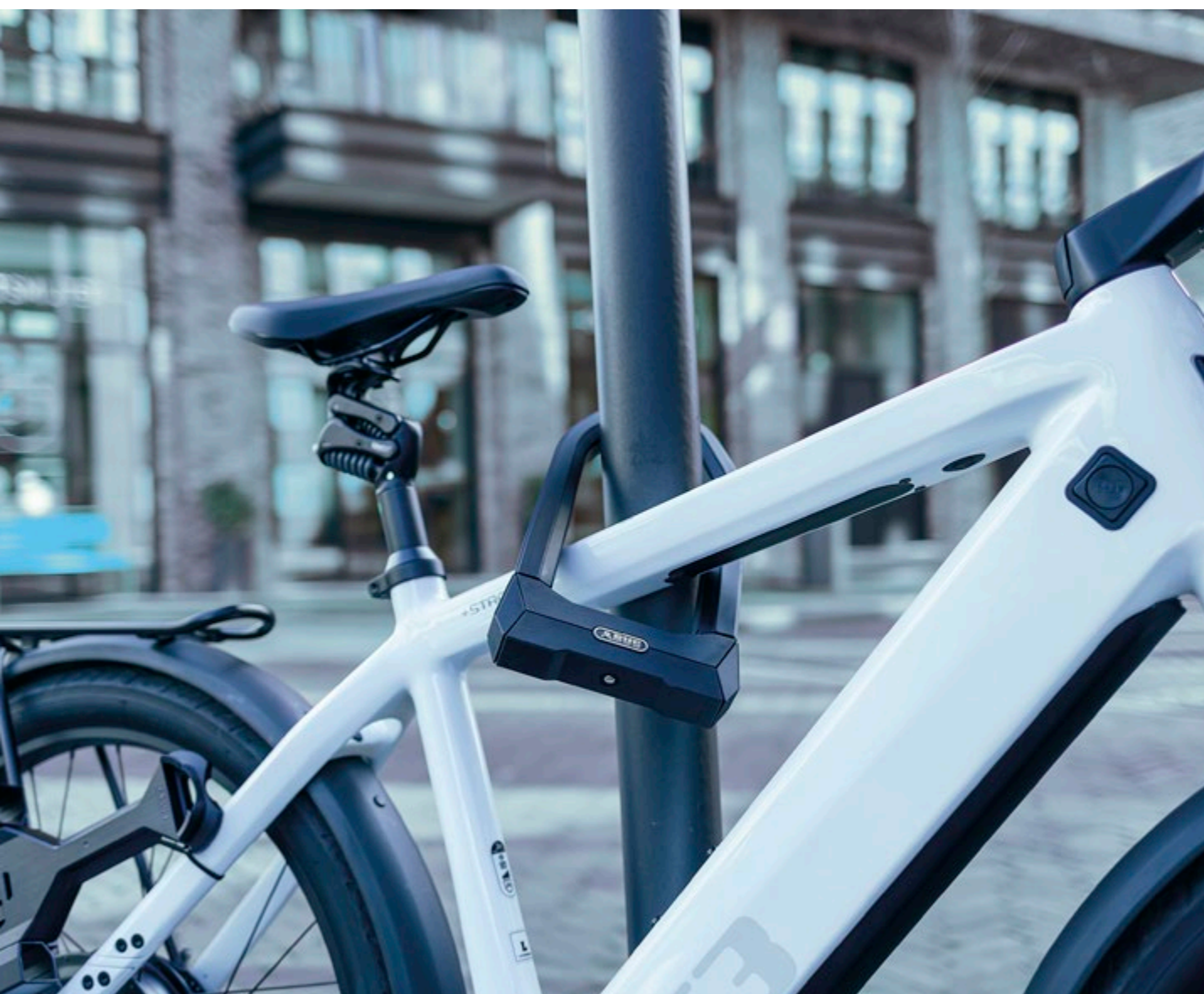
Comfortable as never before - and with the highest protection against theft! With the BORDO 6500 SmartX™ your smartphone turns into a key, it opens and closes automatically via Bluetooth®. The key is your smartphone and it can remain stowed away.

[abus.com](http://abus.com)

Made in Germany



## ABUS GRANIT SUPER EXTREME 2500: THE BIKE LOCK OF EXTREMES - EXTREME IN TECHNOLOGY, EXTREME IN RESISTANCE



The security expert ABUS uses innovative new developments to put together its proven, key security technologies. With the Granit Super Extreme 2500, it has created a truly superior U-lock for the most extreme situations

In times when the price of high-quality electric bikes and

cargo bikes is approaching five figures and as such are considered high-value objects, special security measures are needed. This is especially true for bulky cargo bikes, as they often have to be left unattended outside overnight rather than in the basement. The risk of theft is therefore much higher, and in recent

months it has become apparent that attempted thefts using grinding wheels in particular are becoming increasingly popular – metropolitan areas such as Berlin, London and Chicago are particularly affected.

In response, ABUS has developed a lock equipped to handle this aggressive type of attack. It is ba-



sed on the proven and most secure U-lock in the ABUS range and a standard-bearer of technology, the GRANIT X-PLUS 540. This lock has proven in many independent tests that it sets the standard in security. In an intensive development process, the U-lock was refined and its resistance was significantly improved. This improvement of the lock "Made in Germany" was made possible by the use of a special material made of tungsten carbide, one of the hardest materials in the world, which is mainly used in the reinforced 13 mm thick parabolic lock in the lock body and thus defies grinding wheels. The surfaces are so hard that the flexible disc becomes visibly desperate and bites the proverbial teeth, re-



quiring replacement - the thief will reject this effort and move on to something easier to open.

The flagship in the ABUS U-lock segment features an XPlus cylinder, a disc cylinder that cannot be opened by intelligent picking. This also makes the lock **ONE KEY**-ready to synchronize additional locks for the bike or create a customized locking system for the family, business or rental service so that all associated locks can be operated with one key.

The size of the lock also reflects its user-friendliness. Thanks to the size of the bracket, the Granit Super Extreme 2500 is not only suitable as an immobilizer, but the lock can also be attached to a fixed object and secured against towing - an important advantage!

A newly designed holder solution adds to the convenience concept by providing flexible attachment options on the rack and the back of the bike. All in all, a well thought-out overall concept that is also ART-4 approved.

A handy holder can also be chosen so that you can take the lock with you on the road very easily. The Granit Super Extreme 2500 is now available from your bike dealer. Suggested retail price: from €289.95

More info: [www.abus.com](http://www.abus.com)



# bike 43

## A very distinctive Belgian bike innovation



### A garage story

In 2011, Belgian engineer Étienne Richelle invents a bicycle so that his wife, who does not have a driver's license, can easily take their children to school. By cutting off the back of a frame bought on eBay and welding a new, extended back piece back on, the engineer creates a new kind of bicycle: the 20-inch longtail bike.

This unique bike immediately proves its worth, especially at

trade shows carrying beer barrels and tires, a classic in the world of cargo bikes. The prototype becomes a real alternative to classic cargo bikes, by making it possible to carry up to 180 kg of cargo.

The prototype impresses and becomes bike 43, a company specializing in the design and production of so-called "long-tail" cargo bikes for family transport. By then, bike 43 has been on the market for eight years and

is particularly appreciated for its reliability, sleek design, riding comfort and constant evolution.

### Brussels craftsmanship and local production

Bike 43 proudly assembles its bikes in Brussels, driven by a commitment to quality, community and innovation. Since production began in 2016, the company has partnered with Travie, a Brussels-based customization company specializing in the employment and reintegration



of people with disabilities. Led by Étienne, an expert in bicycle mechanics, the team, composed mainly of hearing-impaired individuals, has developed exceptional concentration skills, making them highly skilled mechanics.

Moreover, Étienne Richelle has chosen nearby partners from the beginning. About 80% of the components are manufactured in Europe. The frames are hand-welded in Eastern Europe with high-quality chromoly steel, a material that benefits from the precision of handwork rather than automation. Motors are supplied by renowned European manufacturers such as Bosch, while wheels are produced in Brittany, France. The production of textile accessories takes place in the Netherlands. All parts are designed in Brussels, which guarantees that the bike meets strict quality standards and uniqueness.

The vision of local production was one of bike 43's founding principles, setting it apart in an industry based primarily in Asia (Taiwan, China and Vietnam). The company has developed more than 30 versions of its frames and continues to innovate in its



## bike 43 aims to replace 10,000 cars

accessory ecosystem, with a focus on child safety, convenience for families and easy assembly for mechanics.

### Longtail bikes are creating a furor

It is impossible to ignore them on the streets; longtail bikes are on the rise. For example, by 2023 there will be about 7,520 longtail bikes sold in Belgium, accounting

for 1.3% of the market. Miguel Van Damme agrees: "eventually all bicycles will be utilitarian bicycles. What is the use of an electric bike if it cannot carry groceries, children or other packages?" This is a huge opportunity to replace CO2 emitters in urban areas. The electric bike in general is in rapid growth; in 2023 with 290,419 bikes sold, it took 51% of the Belgian market for the first time, surpassing the traditional bicycle. The cargo bike is the excellent choice to replace a car and take a big step toward micromobility. This often results in the abandonment of one of the two cars in the household. The morning agony then turns into fun and a family adventure for the commute to schools and extracurricular activities. No more searching for parking spots, no more children hesitating to board, and no more traffic jams.





## Continuous innovation

The company has come a long way since the creation of the first prototype in Étienne's garage. Innovation in accessories is crucial to stand out and improve the modularity of the bicycle for families. The company is proud to be the first with folding safety bars and an aerodynamic rain tent. These innovations are protected by several patents, including a footbox system for the compactness of the bicycle. As Étienne, the founder, likes to emphasize, "If our ambition is to replace a car, we must design a bicycle that is at least as reliable." Étienne trained as an electromechanical engineer and has worked at Toyota and in motor racing (24 Hours of Le Mans). The innovations he brings will withstand intensive long-term use. The technical choices are

demanding, with materials such as chromoly steel for the frame, the absence of derailleurs to avoid wear and tear, disc brakes and large tires for good safety. These choices allow the company to offer a lifetime warranty on the frame.

## European ambition

In 2022, the company bike 43, or "Bike fo(u)r three," will take off. Étienne is then joined by Miguel Van Damme and Thibaut Dehem, two early adopter customers, who want to give the project new ambition. They establish bike 43 SRL in April 2022 and acquire the trading activities of LFRT SA to bring the company's headquarters back to Brussels, close to the production line. With the design and production of longtail bicycles (or extended bicycles),

bike 43 SRL's ambition is to "replace 10,000 cars." In 2023, in its second year of operation, the company will double its production. Thibaut Dehem explains: "bike 43 has been sold for many years at about ten bike stores in the Brussels region. In 2022, we started active prospecting to neighboring countries."

Bike 43 bikes can be found in our network of official dealers throughout Europe. Currently, half of sales come from Belgium, and the other half from other European countries (with France and Germany leading the way). The team emphasizes the importance of supporting bike stores for bike discovery, advice and after-sales service.

Take a preliminary look at the website: [www.bike43.com](http://www.bike43.com)







## Concap S-D-P = Shake, Drink & Perform - AB en O

Concap is the only one on the market to have supplements focused on blood groups. These provide better absorption and function in the body. The Concap S-D-P stands for Shake, Drink, Perform; an ideal supplement to use beforehand. The S-D-P provides maximum energy during exercise. The added amino acids support recovery with nitrates from spinach and with beet endurance. They also provide extra oxygen to the muscles. This formula is suitable for both recreational and competition athletes.



Concap S-D-P has everything you need during your sports performance.

## Concap Amino

Like most of the Concap dietary supplements, Concap Amino, blood group focused, was developed. The formula was carefully formulated with a combination of different amino acids. As a result, Concap Amino contributes to muscle maintenance. In addition, the formula improves muscle strength and promotes recovery. Do you often suffer from stiff muscles, for example after exercising? Then support your muscles with these capsules and feel the difference. This supplement is suitable for anyone who wants to support his or her body during the recovery process.



For more info: [www.concap.be](http://www.concap.be)





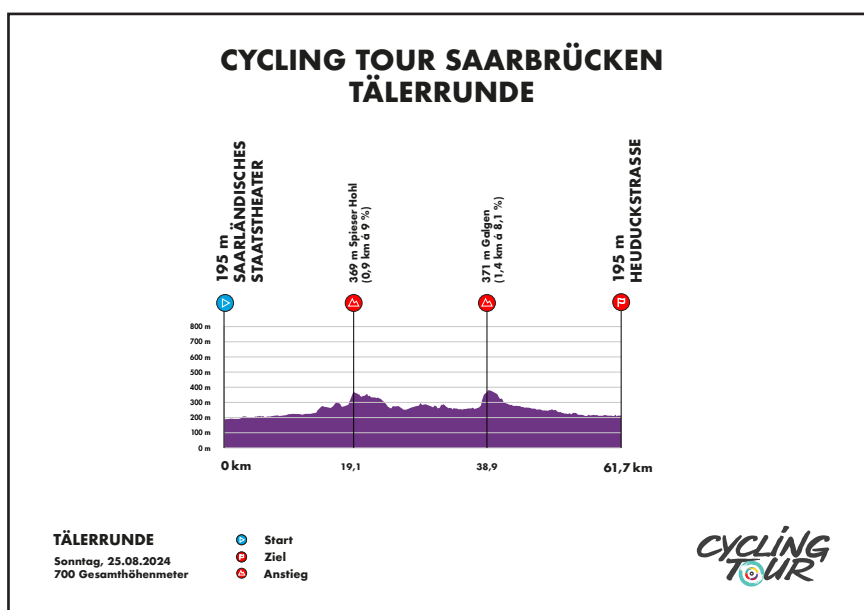
# 25 August 2024

## CYCLING TOUR GERMANY

Weiner TK Cycling Tour Bremen



The cyclo/gran fondo of the Lidl Deutschland Tour will take place this year on August 25, 2024 in Saarbrücken. An ideal opportunity to take in a totally different cycling atmosphere. What's more, you don't even have to drive that far. Saarbrücken is 310 km from Brussels and 340 km from Herentals, so why should you do another tour around the church tower or ride the same cyclo for the umpteenth time in Belgium or the Netherlands? Just spend a few hours in the car with the music playing softly in the background or perhaps loudly through the speakers of the radio system and you're already there.



Once again this year, the German cycling race gives you a choice of two routes. Both routes start in front of the Saarland Staatstheater in Saarbrücken and end just

a few hundred meters away at the finish line where the professionals of the Lidl Deutschland Tour also arrive. The routes are completely closed to all traffic and you have

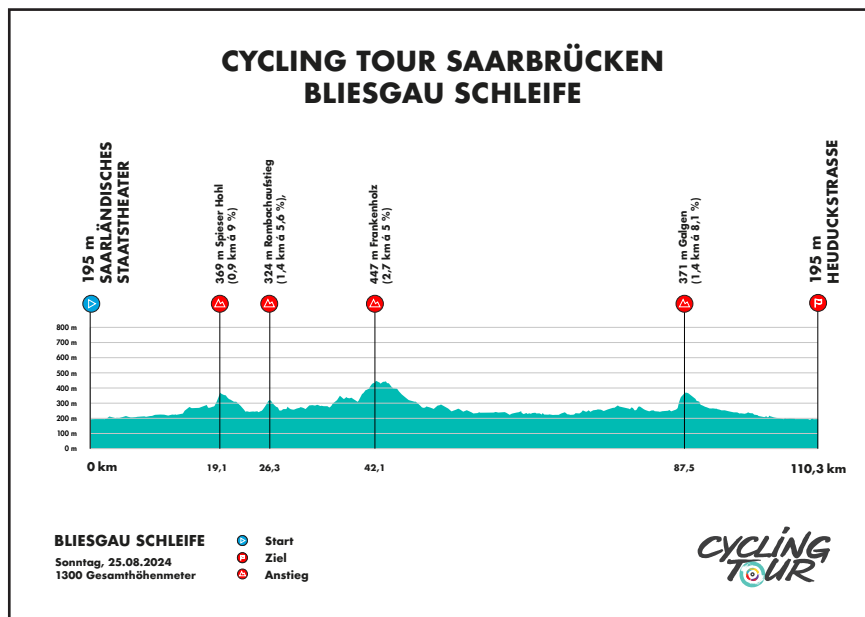
the feeling of really racing as a pro in the Lidl Deutschland Tour.

With 61 km and about 700 altimeters, the Tälerunde is suitable



for amateur athletes of all levels. Whether you want to taste the racing atmosphere for the first time or have already participated in a number of cycling events, the Tälerrunde offers the right experience for everyone. You cross several valleys around the capital of the state of Saarbrücken and conquer the final kilometers, which the elite field also passes shortly afterwards.

The Bliesgau Loop, runs for 110 kilometers through the picturesque Bliesgau Biosphere Reserve. The hilly landscape of the course is characterized by a mosaic of extensive orchards, valuable beech forests, species-rich orchid meadows and an impressive floodplain landscape, which is crossed by the river of the same name, the Blies. About 1,300 altitude meters await you here. The typical undulations of the landscape are reflected in the route profile. After the start in front of the Saarland State Theatre, the route heads north to St. Ingbert. There the climbing legs are addressed for the first time. The "Spieser Hohl" climb is only 900 meters long and will encourage several riders to set a new best time on this segment.



## Want to ride a piece of the Lidl Deutschland Tour and soak up the atmosphere?

During the descent to Neunkirchen and through the Wagwiesental you can catch your breath before climbing the Rombach. The northernmost point of the loop and almost the border with the Saarland is then reached in Fürth. Now the highlight of the route profile comes

into view: For almost 3 kilometers the route climbs at a good pace and not too steeply up to Frankholz. The reward for the effort is a long descent and 40 kilometers of gently rolling terrain through the Bliesgau where you can let the adrenaline of speed wash over you - Reportedly, the organization has ordered tailwind to give this passage extra speed for every participant...

After passing Homburg, the route continues past Schwarzenacker and from here on the same route where the pros will cross swords in the afternoon for the final victory





of the Lidl Deutschland Tour. For the finale a true Saarland classic awaits - the Galgen. A slope of up to 15% gets pushed under your wheels here shortly before the end of the race. The last 20 kilometers back to Saarbrücken are pure enjoyment with the many spectators posted along the road. The route goes downhill to Halberg Castle and on to the finish in the Heuduckstraße. Carried by the applause of the spectators, all Cycling Tour participants cross the same finish line as the pros of the Lidl Deutschland Tour.

Text: Patrick Van Gansen



If you want to experience the atmosphere of the Lidl Deutschland Tour in Saarland for yourself, reserve your starting spot at [www.deutschland-tour.com](http://www.deutschland-tour.com). Up to 2,500 participants are expected in Saarbrücken.

**Another tip from our editors:** Don't forget to book an extra night(s), as the region is truly wonderful to explore further, both on and off the bike.

# CYCLING TOUR

## EXPERIENCE THE ULTIMATE CYCLING ADVENTURE IN SAARBRÜCKEN!

Sign up now for the Cycling Tour in Saarbrücken, ride on one of the two routes, and experience an unforgettable race on closed roads. Secure your exclusive Santini jersey, a well-stocked starter bag, and ride on the original Lidl Deutschland Tour course. You are warmly invited to join us in celebrating a cycling festival in Saarbrücken.

VISIT [DEUTSCHLAND-TOUR.COM/EN/HOME/CYCLINGTOUR](http://DEUTSCHLAND-TOUR.COM/EN/HOME/CYCLINGTOUR) AND SECURE YOUR SPOT!

**REGISTER NOW AND GET A €5 DISCOUNT WITH THE CODE BENELUX24!**



# THE SAN VIGILIO DOLOMITES AND KRONPLATZ CHALLENGE YOU!



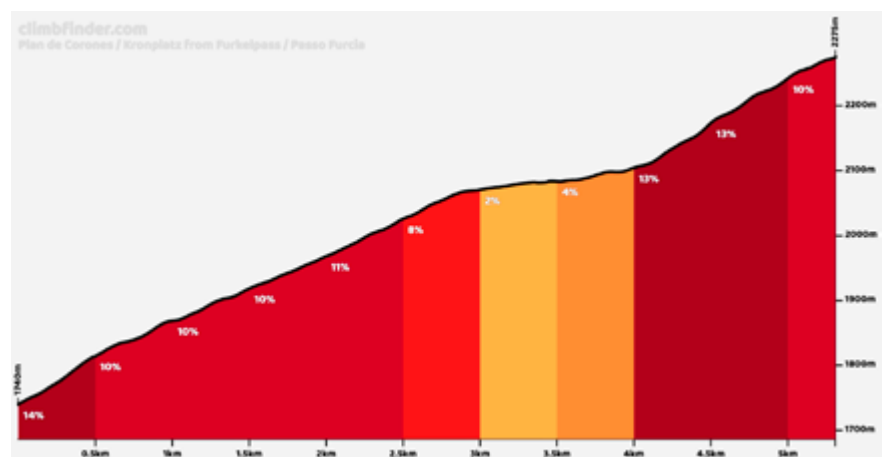
**Do you like real challenges with lots of altimeters, high climbing percentages and thin air? Then join us to the San Vigilio Dolomites. From here you will take countless famous and mythical climbs over asphalt, under your wheels. This time, however, we will go for the asphalt/gravel combination and venture up the mythical Kronplatz, which we climb on our road bike from San Vigilio.**

## From San Vigilio to the summit of Kronplatz

The Kronplatz - Plan de Corones runs from St Vigil for 12.9 km to the summit, which is located at 2,273m altitude. Over this distance you then cover 1,073 altitude meters. The average gradient is 8.3% if you calculate it simply. The maximum gradient is 24% and this steepest part is over gravel when you are almost at the top. But these figures

actually give a bit of a distorted picture about the severity of the climb, because over the total distance of 12.9 km you climb only 12.2 km, while you descend for 0.5 km. In total, you have actually done 1,101 altitude meters when you reach the summit. So the real average gradient while climbing is even a little over 9%.

Kronplatz consists of two parts. The first part goes for 7.6 km of asphalt up to the Furkerlpass. Here you are at 1,760 meters altitude and this is the point where the 5.3km long gravel section begins. The first kilometers from San Vigilio are not that difficult and with a flat section of a good 200m, this is a nice warm-up. But it gets progressively





steeper with even an 18% stretch in the first asphalt section.

### **A mixture of gravel and cement-**

But then it really begins! Who ever thought you can't ride a bike on a ski slope clearly needs to revise that opinion. The road leading from

immense panorama at the top and enjoy every moment.

In our opinion, this is one of the most legendary climbs in Italy. It is hard work, but above all enjoyment on these narrow roads with unpaved road surfaces and steep sections that appeal to the imag-

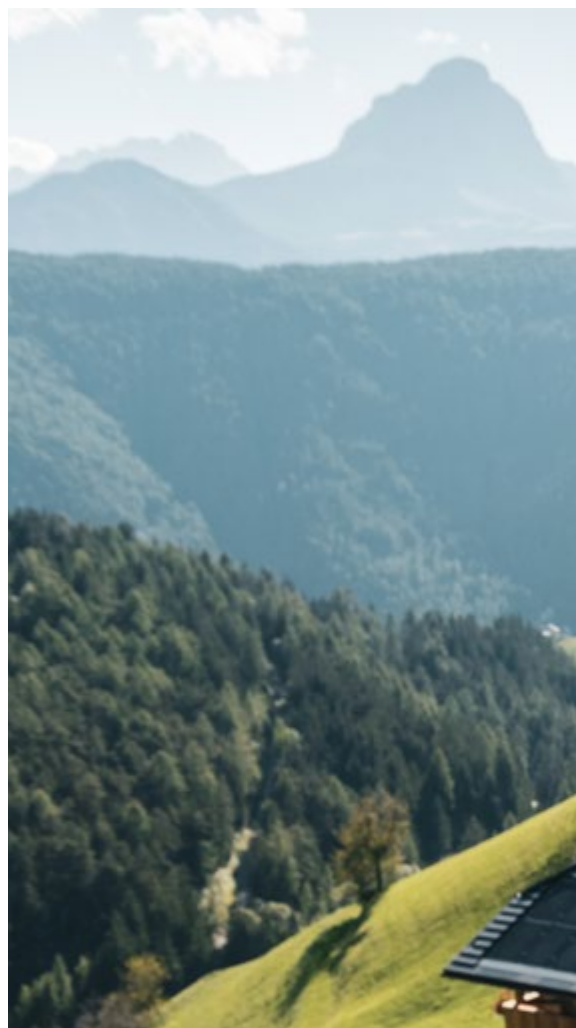
## ***During the last kilometer, it is grueling on the gravel with gradients up to 24%***

the Furkel Pass to Kronplatz consists entirely of a special mixture of gravel and cement. In fact, reaching the summit is an undertaking only for the really well-trained cyclists, because during the last kilometer the road climbs with gradients of up to 24%. If you're not well-trained, and you also want to enjoy the amazing views, it's best to hike up by elevator from the Furkerlpass. In any case, it is more than worth it to take in the

ination. During the climb you can already get the feeling that you are in a race in the old days.... You get that nostalgia for free.

### **Challenges in all directions**

The central location of this cycling region provides cycling fun and challenges in all directions - north to south, east to west and everything in between. Due to the extensive network of bike paths, you will not ride the same route twice.







*This is one of the most legendary climbs in Italy*

The Furkel Pass/Passo Furcia, Passo di Stalle, Passo di Gola, Tre Cime di Lavaredo, Passo Pordoi, Passo di Gardena or the Sellaronda and Marmolada tours, it's all within reach of your training rides.

In between, you can also take it a little easier. Then you can cycle to some beautiful alpine lakes like the Pragser Wildsee, Toblacher See or Lago di Misurina.

The Pustertaler Landesstraße also leads you in no time to side roads with hardly any traffic, which in turn lead to the pristine, remote landscapes of the side valleys, mountain passes or nature parks in the Dolomites. To cycle through this beautiful UNESCO World Heritage Site and over the perhaps most beautiful peaks in Europe, San Vigilio is the most central place from which you should not miss a single corner.

### **Recreational (e-bike) cycling through the valleys**

For more recreational cyclists or e-bikers, there are also hundreds of kilometers through the valleys and along the rivers where you can take in the landscape in all its glory while cycling. The Val Pusteria bike path is also one of the tourist highlights in the Kronplatz region. The bike path runs through a green valley between





the Alps and the Dolomites along the Rienza-Rienz and Drava-Drau rivers. The bike trails are easily accessible to everyone. By train you can get to any starting point and, if necessary, for a stretch(s) of the route(s), you can put the bike on the train and then cycle on a little further. You can rent an electric bike locally or use the special bike shuttles.

### Valleys full of variety

In the valleys you will find traditional customs and here too you can enjoy them to the fullest during your bicycle tour. Along the cycling routes you will find everywhere cozy restaurants you just have to choose what you want to see and taste. Maybe it is time to taste a typical grappa from the region?

In any case, we toast to our ascent of Kronplatz which we look back on with a satisfied and happy feeling, before descending back home again.



#### Where can you find a real cycling hotel in the Kronplatz region?

Both Hotel Ostaria Posta and Sporthotel Exclusive are specialized and passionate about everything that has to do with cycling. We give the websites below so you can take a look for yourself and make the best choice. We wish you a great time in and around the Kronplatz/San Vigilio region..

#### Hotel Ostaria Posta\*\*\*

[www.ostariaposta.com](http://www.ostariaposta.com)

#### Sporthotel Exclusive\*\*\*\*

[www.sporthotel-exclusive.com](http://www.sporthotel-exclusive.com)

#### More info on the region:

Tourismusgenossenschaft San Vigilio Dolomites  
[www.sanvigilio.com](http://www.sanvigilio.com)

#### For more cycling regions and cycling hotels:

Roadbike Holidays  
[www.roadbike-holidays.com](http://www.roadbike-holidays.com)  
#MyPlace2Bike





# PAZNAUN-ISCHGL ON THE ROAD IN THE LONGEST TRANSVERSE VALLEY IN THE ALPS



In winter the Paznaun-Ischgl region is one of the best ski resorts in Europe, while in summer the combination of fantastic scenery and varied mountain bike trails are also a hit. Welcome to the Silvretta Bike Arena Ischgl/Samnaun! Four villages - one biking adventure - challenging trails, breathtakingly beautiful tours on

smocked trails with a rich history, has been the starting point for attracting mountain bikers to the region for several years. But Paznaun is also looking to the future and is starting the 2024 cycling season with the opening of two new alpine singletrails and a brand new trail park.





The Paznaun-Ischgl region consists of four villages and several mountain peaks: Galtür, Ischgl, Kappl & See. Ischgl, the main town of Paznaun, attracts many sporty MTBers with its many trails and MTB events. But not only are the numerous alpine MTB opportunities in Paznaun-Ischgl impressive, so is the region's past. Paznaun was once essential for the smuggling of goods and tobacco between Austria and Switzerland. Today, in addition to the historic trails, no less exciting mountain bike routes wind their way from the mountain down into the valley. You can make your way over the "Uphill-Flimjoch" or take a solitary "hut tour" high up in the mountains. And the "Duty-Free Ride" would probably have appealed to the smugglers of yesteryear.... Here in the longest cross valley in the Alps, every type of biker will find his favorite route and every mountain lover his favorite peak.

### **Mountain biking in the heart of the Alps**

More than 800 bike kilometers and varied tours & trails are waiting to be explored by bike in the valley and the surrounding mountains. A perfect infrastructure and the Silvertta Card Premium ensure uncomplicated bike transport in the MTB Arena. In addition to the MTB tours, the region also offers alpine downhill sensations - on both sides of the Austrian and Swiss border. These include the aforementioned 6.4 km Duty Free Trail to neighboring Samnaun. Or the technically challenging but flowing Paznaun Taja Trail. This leads a full 11.3 km across lush alpine meadows to Ischgl. In addition, the legendary Flimjoch Trail and the Velill Trail are perennial favorites on the Paznaun cycling bucket list. The medium-difficult Flimjoch single trail promises plenty of flow and leads us over the Flimjoch on natural trails from the ridgeline to the Idalp.





The Velill Trail is a true example of a high-alpine natural trail: breathtaking views of the Alps, challenging steep sections in the forest and great flow.

**Totally new and adventurous:  
2 countries - 100 km of trails**

But that's not all when it comes to trails, as Ischgl and Samnaun are joining forces in the new Silvretta

Bike Arena Ischgl/Samnaun, with 100 kilometers of cross-border trails in two countries.

The fresh 2024 season kicks off with two new trails: the new 16.3-kilometer Vesil Trail with more than 1,330 meters of depth and the 12.8-kilometer Fimba Trail, which takes bikers up to 2,872 meters of elevation around the Gre-

itspitze. Both new singletrails are in the red difficulty category S2 to S3. Families and beginners can now explore the brand new Silva Trails Trail park. The centerpiece of the park is the 6.67 km trail with flowing turns and Northshore elements. The trail has a difficulty rating of S0 to S2 and runs from the Alpkogelbahn mountain station to the valley station. Once back at the





mountain station, the second brand-new 1.4 km route leads to Faulbrunn Alm. If you want to warm up a bit first, start on the practice area with elements in grades of difficulty S0 to S3 and the 800 m<sup>2</sup> pump track.

### Also new trails for e-mountain bikers

E-mountain bikers have also been thought of and are already looking at even more possibilities in the future. From summer 2024, the



prototype of the new e-bike riding center in Ischgl will provide the first insights into how your own e-MTB riding skills can be analyzed on an innovative riding course with state-of-the-art technologies. High-tech meets MTB technology here in the near future. The course will be built in stages starting in 2024 and should be completed in 2026. Under the experienced guidance of Bründl Sports, you will soon be able to test your skills here.

#### MORE INFO ABOUT THE REGION

[www.ischgl.com/de/sommer](http://www.ischgl.com/de/sommer)

#### BEST TRAVEL TIME

June - October



#### EVENT TIPS

##### Ischgl Ironbike 2-3 august 2024

The Ischgl Ironbike attracts mountain bikers from all over the world every year and also offers a spectacular experience for spectators. There are several races, including the challenging Ischgl Ironbike Marathon with its four courses LIGHT, MEDIUM, HARD and EXTREME. The short track and the Kids & Juniors Trophy are also part of the program.



##### National Park Bike Marathon, 31 august 2024

The National Park Bike Marathon inspires with spectacular routes for beginners, families and professionals through the impressive landscape of the Swiss National Park.

More Info: [www.bike-marathon.com/en](http://www.bike-marathon.com/en)

##### E-bike world championships for all 5-9 september 2024

World championship title up for grabs in Ischgl: At the E-bike World Championships for All, the world title is within reach for professional athletes and occasional cyclists in the "Everyone" and "Elite" classes.

Highlight: the e-bike fox hunt on the Idalp.



##### Staying overnight at MTB friendly hotel

Hotel Weisses Lamm\*\*\*\*, See im Tal Paznaun, [hotellamm.at](http://hotellamm.at)

##### More cycling hotels and regions:

[signature-trails.com/ischgl](http://signature-trails.com/ischgl)

[bike-holidays.com](http://bike-holidays.com)

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# *Cycling from Nauders over the Reschen Pass to the Stelvio*



Europe has endless opportunities for cycling through its stunning natural beauty, and we at Cyclelive Magazine would like to take you to one of those places where the cycling opportunities are inexhaustible.

Put on your bold (racing) shoes and go on an adventure, because every trip you make to a new destination makes (cycling) life richer, more exciting and interesting. Creating memories forever...

## **Land hopping without borders**

Just behind Nauders on the Reschen Pass, a sunken church tower stands as a picturesque landmark in the middle of the lake. Nauders





*"Creating memories forever"*

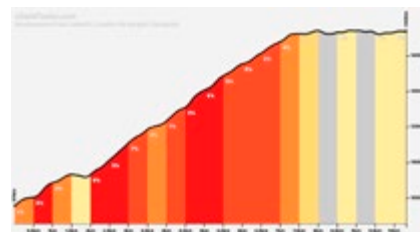
is surrounded by the Alpine peaks that lie shining in all their glory. This is where the panoramic roads that lead to the peaks of the surrounding Finstermünz Pass in the north

and the Reschen Pass in the south start. By road bike, it's climb, climb and climb again around Nauders and, of course, descend again. You will find altimeters as far as your legs can carry you. Nauders is a community of 1,500 souls and is also the ideal starting point for land hopping par excellence: at the three-country point you're spoilt for choice on the great Alpine main ridge. Which way should you go today? Doesn't matter, in Nauders the altimeters go in all directions, and in the process you will definitely be cycling across national borders.

### Three-country point Austria - Italy - Switzerland

In the border triangle between Tyrol

(Austria), South Tyrol (Italy) and the Swiss Engadine, you will discover on your bike some of the most beautiful mountain pass routes, which nicely bring the contrasts under one helmet: Here the Tyrolean glacier meets the Mediterranean climate of Italy. You can make the extensive cycling routes even more adventurous if you combine the alpine asphalt stretches with the gravel paths that run along mountain meadows and streams



#### The gran fondo Dreiländergiro from Nauders over the Stelvio

The Dreiländergiro is one of the largest cycling events in Europe, where 3,000 participants from 30 countries compete annually for the top places. Cyclists have a choice of two routes.

The toughest route is 168 kilometers and has more than 3,300 altimeters with gradients of up to 15 percent. The route runs from Nauders over the Stelvio/Stilfserjoch with its 48 hairpin turns, 1,800 meters of elevation gain and the summit at 2,757 meters, through the Umbrailpass, the Ofenpass and through the Engadin back to Nauders. No less legendary is the ultra-marathon Race across the Alps - with the ultimate and toughest challenge of 540 kilometers through the tri-border point.







**More info on this cycling region:**

Tiroler Oberland | Erlebnisraum  
Nauders  
[nauders.com](http://nauders.com)

**Stay overnight at bicycle-  
friendly hotel:**

Alpen-Comfort-Hotel Central\*\*\*\*  
[hotel-central.at/de/roadbike/](http://hotel-central.at/de/roadbike/)

**For more cycling hotels and  
regions:**

[roadbike-holidays.com](http://roadbike-holidays.com)  
#MyPlace2Bike



across the country's borders. With 2,200 kilometers of asphalt roads, 80,000 vertical meters and more than 20 passes within a 100-kilometer radius, Nauders is known as a true cycling paradise. Start grinning and sweating as soon as you leave Nauders and start on the Reschenpass, because as a warm-up for what is yet to come, it counts.

**Unlimited training opportunities**

From Nauders every morning you can choose from three countries and countless breathtaking tours. Which of the three possible land directions around

the Alpine main ridge will it be today...?

Three roads leave here, all of which invite country hopping: toward the north you drive into the Tyrolean Oberland, to the south the Mediterranean Vinschgau Valley awaits behind the Reschen Pass (1,507 m) and to the west the Ofen Pass (2,149 m) leads to Switzerland. It's like riding the glacier water into your cappuccino yourself here.

However, the diversity of the road bike region also offers tours that





## *Here it truly goes from glacier water to cappuccino*

Over the gravel to Italy at Plamort at 2,000 meters, where the old barracks ruins and imposing anti-tank barriers create a unique atmosphere and the view of the Ortler completes the picture. Or on the gravel trail around Lake Reschen, past the sunken tower in the lake up to 2,000 meters altitude to the Melager Alm at the end

of the valley. Here not only a culinary reward awaits you, but also an impressive view of the glacial landscape of the Weißkugel.

Sounds pretty good to go exploring, don't you think? So hop in the saddle soon and embark on a new road biking & gravel adventure in Nauders on the Reschen Pass! ▄



are slightly less demanding - for example, to the Langtauffer Valley or over the Ofen Pass into Switzerland, which here presents its wild and romantic character with gentler rolling roads rather than extreme climbs.

### **Dusty gravel at the tri-border point**

Fancy some adrenaline away from the asphalt? You can get that here, too. A gravel paradise of a class of its own awaits in Nauders, far away from tours on pass roads. Whether challenging or delightfully at ease and idyllic, you'll find it all here.





woah...  
*we're going to*  
**IBIZA!**







Woah! Back to the island...Woah! We're gonna have a party....Woah! In the Mediterranean Sea...The Vengaboys were prominent on radio and TV screens with their hit song in 1998 and many summers thereafter. Ibiza was then -and still is- the exponent of sun, sea, beach and "partying like the beasts". Where is da party? In Ibiza, of course! There is also nothing at all wrong with flying in for a few nights solid, but Ibiza does have a lot more to offer than that!

In 1999, Ibiza's beautiful historic city centre was declared a World Heritage Site by UNESCO. But heritage aside, the island itself is simply a beautiful natural gem in the sky-blue Mediterranean sea. Picturesque bays with beautiful sandy beaches, Mediterranean vegetation, a relief that goes up and down between 0 and 475 m, always offering beautiful views of the sea and the surrounding small islands....

When you read this description, the question that immediately comes to mind is: how can I discover this island and its most beautiful spots best? The answer is as simple as it is logical and predictable. By bike, of course!

Ibiza has rugged nature, perfect cycling weather and tough climbs. The roads are good and you have the opportunity to explore the island completely in five to six beautiful tours of around 60 km. Ibiza - Eivissa in Catalan - generally has a high level of difficulty for cycling, but there are also routes that are less challenging. In short: something for everyone!

Want a real challenge? Then do the (partial) tour of the island! With a distance of 171 km and 2857 HM, you will already have put in a lot of training work. Want to make it even harder? No problem, you can easily add some climbs with gradients above 20% to your round trip.

### **Mountain bike**

Several beautiful spots are best reached





by mountain bike. You can rent an MTB at several places on the island. The roads to some hidden spots are not well paved all over Ibiza. So sometimes it is good to deviate from the asphalt roads to see the special places and if you really want to stick to mountain biking, you can hook up the gravel roads into beautiful tours.

### Torre del Mar

And then, of course, the question arises as to where you can find cycle-friendly accommodation as a true cyclist. Well we were guests at the very bicycle-friendly hotel Torre del Mar in early May where we found simply everything a cyclist can dream of. Besides the beautiful location with access to the beach, the spa, swimming pool, extensive buffet selection and well-secured bike storage with maintenance and laundry facilities complete the picture. Ibiza town's heritage and night-life are almost next door to the hotel and from here you can cycle to every direction on the island. Do you want to keep it purely sporty or do you like to combine all the pleasures of life? The choice is yours and everything is up for grabs. Help yourself with what you prefer and enjoy to the fullest!

[www.hoteltorredelmar.com](http://www.hoteltorredelmar.com)

Santé, cheers and salut!

**T**ekst: Patrick Van Gansen



**To get you singing along to the Vengaboys' hit from now on, here are the lyrics! Switch on your music app and prepare for a shot of Ibiza as a taste of your next cycling adventure!**

I don't want to be a bus driver  
 All my life  
 I'm gonna pack my bags and leave this town  
 Grab a flight  
 Fly away on Venga airways  
 Fly me high  
 Ibiza sky  
 I look up at the sky  
 And I see the clouds  
 I looked down at the ground  
 And I see the rainbow down the drain  
 Fly away on Venga airways  
 Fly me high  
 Ibiza sky  
 Woah! We're going to Ibiza  
 Woah! Back to the island  
 Woah! We're gonna have a party  
 Woah! In the Mediterranean Sea  
 Far away from this big town  
 And the rain  
 It's really very nice to be  
 Home again  
 Fly away on venga airways  
 Fly me high, Ibiza sky  
 Woah! We're going to Ibiza  
 Woah! Back to the island  
 Woah! We're gonna have a party  
 Woah! In the Mediterranean Sea...





# Torre del Mar

HOTEL ★★★★★ SUPERIOR IBIZA



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- Kettle with free coffee and tea
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[www.hoteltorredelmar.com](http://www.hoteltorredelmar.com)



PLAYA D'EN BOSSA - IBIZA



# DISCOVER THE SPECIAL HISTORY OF SAXONY-ANHALT



Elberadweg in Schönebeck © TV EBH e.V.

**Going on a history and culture hunt in Germany, how do you do it? On an (electric) bicycle, of course! The bicycle is simply the perfect means of transportation to ride from one sight to another, lock up your bike, take in a shot of unprecedented culture and history, and ride on again. That way, you get your body moving, your mind relaxing and, in a short time, take in the most diverse things you never knew existed - let alone their history.**

One of the most popular long-distance cycle routes in Germany, the Elbe Cycle Route, runs through the region, through idyllic Elbe meadows, past Germany's oldest salt-water pool in Schönebeck / Bad Salzelmen, directly through the historic city center of Magdeburg, and the oldest Romanesque brick building in northern Germany, the Jerichow Monastery, is also on the route. A varied network of bike

paths invites detours to the right and left of the Elbe. Between the Elbe and the Harz beats the Magdeburger Börde, a gently rolling landscape with some of the most fertile soil in Germany.

## **Enrich yourself in history and culture**

Historic monasteries and castles alongside modern architecture, top-class music and theater





the more than 1,200-year-old Ot-tostadt Magdeburg, but also find 28 buildings worth seeing on the cultural "Romanesque Road" and the many testimonies of technical development in central Germany. The vast and imaginatively designed parks and gardens and the charming, sometimes a bit mysterious museums tell the stories of this region.

We suggest to our readers two routes that you, as a culture lover, should definitely cycle:

### **Tour 1 - Elbe cycle route Cycling along 'das Blaue Band'**

According to the ADFC, the Elbe-Radweg is one of the most popular cycling routes in Germany. You can start the Elbe-Radweg from Prague in the Czech Republic and then travel almost 1,000 kilometers to the mouth of the river in the North Sea.

In Saxony-Anhalt, the Elbe-Radweg runs 337 kilometers eastward from Bad Schmiedeberg to just before Schnackenburg. The starting point of the Elbe Cycle Route is south of the town of Pretzsch and runs along the Düben Heide

events, a wide range of activities, leisure activities and technical constructions known far beyond Germany's state borders, such as the waterway cross, characterize the tourist profile of the Saxony-Anhalt region.

Cycling through time is already an adventure in itself and guarantees a varied stay. History lovers not only get their money's worth in



Magdeburg Cathedral  
© TV EBH e.V.



Nature Park. You then reach the Lutherstadt Wittenberg and cycle through the Dessau-Wörlitz Garden Kingdom to the Bauhaus town of Dessau. Along the Middle Elbe biosphere reserve and the mouth of the Saale at Barby you will reach Magdeburg. The route then leads to the junction of the Magdeburg waterways, where you cycle right along the Elbe under the impressive trough bridge.

The route then leads through the Altmark region with its rural charm and abundance of nature and through the former imperial residence town of Tangermünde. Past the mouth of the Havel and

with a detour to the cathedral and the island town of Havelberg, the route leads through unspoiled nature. Here the Elbe cycle path leads through a section where the Elbe was an East/West German border river for decades.

We know of no other place in Europe where you can cycle along such an intriguing - and now even current - history as this former East-West German border.



Cyclists on the European Cycle Route, Dessau-Roßlau © Europaradweg R1\_D03, Thomas Koy

## Tour 2 - European Cycle Route R1 Travel through Europe

This more than 3,500-kilometer bicycle route runs across Europe and is one of the most important long-distance bicycle routes on the continent.

From the French Channel coast to St. Petersburg in Russia, the EuroRoute R1 crosses a total of nine European countries: France, Belgium, the Netherlands, Germany, Poland, Lithuania, Latvia, Estonia and Russia. Although the route in Saxony-Anhalt seems relatively short at about 263 kilometers, it is peppered with varied landscapes and unique cultural monuments. Hills and descents, hills and valleys make for a varied and enjoyable ride.

Coming from Lower Saxony, the route passes the former East-West German border in the colorful Harz towns of Ilsenburg, monastery Drübeck, Wernigerode, Gernrode,

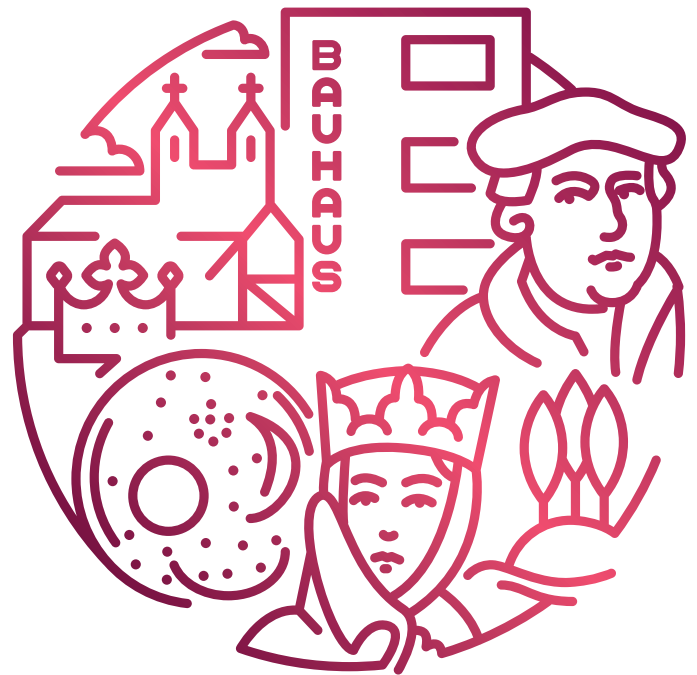


On the Elberadweg © IMG Sachsen-Anhalt mbH / B.Breuer im Auftrag intention





## THE INSPIRING SIX



on to Thale and Ballenstedt. From Meisdorf, the route heads north into the Harz foreland, to Staßfurt and the town of Bernburg on the Saale River. From Aachen, the route follows the Elbe River to the Bauhaus town of Dessau-Roßlau. From here, cyclists cycle through the garden kingdom of Dessau-Wörlitz with its unique architecture and gardens, which is a UNESCO World Heritage Site. The route continues through the UNESCO Biosphere Reserve Middle Elbe with its wild banks and Europe's largest contiguous alluvial forest.

Near Oranienbaum you can visit the baroque town, castle and park ensemble of Oranienbaum. Past the giant "Iron City," Ferropolis, Gräfenhainichen and Lake Bergwitzsee, you will reach the Luther places in Lutherstadt Wittenberg. From there you leave the bike route Saxony-Anhalt in the direction of Fläming.



### Magdeburger Tourismusverband

Elbe-Börde-Heide e.V.  
Domplatz 1b, 39104 Magdeburg  
Phone: +49 391-738790,  
info@elbe-boerde-heide.de  
www.urlaubsregion-mittelelbe.de



### Outstanding examples of the 36,000 monuments in Saxony-Anhalt!

Take a spectacular journey of world heritage discovery in Naumburg, Halle (Saale), Quedlinburg, Dessau-Roßlau, Oranienbaum-Wörlitz and Luther's hometowns of Eisleben and Wittenberg.

[world-heritage-saxony-anhalt.com](http://world-heritage-saxony-anhalt.com)



SACHSEN-ANHALT

#moderndenken



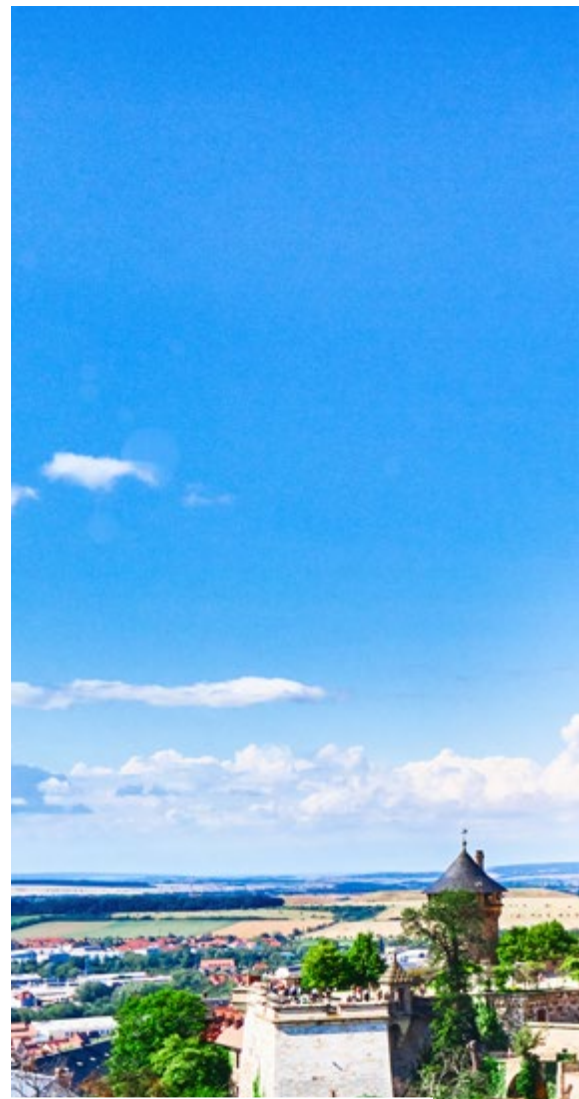
# THE HARZ

## MAGICAL AND BREATHTAKING NATURAL LANDSCAPE WITH UNIQUE CULTURE

**The Harz Nature Park is located in the heart of Germany. A mysterious landscape with dark, vast forests, gorges, rocks, babbling rivers with charming waterfalls and several bogs. Thanks to the rugged landscape, the area is a paradise especially for active cyclists: you can do fantastic mountain biking and also with the race/gravel bike it is beautiful cycling deep in the forest with very challenging climbs. For example, there is the Brocken which, at 1142 meters, is the highest mountain in the region and where you can cycle car-free up through the National Park.**

Whether long or short tours, short steep or long climbs, in the Harz Mountains you can always expect a varied cycling experience.

Numerous routes offer ideal training conditions for the most ambitious but also for the most recreational cyclists. The routes in the Harz range from flat, slightly hilly roads, to tough climbing sections with gradients of up to 18 percent. Intensive intervals, longer block training or strength training? You'll find the ideal climb for every form here. Not



©TMN Lars Kaletta





Castle Wernigerode © IMG Sachsen-Anhalt mbH

surprisingly, the Harz Mountains are often used by German professional cyclists as preparation for races. The major German events such as the Tour of Lower Saxony and the Tour of Germany stop here regularly and

even the Tour of Peace once made a stop here. There is hardly any other region where cyclists find so much variety on the saddle. The tours lead through a national park, a biosphere reserve, a geopark, four nature parks

and three UNESCO World Heritage Sites. You will pass large reservoirs, historic half-timbered towns and impressive moorland landscapes. Local hosts attuned to the needs of cyclists round out the local offerings.





***Real challenges on the road, gravel, mountain bike or cozy with the e-bike: here in the heart of Germany you will find it all***

© HTV, M. Gloger





Half-timbered houses in the world heritage city of Quedlinburg  
© IMG Sachsen-Anhalt mbH

**Harzer Tourismusverband**

Marktstraße 45, 38640 Goslar  
Phone +49 5321-34040  
info@harzinfo.de  
www.harzinfo.de



More information and tips for bicycle tours can be found at:  
**www.rennrad-harz.de**

of mountain biking are possible in the Harz Mountains.

**A true eldorado for mountain bikers**  
Cross country, marathon, freeride, downhill, dirt - almost all facets

The 74 signposted and classified routes of the Volksbank Arena Harz lead to fantastic views and im-

pressive cultural monuments. Narrow trails, soft forest soil and rocky passages alternate with jumps and turns in three levels of difficulty on 2,300 kilometers of routes with a total of 55,000 altimeters. Cyclists can start at 31 locations in the region and discover the varied landscape again and again. Mountain bikers encounter myths and legends on the routes in the Bode Valley. The seven routes around the rugged rock valley have much to offer, winding through dense forests on narrow, rooty trails to impressive vantage points. Five bike parks in Braunlage, Hahnenklee, Sankt Andreasberg, Schulenberg and Thale demand maximum concentration from riders and put their technical skills to the test. Those who want, can test their skills in the Harz Mountain Bike Cup - a series consisting of several races at different locations in the Harz Mountains.

**www.volksbank-arena-harz.de**

**A GREAT VACATION DESTINATION FOR ANY SPORTS ENTHUSIAST**

The Harz Mountains offer a variety of experiences in every season. With also more than 8,000 kilometers of hiking trails, nature lovers are spoiled for choice: hike/MTB along more than 200 meters steep cliffs in the Bode Valley or along the legendary Devil's Wall, discover untouched nature and history in the beautiful Selketal Valley or the extraordinary karst landscape in the southern Harz.

Climbing the 1,141-meter-high Brocken can be done in a variety of ways. Whether on the Devil's Path, through the Eckerloch or the romantic Ilse Valley, the highest peak in northern Germany is an integral part of many Harz vacations. The variety of cultural and historical treasures amidst this mountain world is also impressive. Picturesque half-timbered towns such as Wernigerode or Quedlinburg with numerous museums and galleries, historic buildings such as Wernigerode Castle, Falkenstein Castle or Drübeck Abbey or the former Harz mines take visitors back to times gone by. You can also travel back in time on the Harz Narrow Gauge Railway, which winds through the Harz landscape with its impressive steam locomotives. And if that is not enough, the Harz Mountains are home to three UNESCO World Heritage Sites out of a total of 46 protected cultural and natural areas in Germany. Adventurers get their money's worth with vertical wall runs, a flight on the "Megazipline" double rope slide or a 75-meter-deep pendulum jump on the Gigaswing at the Rappbode Dam. The summer toboggan runs like the "Harzbob" in Thale or the mountain bike trails and bike parks in the region will bring you plenty of adrenaline. And as if there is not enough to do above ground, there are also the caves of the Harz nature show, such as the Rübäländer dripstone caves or the Heimkehle karst cave in the southern Harz region. The temptation to expand your (cycling) horizons a bit in Germany too should really be sought no further than in this beautiful region.



# Plan zelf uw volgende fietsvakantie naar Mallorca

Moe van het koude en regenachtige weer hier in de lage landen? Trek naar de zon! Ga fietsen en energie opdoen...

Als je naast de zonneshijn ook één van de beste keukens ter wereld en een gemakkelijke en goedkope luchthavenverbinding aan de lijst wil toevoegen, hoeft je niet verder te zoeken dan Spanje/Mallorca en hebben wij een gouden tip voor jou!

Berganti Bikes is een Pro-fietsverhuurbedrijf dat een stap verder wil gaan om u te helpen bij het plannen van uw ZELF-FIETSVAKANTIES, Berganti Bikes werkt samen met de fietsvriendelijke Helios Hotels.



HELIOS  
HOTELS

## Waarom zelf-fietsvakanties?

Omdat **FLEXIBILITEIT** je fietsvakantie helemaal tot de jouwe maakt! Maak de fietstocht die het best bij je past.

Begin je fietstocht elk moment van de dag en op elke dag van de week die je verkiest. Kies uit de high-end huurfietsen (Berganti Bikes is officieel Ridley Test Center), download hun **SELF-GUIDED TOURS** (of huur een Garmin met alle GPXtracks) en ga op pad voor die fietstochten die je niet mag missen. Voeg Hotel Helios toe, want hier vind je alles om je de beste recuperatie na de rit te garanderen. Alles in een gemakkelijk en moeiteloos online boekingsproces.

**Berganti Bikes & Helios Hotels** zijn echte fietsliefhebbers en ze zijn erop gericht om al hun klanten een geweldige fietsvakantie voor, tijdens en na het fietsen te garanderen. Dit duo is gelocaliseerd op het eiland Mallorca, op slechts een paar minuten van de luchthaven van Palma in Playa de Palma.

### CONTACT

☎ **Mallorca: (+34) 971 744 096**

✉ **info@bergantibikes.com**

🏠 **www.bergantibikes.com**

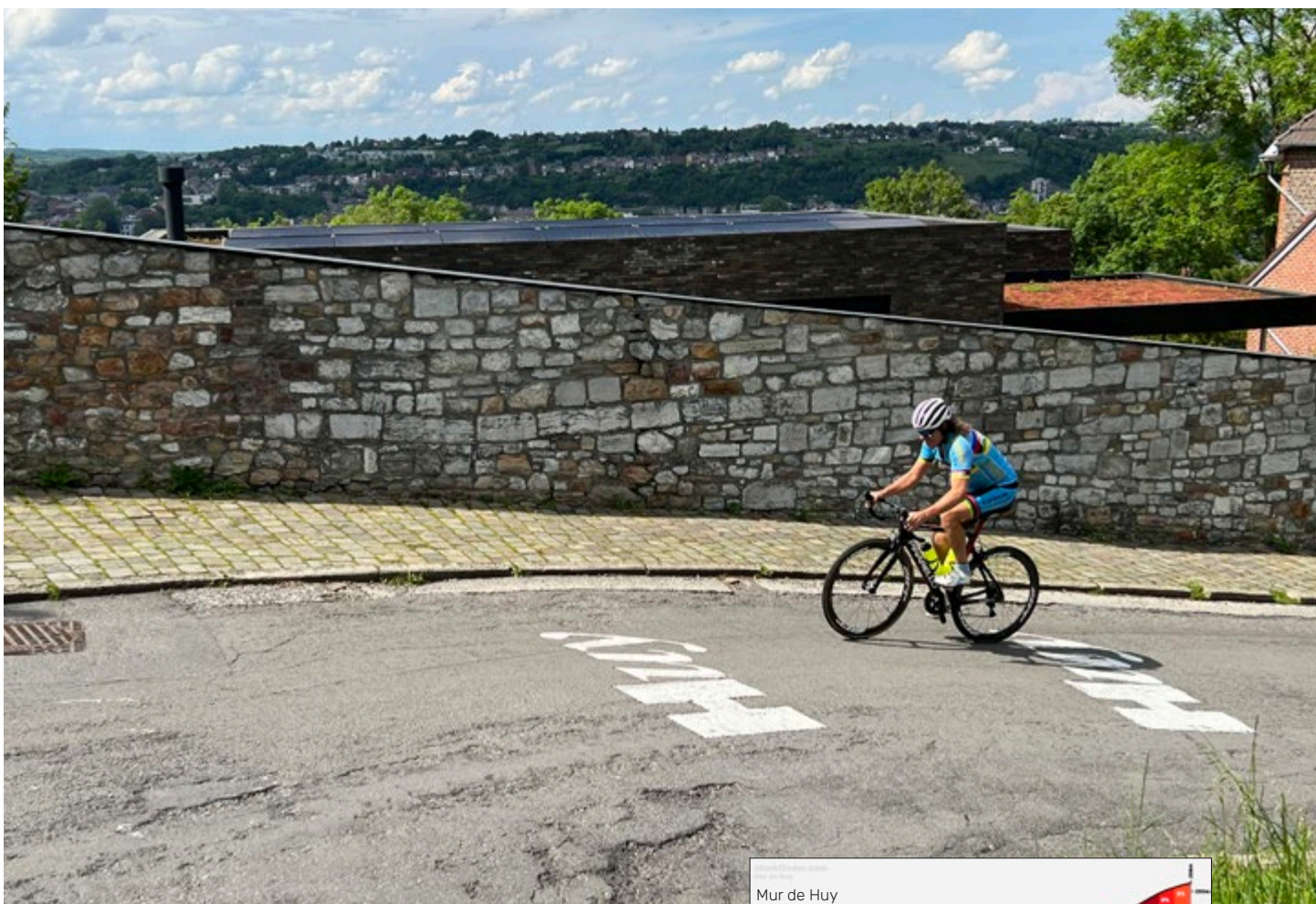
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📷 **berganti\_bikes**



# LET'S GO FOR A TOUR OF THE WALLS AROUND HUY



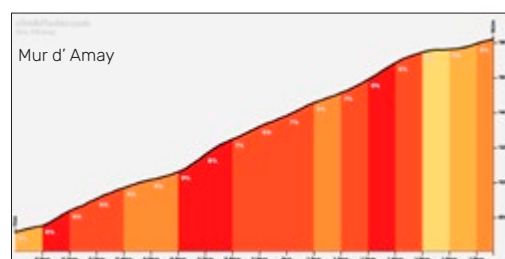
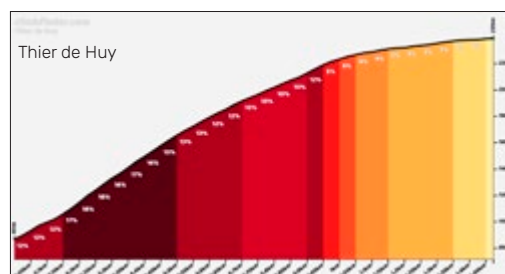
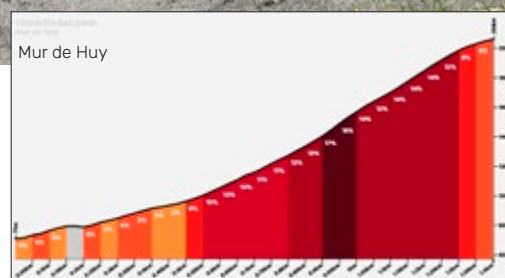
## Megabiker routes from Voort in Limburg

Harboring a cycling enthusiast in the rural village of Voort is like putting the cat to milk. With 200 inhabitants, Voort is Borgloon's second smallest village. Right in the heart of the fruit region in Haspengouw – The Tuscany of the North as they even dare to call it there.

Cyclelive Magazine went to explore the beautiful region and surroundings from the Hof van Kalenberg in Voort. Renting this vacation home to go cycling together from here is the ideal way to organize a cycling vacation or weekend. With the

cycling club or your company on cycling-teambuilding trek to tighten and strengthen the bonds ... Well, that seems to us indeed the ideal formula for team building. But this is also a great idea to just be together with friends or family and discover a beautiful region by bike.

Borgloon is in itself a historic town, well worth a visit. But especially its location is ideal for making wonderful bike tours. With the electric bicycle or road bike you have so many diverse possibilities. A very varied hinterland awaits you both in terms of nature and





culture. Would you like to combine recreational/electric cycling with history and culture? Then cycle east to Tongeren (9 km), the oldest city in Belgium, and continue along the pleasant back roads on the old Roman route to Maastricht (25 km).

Heading west, you cycle to Sint Truiden (11 km) and Hasselt (18 km) lies north of Borgloon. In between you ride through the blossoms of the fruit region and soak up the cozy Limburg atmosphere.

However, we were looking for a more challenging course, and since we like to head for the sun so much, our noses were pointed south....

### **From Borgloon to the Wall of Huy**

From the Hof van Kalenberg we cycle at a trot and along rural roads via Heers over Borgworm to Wallonia. It goes slightly sloping with the wind on the nose to Huy, where the Wall is waiting for



“It doesn’t occur to me to pray, I do believe that focus and confidence will get me to the top soon.”

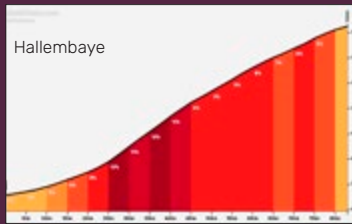
us. Le Mur de Huy who doesn’t know it? This wall has become a true cycling monument since the Walloon Arrow planted its finish here in 1983. It is an internationally known climb in the cycling world and the closer you get to Huy, the more you start thinking: “oy, this is going to hurt”! Soon we experience for ourselves what we had been thinking about for





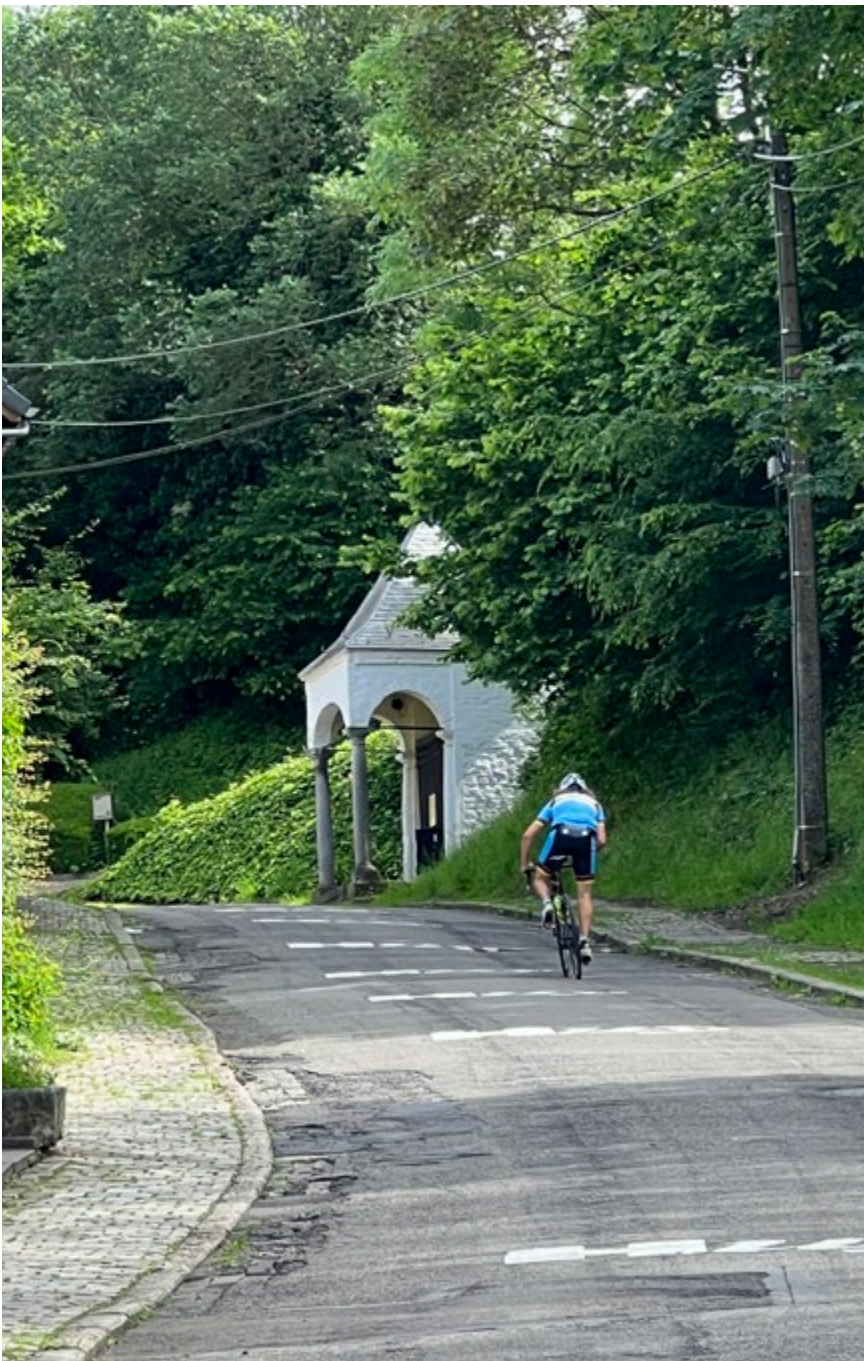
### Additional tip:

From Voort, a round of Hallembaye is also a top ride that should be on your "to do" list. It is best to do this ride on the weekend, when there is less heavy traffic on the sometimes busy Hallembaye road.



### Routes

- Hof van Kalenberg - Wall of Hoei - Hof van Kalenberg: 115 km (less difficult version than described above)
- Hof van Kalenberg - Dwars door Haspengouw: 110 km
- Hof van Kalenberg - Maastricht (Hallembaye, Valkenburg,...) - Hof van Kalenberg : 140 km



half an hour. The ascent takes us along the Chemin des Chapelles in a suburb of Huy. This is apparently holy ground because you cycle past seven chapels. It doesn't occur to me to pray for good legs, however, because I believe focus and confidence in myself will get me to the top quickly.

That confidence and focus are more than needed when we come to the famous nearly 20% turn. Here it is fierce gnashing of teeth and the crusade continues longer than hoped, as the high percentages continue to snake along nicely for a while. As the road slowly turns to the left, the percentages begin to decrease. The summit is at the big church... where some will give thanks for the strength they received to get up here. To make the challenge a little more challenging, we added a little round of Huy and did the climb of the mythical wall a second time, to get used to it. When we get to the top the second time, however, we know that there is another more difficult challenge waiting for us nearby and we focus on the Thier de Huy.

### The Thier de Huy heavier than the Mur de Huy

We bike to the village of Chanteliere (Marchin) which is just outside Huy and turn right here into the street Thier de Huy. Then keep right because you have two options here (left is the easier Vieux Thier de Huy). A 100 meters further on there is a wall right in front of us. The percentages around 18% chase everything into the very "dark red zone". The buildings on the side of the road show us how terribly steep it is here. The road surface is pitifully bad and I wonder if



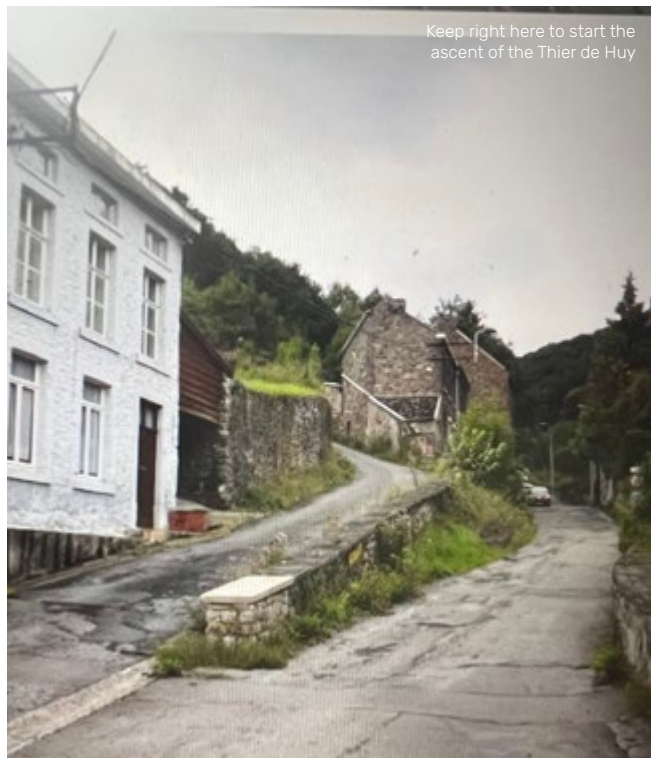
this was what we really wanted to do? For nearly a kilometer, the percentages hover somewhere between 10 and 20%, before leveling off from 7% to 1% for another half kilometer. The acidifying juices squirt through my ears and every other orifice, in every direction through and out of my body, when I reach the top.

Are we crazy? A little bit yes, but that still feels so terribly good! Wow, yeah,.... That was some nice going deep! Crazy as we are, we even feel happy that it is not all over for today. So on the way back

“Are we crazy? A little bit yes, but that still feels so awfully good!”

to Voort we are looking forward to making a little detour past Amay and of course - what else - the Mur d'Amay. Over 1.8 kilometers, this wall - which is a soft-boiled egg compared to the previous two - takes us 111 meters higher. With an average gradient of 6.3%, we experience this as a nice gentle climb. However, almost at the top we begin to feel the exertions of all that has gone before quite a bit. We are content to let ourselves slide down and even more content that we can now cycle back to the Hof van Kalenberg with the wind at our backs. So we have done a total of 128 km with a lot of altimeters that we sometimes cursed during the ride, but which we now look back on with a very satisfied and even a little proud feeling. Tired but satisfied, after a beneficial shower we throw ourselves into the jacuzzi for a relaxing and healing half hour of wellness..

Text: Patrick Van Gansen / Photos: Jennifer Shrestha



### Who are the people behind the Court of Kalenberg?

Bart has worked in the bicycle industry all his life and is founder of the SCANINI bicycle brand. If you have questions about bike rentals or bike routes and events in the area, you can contact him.

Kathleen is a physiotherapist by training and in addition to her work at Inter - Toegankelijk Vlaanderen, she is also a guide in the region. You can also find her on stage with the theater company "De Roxxy" in Sint-Truiden.

Both are bon vivants and love to bike. Above all, they are always and time and time again fans of their own region which is so wonderfully inviting for cycling.







## The ideal formula for team building days or just a great cycling vacation



### Staying at the Court of Kalenberg

Hof van Kalenberg is located in the beautiful rural village of Voort. This beautiful 5-star vacation home can accommodate 12 people

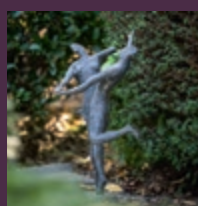
- Two bathrooms with shower and bathtub
- Four spacious bedrooms without carpet
- A large living room overlooking the garden
- Open kitchen
- A separate relaxation area
- The garden offers privacy and the terrace faces south.
- Jacuzzi and sauna
- A charcoal barbecue and deck chairs complete the Haspengouw vacation feeling.
- Washing machine and dryer.

### Hof van Kalenberg is a member of bicycle logies Limburg! Extras for the cyclist:

- A professional bike wash can be rented.
- Lockable bicycle storage at the house also for electric bicycle.
- Bicycle tools for small repairs are available in the house.
- Bicycles can be rented on request
- Bicycle maps in the house and cycling logbook with our favorite routes
- Bicycle cafes in the neighborhood where you are very welcome as a cyclist
- The cycling track of Zolder at less than 25 km



5 STARS BY TOURISM FLANDERS



**HOF VAN KALENBERG**  
VAKANTIEWONING HASPENGOUW

Hof van Kalenberg is the perfect vacation rental for a cozy get-together with your family or friends.

Arrangements on request

[www.hofvankalenberg.be](http://www.hofvankalenberg.be)

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(1) Verkoopprijs incl. BTW bij aankoop van een nieuwe New 3008 ALLURE Essence Hybrid 136 e-DCT6 zonder opties met aftrek van de voorwaardelijke overnamebonus incl. BTW. Aanbod voorbehouden aan particulieren, geldig van 01/04/2024 tot 30/04/2024, in het Belgische netwerk van PEUGEOT. (2) De overnamebonus varieert in functie van het aangekochte model en overgenomen merk en is geldig bij aankoop van een nieuwe wagen, uitgezonderd bedrijfsvoertuigen, voor particulieren van 01/04/2024 tot 30/04/2024 in het Belgische Peugeot retailnet, in geval van een overname van een volledige wagen, die sinds minstens 6 maanden ingeschreven staat op naam van de koper. Niet inwisselbaar voor een gelijkwaardige korting, contanten of andere voordelen. Voorwaarden beschikbaar in het Peugeot verkooppunt. Actie cumuleerbaar met andere promotionele acties. (3) Aanbod in Financiële Renting voor een New 3008 ALLURE Essence Hybrid 136 e-DCT6, op basis van een looptijd van 60 maanden en 100.000 km. Catalogusprijs : 32.314,05 € excl. BTW. Maandelijkse huur van 289,00 €, mits een 1ste verhoogde huur (optionele) van 12.400,44 € en een aankoopoptie van 20,00%, korting(en) verrekend. Financiële Renting is uitsluitend voor professioneel gebruik. Alle prijzen zijn exclusief BTW. Onder voorbehoud van prijswijzigingen en vergissingen. Aanbieding geldig van 01-04-2024 tot en met 30-04-2024. Voorstel van Financiële Renting opgemaakt door Stellantis Financial Services Belux N.V. (lener), Bourgetlaan 20-1 te 1130 Brussel, België, RPR: Brussel, KBO nr.: 0417159.386, tel.: +32 (0)2/370 77 11, IBAN: BEB6 3100 0100 5250, BIC: BBRU BE BB, e-mailadres: services4you@stellantis-finance.com, onder voorbehoud van goedkeuring van het dossier. Adverteerder: Stellantis Belux S.A. (Invoerder en kredietbemiddelaar), KBO nr. 0403.461.107, Bourgetlaan 20, 2B, te 1130 Brussel, België, RPR: Brussel, tel. +32 (0) 78/151615. De weergegeven afbeeldingen zijn illustratief en niet contractueel. V.U.: Patrice Duclos, Stellantis Belux N.V., Bourgetlaan 20 bus 2 B-1130 Brussel België, ingeschreven bij de KBO met het nummer 0403.461.107 - Tel. 078 15 16 15.

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