
BIG's News Letter 2006_01 (English Version)

Introduction:

Hello dear members. It's the start of a new year with of course a new newsletter. There is plenty of news since our last letter was sent out. Thanks to the tremendous effort of the GIOs and members we can see that a lot is happening within the BIG organization. And you can read all about it in this newsletter of course.

Chapters of this newsletter

1. **BIG news.**
2. **BIG Rules !**
3. **About a BIG.**
4. **The 2006 Review.**
5. **Regional Rendezvous'.**
6. **BIG Central Europe web page.**
7. **GPS Manager.**
8. **Conclusion.**
9. **Translation links.**

1. BIG news:

As you are used to, we start with an overview of the news that can be found on our webpages:

- a) The new listing of our 1.000 BIGs, official for the new claims in 2006, is available. You can find it at: <http://users.swing.be/danielgobert/big/liste.htm>.
- b) There is also some information available for the rendezvous' planned for 2006. If you're interested to meet fellow BIG members then check out if you would like to join one or more rendezvous'. Presentations of the rendezvous in Luxemburg (Marc Desender), French Alps (Pierre Chatel) ,Catalunya (Claudio Montefusco) and soon Hungary (Gabór Kreicsi) can be found at: <http://bigascensions.free.fr/rendezvous/rendezvousbig.htm>
- c) Then some statistics are also available. New tables including all the members' results per series (number of subscription, ranking) and the new classification of the BIG's members in the beginning of 2006 can be found at: <http://danielgobert.free.fr/table/result.htm>
- d) The new Passacol 2006, with all the information about our listing of 1.000, with many more and more precise information than before is nearly ready. Big job of Olivier Dupeyroux ! We're all looking forward to the result.

The Passacol paper and the diplomas are nearly ready too. Thanks to the work of Pierre Chatel.

- e) In case you are already planning for some BIGs to be conquered in 2006 and you know when then you can share this information with fellow BIG members. Maybe members can join in some cases and have a micro rendezvous ! Or you can find some inspiration there as well as the planning for the official rendezvous'. Planning information can be sent to: Daniel Gobert (<mailto:danielgobert@swing.be>) who'll include it in the link "plans" of the website.

- f) And after some debate, the GIOs have decided with more than a 2/3 majority to modify the rules for the further changes in the listing of 1.000, in the goal is to have more stability. I'll highlight these new rules in this newsletter. Or you can look yourself at: <http://danielgobert.free.fr/formulaires/chg-regl-2006.htm>
- g) There are new topographic on line maps available of: Ukraine, Crimea and Austria. And also a few regular but precise road maps for countries like: Slovakia and Andorra. Check it out: <http://danielgobert.free.fr/cartes-ign-europe.htm>

The above news can also be found on the web of course:
<http://users.swing.be/danielgobert/actu2006.htm>

2. BIG Rules !:

Well, what about that. Just when I think I am out of BIG rules to explain to you there is a new BIG rule that the GIOs have agreed upon. So I thought I'll bring it to your attention.

From now on we have new rules that state how changes in the listing of 1,000 will be made. The main reason for this is to have more stability in the listing.

There is of course an exception to these rules as some parts of the listing of 1,000 need quite a bit of work and if we would apply the normal rules on these parts then it would take many years to get these parts into good shape. Hence we will vote to see if we make an exemption for the following parts: (details in the History, BIG's website)

- "Unknown" zones that were once behind the iron curtain and hence not so well known.
 - Zone 4 (Germany)
 - Zone 10 (Ukraine).
 - Zone 11 (Balkans & Isles).
- BIGs where all sides have an average gradient of less than 3%.

The plan is to address the above-mentioned parts in the listing of 1,000 before the end of 2007 to get these parts in a good shape as soon as possible. As well as to avoid that we have these special rules too long. So in 2008 the more strict rules as explained below will apply again.

The main change is that instead of a "one out" versus "one in" rule, the GIOs will now have an "in list" and an "out list" to pick 5 changes from. And there are of course rules (referred to as articles) that have to be applied before a BIG can be suggested to be removed or to be added from/to the listing of 1,000.

Article 1 – LIST OF "OUT"

Potentials by GIO, after analysis of the file, proof in the support will be accepted as "Out", deliberation and polls by " yes " or "no", those who, according to GIO, will introduce one of the following characteristics:

- 1.1. [TRAFFIC]
In case there is too much 4-wheel traffic on all approachable mountainsides.
- 1.2. [UNRIDEABILITY]
In case you have to walk and carry the bike (even an MTB) on all approachable mountainsides (excepted for ongoing jobs to improve the road).
- 1.3. [MEDIA LOSS]
To have as a standalone characteristic that it's a climb well known in the media as part of a cycling race, but has not been part of the cycling race for the last 5 years.

- 1.4. [COMPETITION OF DIFFICULTY]
To have, as a standalone characteristic to be in top 5 of most difficult ascents, based on the amount of Europoints, in a country or mountain range. And a new, more difficult climb of the same type has been found in the same country or mountain range.
- 1.5. [COMPETITION Of ALTITUDE]
To have as a standalone characteristic to be in the top 5 of highest ascents in a country or mountain range. And a new, more difficult climb of the same type has been found in the same country or mountain range.

Article 2 – LIST OF "IN"

Potential new summits located in the zones of the BIG list will be accepted as "In" and introduced with their positive characteristics, an extract of a map, and a graph introducing at the very least the gradients per kilometre.

Article 3 – "VOTE"

Every year the GIOs will replace at the most 5 ascents from the "Out" list by 5 ascents from the "In" list by means of an internal vote.

I don't think a new rule will pop up to highlight in the next newsletter. Though you'll never know of course....

3. About a BIG:

I could of course highlight the new BIGs that have come into the listing of 1,000. But as that will also be part of the next Review magazine I don't think it's a good idea. So let's continue our travel to the east and cycle into Slovenia now.

From the previous BIG that I highlighted, the Hochtorn, it's not so far to Slovenia. Via Spittal and Villach and then you can either take the Karawanken tunnel that takes you beneath the Karawanken mountain range into Slovenia or you can take the small Wurßten pass. This is a small but beautiful road that leads you through the forest via a steep and narrow pass into Slovenia. The choice is yours.

If you have chosen one of the paths as listed above to reach Slovenia then you enter the beauty of the Julian Alps. Besides the main fact that you can cycle two good BIGs in one day here: Vršič and Mangrtsko Sedlo you can also visit some beautiful valleys like Soča, Vintgar and Vrata. The latter contains a double waterfall, Slap Peričnik, that's well worth a visit. As well as the end of the Vrata valley where the mountains rise high all around you and you can see Slovenia's highest mountain: Triglav (2864m).

In case you'll go for the double then be aware that both ascents together represent a fair amount of Europoints. So it will not be an easy trip.

The first ascent starts in Kransjka Gora. It's BIG 876: Vršič (N). This ascent is 13km long with an average gradient of 6.2%. The first part, some 3km, is relatively flat. But then the road will start to climb and winds it's way up to the top with 24 hairpins.

This road was originally built by Russian prisoners during the first world war (1916). And when you come across the first cobbled part then you are actually cycling on a part of the original road. These cobbled parts are found in most of the hairpins, but only on the Northern ascent.

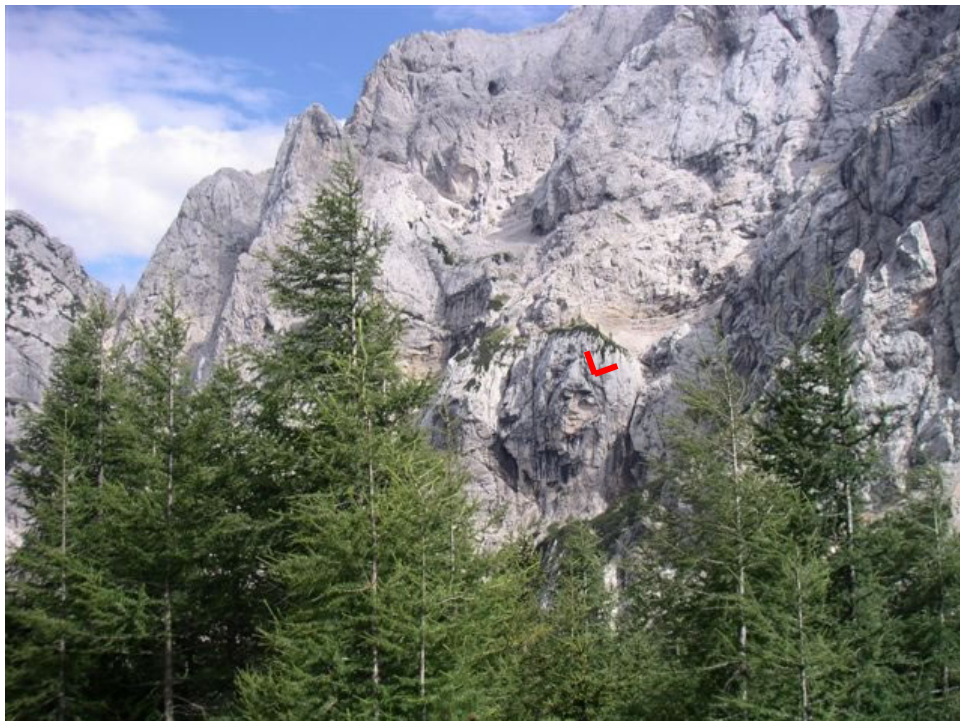
After the eighth hairpin you can see the Russian chapel on your left hand side. This chapel was built by the prisoners to commemorate their fellow prisoners who lost their lives in an avalanche.

Don't forget to admire the splendid views on the Mountains around you when making your way up.



And you must for sure try to locate Ajdovska Deklica. This is the face of a girl that can be seen in the mountain rock. Tough this face can also be seen when you reach the top so it's better to concentrate on the last and tough 5km's where the average gradient is $\sim 10\%$. It's good to finally reach the pass at 1,611m.

If you did not manage to locate Ajdovska Deklica then now you can try again. It's on your left hand side when you arrive on the top. See picture just below the red arrow.



Now we descend down on the south side of Vršič, there are some 26 hairpins to take. The road on this side is much better, no cobbled parts. At some point you will cycle along the beautiful blue Soča River. Then it's just a small stretch on to Trenta.

From Trenta it's about 8km to Soča. Don't worry; the road is flat here as it follows the river. Then another 9km or so have to be covered until you arrive at a T-junction where a left-hand turn can be made to get Boveč. This is good if you want to see the famous Slap Boka waterfall (very beautiful). In case your on your way to the next Slovenian BIG you'll have to take a right-hand turn towards Log pod Mangrtom. This small city is not on any sign yet and it will take another 7km to get there. After the turn the road is hilly and you'll cycle up and down but no serious climbing yet.

After approximately 4km you will reach the turn to the Mangrt Saddle. This scenic road, built by Italian Military takes you up to the Mangrt Saddle and it's an attraction on it's own. Here the serious climbing begins. It's still some 11km to the top. Shortly after the turn is taken there is a bad part in the road. Don't worry this is only 200m or so and then the road gets better. In fact the rest of the road is perfect. Just after the bad part there is a steep passage before the first part of the road leads you through the woods and past a tollbooth. As cyclists pay another kind of toll, they do not have to pay any money.

It'll take you yet another 9km to reach the top. When you get out of the forest you get a rewarding view on the surrounding mountains. On your way to the top you will encounter two tunnels. Traffic is not that high on the road, normally, but as the road is narrow caution has to be taken.



Unfortunately I cannot describe the view from the top for you as the last part of the road was under construction. So if you'll ever make it to the top. Then please let me know how the view is. The road is in fact a cul-de-sac and at the end the mountains steeply fall some 600m or so. I think it must be an impressive sight from the top to the valley below.

Now you can either cycle back to Kranska Gora but that's quite far and you'll have to climb the more heavy south side of Vršič. A good alternative is to cycle via Italy, Cave del Predil, Tarvisio and Fusine, and then back into Slovenia. Just follow the road on to Kranjska Gora. If you're tired then this is the better alternative. It's not completely flat but there are also no big climbs like Vršič in it.

4. The 2006 Review:

The new review, after a great job of Martin Kool and Hans Koedijker, is now ready. Etienne Mayeur has printed them and the BIG will try to send them to the members who have ordered it at the date required, the 1st of March 2006.

5. Regional Rendezvous'

For 2006 a number of regional rendezvous' have been planned:

Date	Region	Country	Manager	Email
6 & 7 May	NW	Luxembourg (Rheinland / La Petite Suisse)	Marc Desender	mailto:marc.desender@pandora.be
June	NE	Hungary (Matra)	Gabór Györgyi	mailto:gyorgyi@bert.hu
29 & 30 July	SW	Spain (Catalunya)	Claudio Montefusco	mailto:cmontefusco@eresmas.net
29 October	SE	France (Alpes)	Pierre Chatel	mailto:pierre@cyclodocus.fr

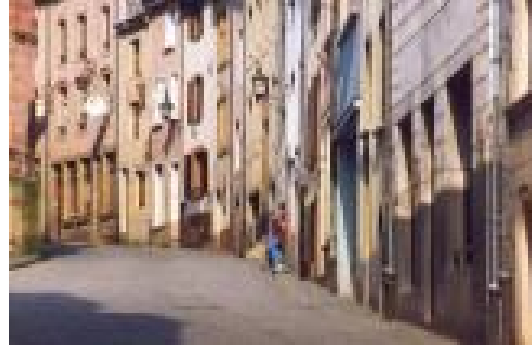
In this newsletter we will focus on the upcoming rendezvous in Luxembourg that is organised by Marc Desender. This rendezvous will take place in **Luxemburg, Echternach, on the Saturday the 6th and Sunday the 7th of May.**

Day: Saturday the 6th of May
Start in: Echternach (Youth Hostel)
Start at: 08u30-09u00
Distances: 30km, 78km, 113km or 166km.

BIG name	BIG number	30km	78km	113km	166km
Mont Saint-Nicolas	139			✓	✓
Bourscheid	140			✓	✓
Jardin-Tour Napoléon	141				✓
Côte d'Eschdorf	142				✓
Ferme de Masseler	143				✓
Herrenberg	144		✓	✓	✓
Gorges du Loup	145	✓	✓	✓	✓
Altrier	146	✓	✓	✓	✓



Gorges du Loup (BIG 145)



Mont Saint-Nicolas (BIG 139)

Day: Sunday the 7th of May
Start in: Hermeskeil (Church)
Start at: 09u00
Distances: 109km or 172km.

BIG name	BIG number	107km	172km
Erbskopf	161	✓	✓
Schaumberg	162	✓	✓
Cloef Montclair	163		✓

Note: Hermeskeil is some 60km from Echternach and when you'll cycle both days then transport from Echternach to Hermeskeil will be done by car.

In case you only cycle on Sunday the 7th of May then you can meet the other BIG members at the church of Hermeskeil at 09u00.

It's possible to stay over in the youth hostel of Echternach.

Bed and breakfast costs	16,60 euro
Diner	7,50 euro
Non-members	3,00 euro



More detailed information like maps and pictures for this rendezvous can be found at:
<http://bigascensions.free.fr/rendezvous/rv-lux-2006.htm>

Reservations for this regional rendezvous **have to be sent before the end of March to:**
Marc Desender (<mailto:marc.desender@pandora.be>)

6. BIG Central Europe web page.

And we are proud to present a web page for central Europe that has been created by Michal Ksiazkiewicz. It contains tons of valuable information such as maps, graphs that indicate the gradients, descriptions and pictures. It's impressive. If you are planning to head to east then it's a must to check it out. If you are not planning to head east then have a look as it may inspire you to head east anyway !

The page can be found on: <http://podjazdy.ovh.org/big.html>

7. GPS Manager:

Yes, this was news to me too. And it is not mentioned on any of the BIG's webpages. The BIG has an official GPS manager: Fred Martin (<mailto:fred.martin@advalvas.be>). So if you have GPS coordinates of BIGs to share with us you can mail them to Fred. Thanks to him, we've already some precise coordinates in the present Passacol.

8. Conclusion:

One way or the other the newsletter always seems to get filled. But all members are of course more than welcome to hand in information that can be useful for other members. Or if you want to highlight a BIG in "About a BIG". Don't worry I'll help you if needed.

Best regards,
Helmuth Dekkers, BIG's secretary

PS : Don't forget the BIG's jerseys for the new season 2006 (<mailto:bernard.giraudeau@wanadoo.fr>)



9. Translation Links:

This Newsletter from the BIG is only in English or French. You can translate it to your own language through automatic translators like: http://www.google.com/language_tools?hl=en.

Cette Newsletter du BIG est en Anglais ou Français seulement. Vous pouvez traduire ce Bulletin dans votre langue d'origine via des traducteurs automatiques comme: http://www.google.com/language_tools?hl=fr.

Deze Newsletter van de BIG is enkel in het Engels en Frans. Je kunt deze Nieuwsbrief vertalen met een vertaal functie op Internet zoals: http://www.google.com/language_tools?hl=en.

Diese Newsletter ist nur in Engels oder Frans. Das ist möglich zu übersetzen diese Newsletter in Deutsch durch Automatieke Übersetzung wie: http://www.google.com/language_tools?hl=de.

Questo Newsletter è solamente in Inglese o in Francese. E possibile a tradurre questo Newsletter in italiano con uno raduttore automatico come: http://www.google.com/language_tools?hl=it.

Este Newsletter està únicamente en inglés o en francés. Está posibles traducir este Newsletteral español con un traducción automatico como: http://www.google.com/language_tools?hl=es.