

Bicycle Stamps

BS19B - WINTER - 1996



Editor: Anthony E Teideman

Australia.

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



Bilston Bicycle Post 1995



Christmas charity post in aid of
St Mary's Building Fund

First day of issue Nov. 25th



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

Membership inquiries should be sent to either:

Tony Teideman, Secretary, Australia.
Bill Hofmann, Treasurer, U.S.A.
Tore Josefsson, European Treasurer, Sweden.



Editorial

I must thank all those who wrote and said that BS19A was the best magazine yet! These thanks are really due to all those who contribute articles, etc; in particular, Steve Malone, who has now supplied some interesting headers (see above).

Please send in anything you think might be of interest to other members - it would be great to have too much material, rather than not enough each quarter. If you consider your literary skills preclude you from contributing, please just put the facts together and I'm sure Steve Malone or myself will be able to compile an article on your behalf and will give credit where credit is due. But, we need that input...

For contributions to this issue I wish to thank:

Anil Aggarwal, Norman Batho, Carsten Hansen, Denis Hoddinott, Suraj Jaitly, Tore Joseffson, Jari Majander, Steve Malone, Douglas Marchant, Brian Sole, Ron Sant and Rupert Waltl.

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New Issue Update

ZAMBIA (S)	04.03.91	2K	LUSAKA POST OFFICE REPRINT OF 12.12.85 ISSUE	1	19B-CS
✓ GUINEA (8)	16.07.93	250F	ATLANTA OLYMPICS	5+S	14B-14
✓ GUYANA (S)	.01.94	\$600	125TH ANNIV. OF BASEBALL	2	
✓ GERMANY (S)	09.11.94	100	REAR WHEEL OF BICYCLE AT RH SIDE OF STAMP	1	18B-6
BURKINA FASO	95	650F	ATLANTA OLYMPICS	4+4S+S+S	19B-CS
✓ CAMBODIA (S)	95	1000r	ATLANTA OLYMPIC CYCLIST	5+S	18A-4
SINGAPORE	95	2D	SINGAPORE '95	10S	19B-CS
✓ VIETNAM	30.08.95	400d	CYCLISTS IN BACKGROUND	1	19B-CS
✓ COLOMBIA (S)	30.03.95	400	WORLD <u>BMX</u> CHAMPS	1	18B-CS
GIBRALTAR	08.05.95	BOOKLET	ISLAND GAMES 1995	1	19B-14
GAMBIA	20.05.95	2D	FREEDOM OF MOVEMENT	2	19B-CS
✓ NEW CALEDONIA	27.05.95	60F	10TH TRIATHLON DU SOLEIL	1	18B-6 -CS
✓ DOMINICA (S)	21.07.95	2D	BUNCH OF RACING CYCLISTS	8+2S	18B-6
✓ GAMBIA (S)	17.08.95	3D	PRE ATLANTA OLYMPICS NELSON VALIS USA TRACK SPRINTER	1	19A-CS
✓ GAMBIA (S)	17.08.95	SHEETLET 8	DIFF (INCLUDES ABOVE) 16 STAMPS AND 2X (25D) SHEETS IN SET	ST	19A-CS
IRELAND	01.09.95	52	S/S ISSUED 28.0.95 O/P SINGAPORE '95	SS	19B-5
SAN MARINO	14.09.95	1500	PEKING 1914 AND 1995 2 SETENANT	2	19B-6
✓ MALAYSIA	11.09.95	1RM	1998 COMMONWEALTH GAMES PRE ISSUE - 2 DIFF SE-TEN WITH CENTRE TAB - RACING CYCLIST ON RIGHT HAND STAMP	2	19A-CS
✓ UGANDA	21.09.95	450s	GERMAN TEAM SEOUL 1988	6+2S	19A-CS
BELGIUM	25.09.95	16f	BICYCLE CO.LOGO ON MOTORCYCLE STAMP	4	19B-CS
GIBRALTAR	13.10.95	24	CENTENARY OF CINEMA	1S	19B-CS
TOGO	.11.95	200F	TRANSPORTATION - RACING	S+S+S	19B-CS
TOGO	.11.95	S	TRANSPORTATION 9 DIFF INCLUDES ABOVE	S+S+S	

Bicycle
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19B

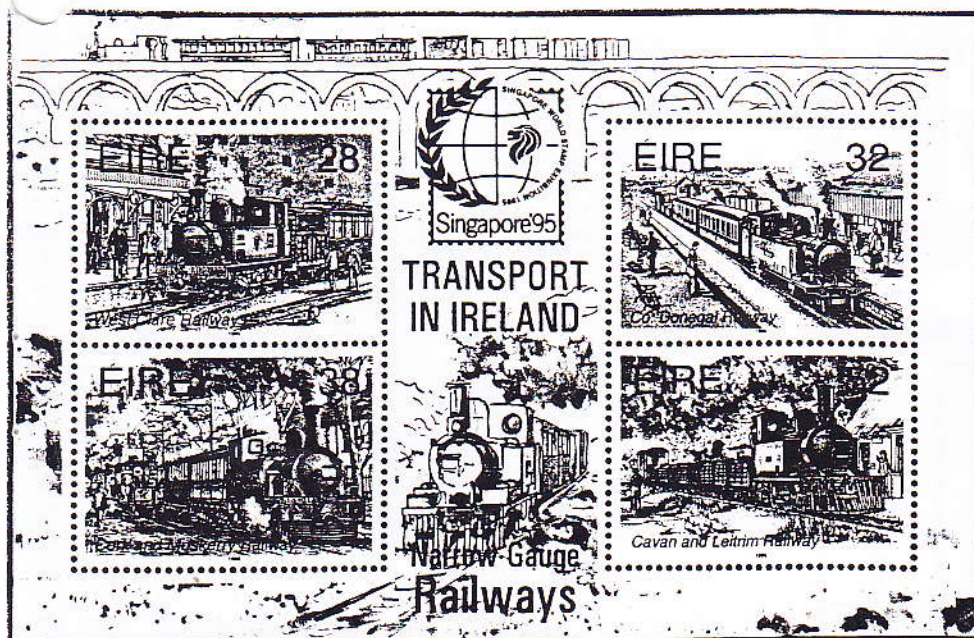


New Issue Update

SIERRA LEONE	01.12.95	1000	GOOFY ON BIKE	8+2S	19B-CS
GREAT BRITAIN	25.11.95	20P	BILSTON BICYCLE POST CHRISTMAS CHARITY POST SHEET OF 6 TRIANGULAR 2 DIFF TETE-BECHE PAIRS	S	19B-8
GREAT BRITAIN	01.12.95	12P	WEARE SCOUT GROUP	2	19B-12
ISRAEL	20.02.95	1.05s	MOUNTAIN BIKE	3	19B-5
SWITZERLAND	12.03.96	70c	100th ANNIVERSARY TOURING CLUB OF SWITZERLAND - LOGO ONLY	4	19B-5
DENMARK	21.03.96	9.50	SPORTS - OLYMPICS	4	19B-CS
DENMARK	21.03.96		BOOKLET INCLUDES ABOVE	1	19B-28

Please note:

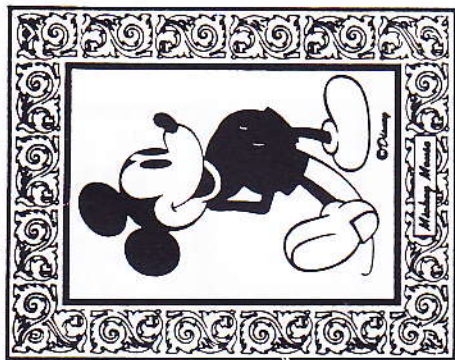
1. Undated issues will remain on the list until such time as a date of issue is established.
2. Corrections or addition of information to previously listed items are underlined, as is the country name.
3. Number or letter "S" in brackets after the country name show where stamp appears in Steve Malone's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





14.09.95. 01.12.95

1995



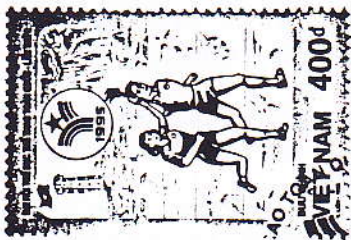
First Day of Issues

6

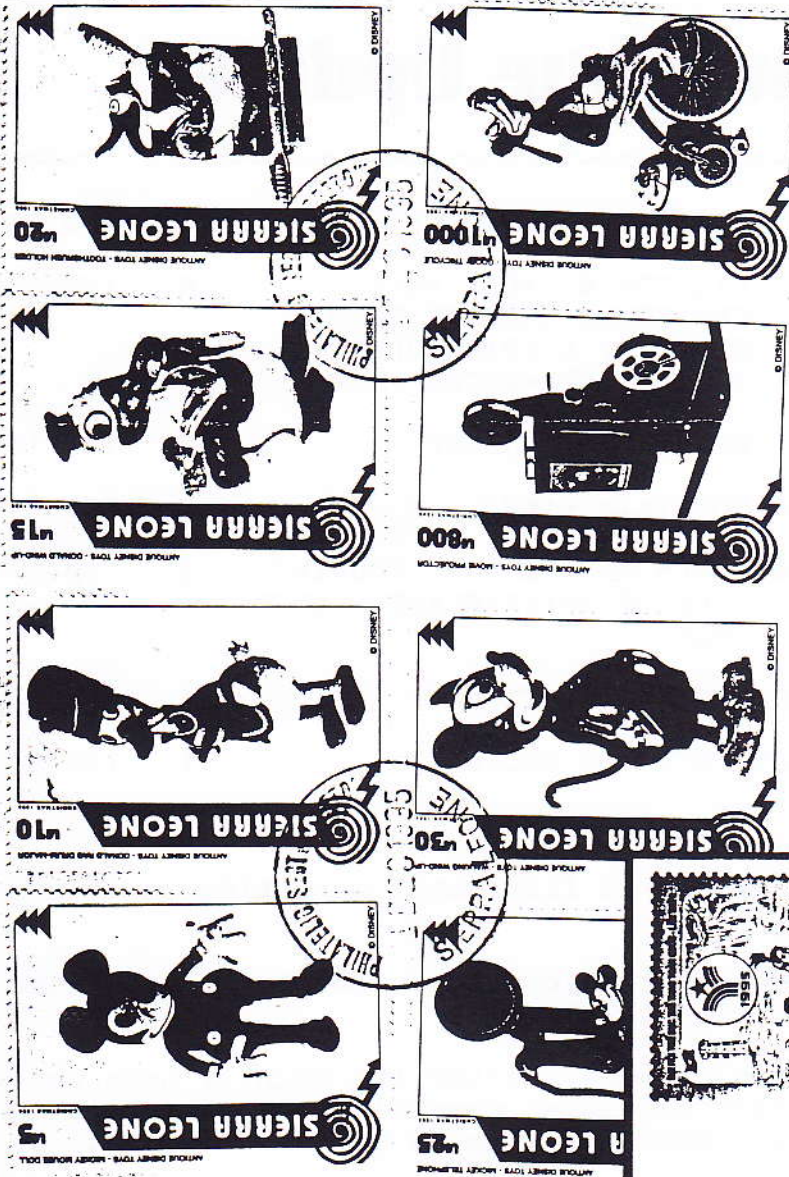


ĐẠI HỘI THỂ DỤC

THẺ THAO TOÀN QUỐC LẦN THỨ 3
NGÀY PHÁT HÀNH ĐẦU TIÊN FIRST DAY COVER



ĐẠI HỘI THỂ DỤC THỂ THAO TOÀN QUỐC
LẦN THỨ 3
30.8.1995
HÀ NỘI
NGÀY PHÁT HÀNH ĐẦU TIÊN



06.09.95 REDUCED
SHEET OF 10.

30 8.95



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New Issue Update



1995.10.13 (75% of full size)

Enlargement of tab



1995.11.?? (From sheet
of 9 different)



1995.11.??

1995.09.25



1995.??.??



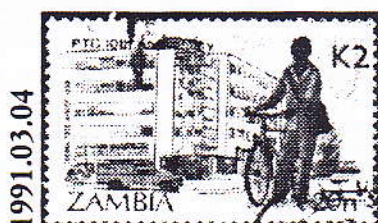
1995.??.??



1996.03.21



1995.10.13



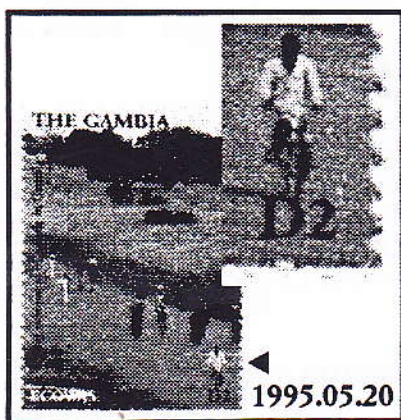
1991.03.04



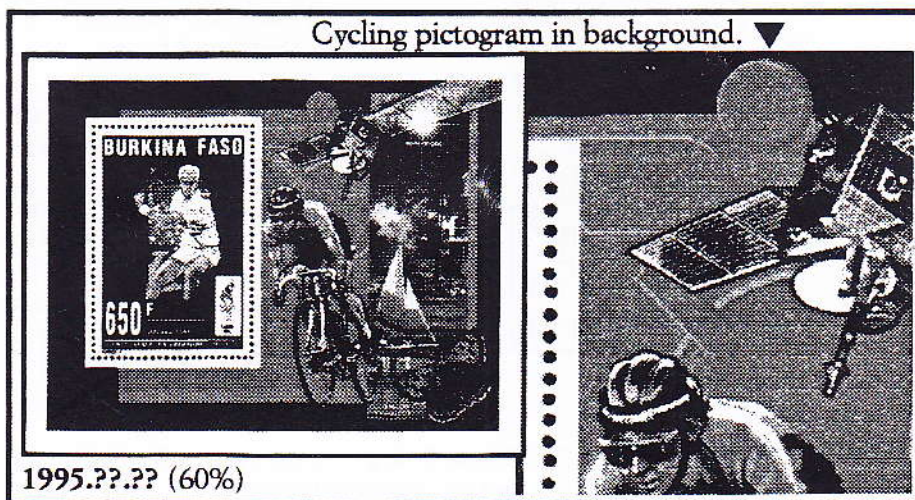
1995.10.04



Cycling pictogram in background. ▼



1995.05.20



1995.??.?? (60%)

CHRISTMAS CYCLE MAIL

by A.E.Teideman.

England had two new Christmas Cycle mail deliveries in 1995, they were the "BILSTON CYCLE POST" and the 'WEARE SCOUT GROUP' issue.

BILSTON CYCLE POST

This was a charity Christmas mail delivery service under licence from the Post Office (British Telecommunications Act 1981). The stamps were printed six to a sheetlet *tete-beche* with decorative margins.



The layout of the sheetlet results in a variety of 'tete beche pairs' etc, the FDC is this issues cover illustration.

The design of the cyclist was lifted from a Swedish match box label (see left).

Douglas Marchant, on reading the publicity literature (see following pages), noticed that the FDC was to be post marked November 25th, but that collections at various churches were to be made from November 26th. So he contacted Richard Warren and I have included a transcript of Richard's reply.

This is followed by copies of two of the publicity literature sheets that were circulated.

Letter to Douglas Marchant from R. Warren, pp Rev. G. Warren:

"Dear Mr Marchant,

Many thanks for your letter and additional order of the 16th.

To be honest, as we are new to this game, we had not considered the question you raise of the 'first day' date until we had already postmarked one or two first day covers with the date of the first mail collection, i.e. 26th November. When we noticed that we had committed ourselves on the leaflets already printed to a starting date of the 25th, i.e. the first day permitted under the licence, we decided to amend the fdc date to the 25th and scrap the few covers already prepared. In the event, the batch of 'collectors' fdc's was carried from the church to the vicarage on the 25th, while members of the congregations were able to post their first cards the following day. Since no-one approached us with a view to posting their own fdc's, we found that we could live with this discrepancy, and, to be honest, I had forgotten all about it until you raised the issue! In fact, only a tiny number of cards were posted on the 26th anyway, as it took a while for things to gather steam.

I enclose an envelope that I mailed to myself on the first day of public use, the 26th, as I thought you might like a 'genuine' (though unmarked) first day cover. I had one more, but I think it has been sold as a 'commercial' cover to someone. Likewise, I found a copy of the fdc dated the 26th - one of three that somehow escaped the waste paper bin. Both enclosed.

If we run the post again next year, we will of course be careful to bear all this in mind. In connection with which, thank you very much indeed for the match box labels. I rather like the 'Velo' design. Perhaps we'll use it - who knows?

The postmen, in answer to your other question, were actually youngsters from the church (though not an organised Baden Powell group). I have to admit that I found myself delivering a few cards by car, initially because, despite clear instructions, some were addressed to houses outside the parish boundaries, which we thought too far for kids to cycle in the cold, and, on one occasion, simply because we had a backlog of cards to deliver on a dark evening in very poor weather, and I did not think it fair to ask a youngster to take to their bike on such a night. Otherwise, I think everything went to plan, but if there is a next time we will have to consider delivering cards on a Saturday, so that youngsters can cycle during daylight hours.

I hope this answers your questions. If you have others, feel free to ask! Thank you again for your orders.

Yours sincerely,

R. Warren (signed) ..."



ST. MARY'S CHRISTMAS POST

Why pay Royal Mail to deliver your Christmas cards locally, when you can pay us to do it instead and see all the proceeds go to St. Mary's Building Fund?

"Bilston Bicycle Post" is a charity Christmas card delivery service under licence from the Post Office (British Telecommunications Act 1981). Collections will be made at St. Leonard's, St. Mary's and St. Chad's after each Sunday service from November 26th till Christmas - just drop your cards, fully addressed, into the collecting box with the correct money (20p per card), and we'll deliver them **anywhere within the parish boundaries**, complete with our special stamp and postmark. (Next day delivery **NOT** guaranteed!)

As well as raising funds by running this delivery service, we also hope that collectors will buy these unique philatelic souvenirs:

- Stamps 20p each, pairs or blocks pro rata, complete sheetlets of six - £1.00
- Special pictorial first day cover - 50p
- Ordinary used envelopes with stamp and postmark - 50p

To obtain any of these items, simply write out your order, put it in a sealed envelope with payment, and post it in the box, or contact Richard Warren at St. Mary's Vicarage, 43 Willenhall Rd.

BILSTON BICYCLE POST

Bilston Bicycle Post is a charity Christmas card delivery service, under Post office licence, operating within the parish of Bilston from November 25th until Christmas, 1995.

All proceeds from the Post will go to the fund for the renovation of St. Mary's, a distinctive early 19th century church with unique tower design and windows, now in need of expensive repairs.

A single stamp will be issued, and a distinctive dated cancel used. A colour printed pictorial first day cover will also be made available. The stamp and first day cover both feature a cycling theme, and these unusual and attractive items are sure to be of interest to collectors of transport themes, private local posts and West Midlands postal history.



Items are available as follows:

- Bicycle Post stamps, triangular format, red on yellow paper, rouletted - 20p each, tete beche multiples pro rata, complete sheetlets of six with decorative margins - £1.00 unused or 50p c.t.o.
- Pictorial first day cover in blue on light blue paper - 50p
- Ordinary postally used envelopes - 50p

Payment in UK in cash or by cheque payable to "Parish of Bilston" and crossed a/c payee.

Payment from abroad in sterling, \$US or by IMO - no cheques, please.

Please add return postage or enclose SSAE within UK or two IRC's for return air mail.

Orders to:

St. Mary's Vicarage
43 Willenhall Rd.
BILSTON
W. Midlands
WV14 6NW

I thank: Douglas Marchant, Ron Sant and Brian Sole, for information provided for this article.

WEARE SCOUT GROUP

The following information is taken from a letter I received from Douglas Marchant in which he quoted comments by the Group Scout Leader.

"... The 'basic' service costs 10p, but 'We give people the option of paying 12p, the extra 2p going towards a charity. This varies each year and this year (Christmas 1995) it was EthiopAid which works amongst the hungry and ill in Ethiopia'.

Weare & District Scout Group serves 'The Community in (the villages of) Allerton, Alston Sutton, Ashton, Badgworth, Biddisham, Chapel Allerton, Compton Bishop, Cross, Lower Weare, Loxton, Rooksbridge, Stone Allerton, Tarnock, Washbrook, Weare (and) Webbington' near Axbridge in Somerset. Both designs 'were "pinched" from a trader's leaflet... which was advertising Christmas wares'.

The Group Scout Leader, N.R. Handley, added 'I do know that at least one of our Scouts used a bike with his deliveries as he moaned that he got a puncture!'... "



I thank Douglas for the above information.

* * * * *

CHRISTMAS POSTS

Christmas posts are operated in the U.K. by Scout Group, Churches and other registered charities. Such posts are licensed to operate from the 25th November to 1st January for the delivery of Christmas and New Year cards. About 80 such services are run each year. Some carry large amounts of mail. Most used stamps, often printed on self-adhesive paper; others apply a cachet to the envelopes they handle. A small number of collectors seek out these issues, especially on genuine 'commercial' mail to local addresses. Unfortunately many such covers get damaged in the excitement of opening Christmas cards!

A specialised catalogue of the stamps of over 200 Christmas posts from 1981 to 1990, compiled by Dr. W. Annand, is published by Alnis Press, 28 Rye Croft Drive, Withernsea, North Humberside, HU19 2LX.

Good stocks of Scout post stamps, first day, and some commercial covers are held by a specialised dealer in Scout thematics: Peter Duck, 256 St Margaret's Road, Twickenham, TW1 1PR.

... The above information is from the March 1996 issue of "Gibbons Stamp Monthly". ...



Zambia Stamp of 1985 Revalued!

by Steve Malone

Congratulations to Marco Tibbe for the discovery of an overlooked revalued stamp from Zambia! I noticed the overprinted stamp in Marco's bicycle stamp checklist, *Special Catalog Bicycles on Stamps 1994 Edition*, when I received a copy early last year. Since then, I have been able to piece together a few facts that may be of interest to Club members. In addition, a full color copy of the stamp is also included in this edition's color new issue insert.

The stamp was originally issued as part of a set of four on December 12, 1985 for the 10th Anniversary of Zambia's Post Office. According to *Scott Catalog's* 1996 edition, the revalued stamp (*Scott Catalog* number 590) was overprinted on March 4, 1991, as were the other stamps in the set. The overprint obliterates the old overprint with 2 bars and adds a new value of K2 (2 Kwachas) in the upper right corner.

Scott's lists no value for the stamps in this set. This is presumably either because no records were kept of the number of stamps overprinted, or no current information of market prices was available when the last edition was published.

Marco says he had purchased a number of used copies at the Amsterdam stamp market in 1991 (he has no spares left), so it is a good bet that they are not too scarce. However it is likely that they would still be harder to find than most other African stamps, as by now most are in the hands of collectors and probably very few were purchased by dealers. Still, the Decem-

ber 18, 1995 *Linn's Trends of Stamp Values* column, which is compiled from current dealer's lists, shows the value to be \$3 for the set of four in mint condition, and \$2.50 in used condition, when they are available.

The purpose for the overprints is very likely due to high inflation in Zambia at that time. The country was suffering a series of economic hardships, with some of the causes being declining copper prices (their chief export), unrest in neighboring countries, and a staggering trade deficit. Shortly after the overprints were issued a new government was elected and a shift to a free market economy was begun. The changes have brought about further hardships to Zambians, hardships that will continue for perhaps a generation. Fortunately, it seems the economy has stabilized and the country's economic outlook is improving.

It is unfortunate that, all too often, overprinted stamps are merely an excuse to get collectors to buy surplus stocks of usually worthless and undesirable stamps (many issues of Guyana come to mind). However, it appears that this was not the case with these overprints. There seems to have been a genuine need to rapidly supply postage in an era of hyperinflation. With these stamps having escaped the notice of many collectors for so long, I would think that they would make a valuable and interesting addition to any bicycle stamp collection.



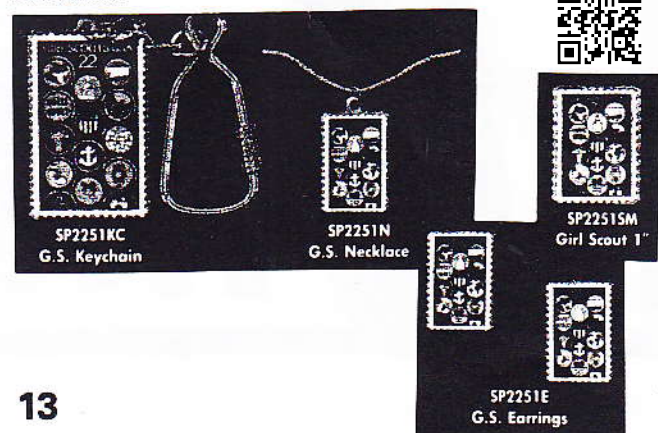
Enameled Stamp Pins

by Steve Malone

Some Club members may want to know about enameled metal pins of various U.S. postage stamps. They are available from The March Company, 3815 Academy Parkway North, N.E., Albuquerque, NM, 87109-4408 and can be ordered by phone at 1-800-33MARCH.

Currently only two stamp designs are available. A third design, of the 1972 6c Olympic cycling stamp has recently sold out and is discontinued. The SP2266B pin, which depicts the 1988 24.1c Tandem stamp is still available. So is the SP2251 pin, which features the

Girl Scout issue of 1987. In addition to the basic pin, there is also a smaller pin (SP2251SM), earrings (SP2251E), a keychain (SP2251KC), and a necklace (SP2251N). Each item is \$5 direct from March Company. Postage ranges from \$1.95 for one pin to \$2.50 if you order one each of all six items that are currently available.



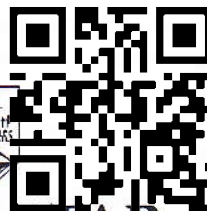
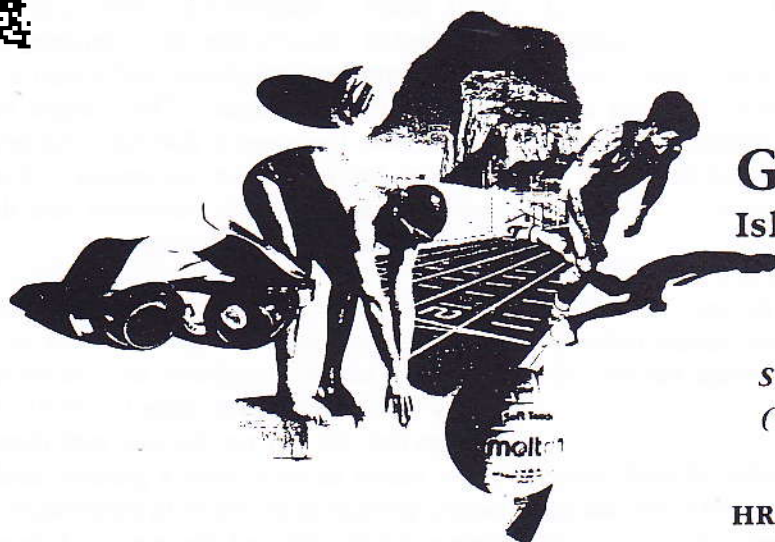
Gibraltar's Island Games Booklet

by Steve Malone

Gibraltar's first stamp issue of potential interest to bicycle stamp collectors is a booklet (issued May 8, 1995) commemorating the Island Games held there on July 15-22, 1995. There were three sport stamps issued for the Games: Sailing, Athletics, & Swimming. The booklet consists of 4 sheets of three stamps each.

There are sheets for each of the different sports, plus a fourth sheet containing one of each of these stamps.

The parts of the book are as follows: front cover, first interleave, Sailing sheet, second interleave, Athletics sheet, third interleave, Swimming sheet, fourth inter-



GIBRALTAR
Island Games 1995
15-22 July

*Commemorative
Stamp Booklet £4.68
(4x24p 4x44p 4x49p)*

**Games Patron:
HRH The Princess Royal**



Badminton

The Gibraltar Badminton Association was founded in 1969. Today there are three local leagues with over 100 participants. Gibraltar is a full member of the International Badminton Federation, the European Badminton Union and the Plume D'Or. The Island Games tournaments will be held at the Victoria Stadium which have been recently refurbished with sprung wooden floors. The Stadium is scheduled to be in continuous use for the duration of the Island Games, accommodating around 30 matches a day.



Cycling

The Gibraltar Cycling Club dates back 40 years and originally started out as a touring club with rides into and around the neighbouring towns of Spain. Since then, Gibraltar cyclists have participated in the Commonwealth Games of 1970, 1974 and 1978, plus the Small Island Games of 1987. Present day competitions organised by the G.C.C. cater for BMX, Mountain Bike and Racing Bike categories. Routes have been planned for the Island Games for a 100 km Individual Road Race, an Individual Town Centre Criterium and a spectacular 50 km Team Time Trial in the form of a trying Hill Climb up the Rock of Gibraltar.



leave, sheet of all three stamps, fifth interleave, back cover. The front of the second interleave, back of the fifth interleave, and inside of the back cover are of cycling interest. Together with the front cover they are shown on the previous page and below in the order that they appear in the booklet.

While bicycle touring through Europe in 1986 I visited "The Rock" for a few days. I confess that I only went there because I was desperate to hear someone speak English, as I had spent the previous few weeks putter-

ing around the rural hills of southern Portugal & Spain, getting by with my "survival" language skills.

Because of this, the "Rock Climb" cycling event caught my eye. It has me wondering which route they took up the Rock. The "Rock Apes" of Gibraltar, simians that escaped into the wild and set up residence on the rock cliffs, are a famous tourist attraction. At one point, the access road has a 2.5:1 (40%) grade. The experience, whether going up or down, is not pleasant, even at a snail's pace!

Official Games Calendar

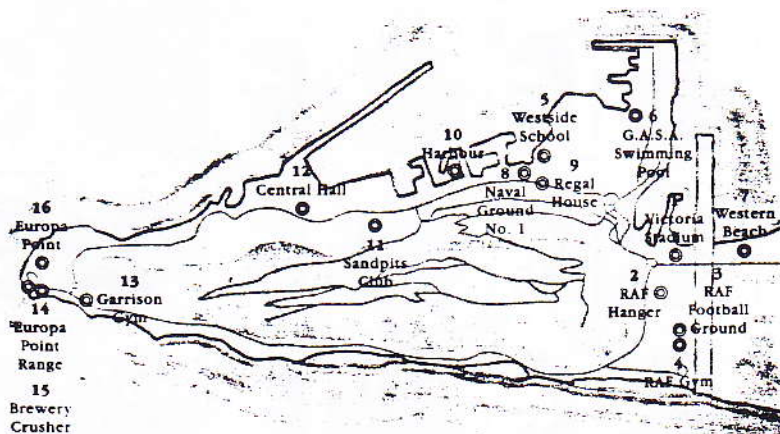
Opening Ceremony Saturday 15th July

Event	Location	Dates
Archery	Naval Ground No. 1	July 17-21
Athletics	Victoria Stadium/Europa Point	July 17-21
Badminton	Victoria Stadium Gym	July 16-22
Cycling	Round the Rock/City Centre/Rock Climb	July 16, 19, 22
Football	Victoria Stadium/RAF Football Ground	July 16-20, 22
Gymnastics	Westside School	July 16-20
Judo	RAF Gymnasium	July 16-20
Sailing	Gibraltar Harbour	July 16-21
Shooting	Europa/Europa Point/Garrison Gym	July 16-21
Swimming	GASA Swimming Pool	July 16-20
Table Tennis	Central Hall	July 16-21
Tennis	Sandpits and Westside School	July 16-21
Volleyball	RAF Hanger	July 16-22
Windsurfing	Western Beach	July 17-21

Information subject to change. Correct at the time of going to press.

Sports Venues Locations

Archery	..... 8
Athletics	..... 1/14
Badminton	..... 1
Cycling	..... 9
Football	..... 1/3
Gymnastics	..... 5
Judo	..... 4
Sailing	..... 10
Clay Pigeon	..... 15
Pistol & Small Bore Rifle Shooting	..... 14
Swimming	..... 6
Table Tennis	..... 12
Tennis	..... 11/5
Volleyball	..... 2
Windsurfing	..... 7



Albert Richter

by Rupert Waltl & Steve Malone

Albert Richter (1912-1940) was a young sprint cyclist with a promising career ahead of him. He won the world amateur sprint championship in 1932. He was later twice runner-up for the pro sprint title, with only the presence of the great sprinter Jeff Scherens preventing him from capturing that title as well.

Richter was said to be charming and very well liked in the cycling world. News of his death and its circumstances came as a shock to his many friends and comrades.

Richter was not a Nazi. After the death of his parents, he was raised in Cologne by a little Jewish man named Berliner. Berliner was a broker, so when Hitler began his campaign against the Jews, he had Albert take money out the country for him during his frequent travels to cycling events throughout Europe.

He did this for a number of years and all went well until Berliner finally decided it was time to leave Germany. They planned to travel together to Bern, Switzerland, where Albert was to compete in a Christmas-time race.

At the same time, they would smuggle one last batch of currency out of the country by concealing it in sew-up racing tires.

Someone that they knew, and that knew of their plan, obviously did not approve. It was reported to authorities that the pair were planning to leave Germany for good, though whether Richter actually intended to do so is not known. When the pair's train reached the border on their way out of Germany, the Gestapo was waiting. They were questioned and their baggage was searched, with particular attention being paid to the sew-up bicycle tires. Richter is interrogated to find out his intentions. Who was helping him? What group was involved? Was he against Nazi Germany?

He was arrested and taken back to a small prison near Cologne, so that the Gestapo would have adequate time to "talk with him." Not infrequently at that time, this meant using physical force to make the prisoner more cooperative. The perhaps two or three people that took part in this interrogation were possibly too serious in performing their work, perhaps wanting to impress their

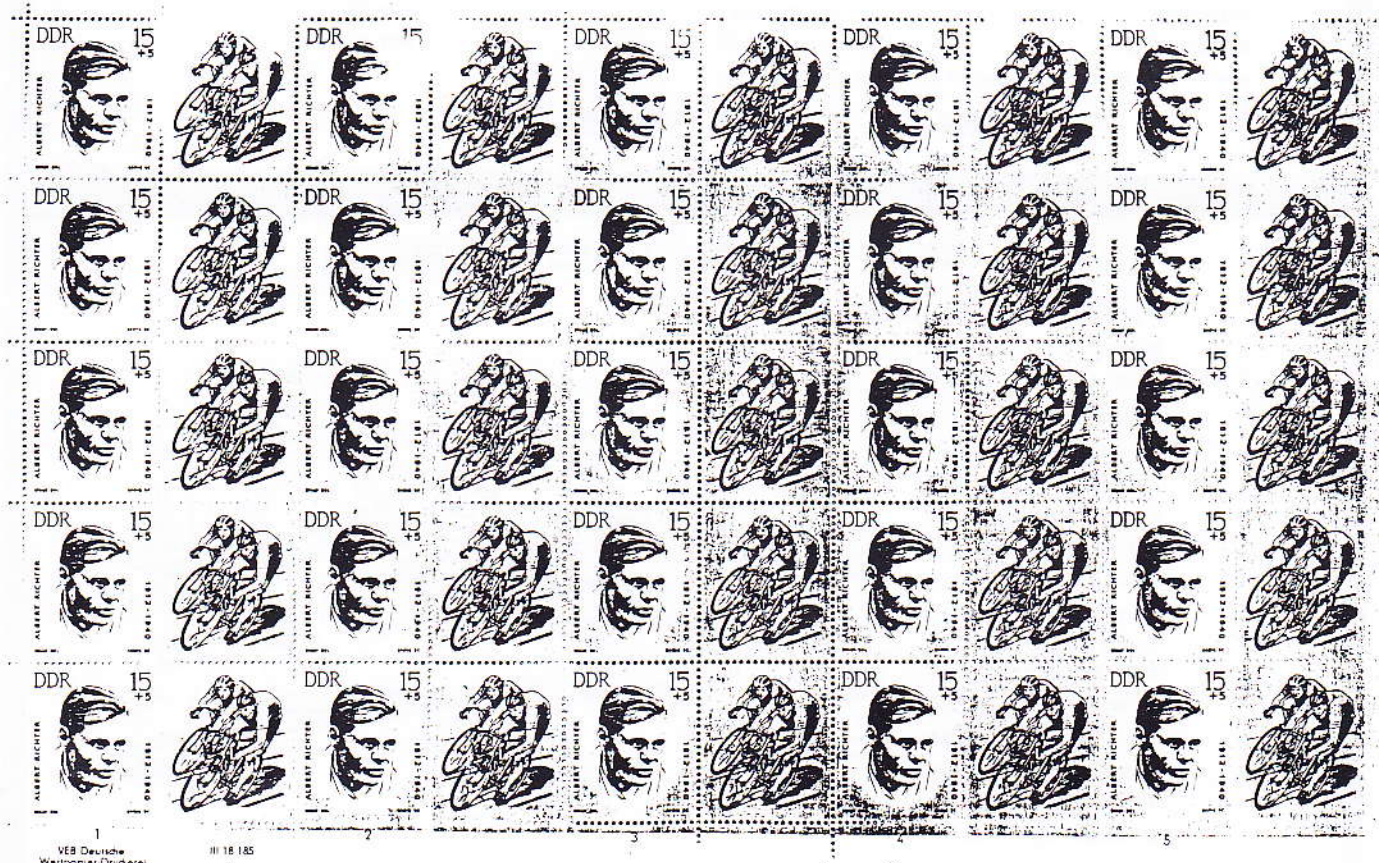


Figure 1. A full sheet of stamps & labels (reduced 64%)

superiors with their effectiveness at getting answers.

It seems that Richter was in pretty bad shape when he was finally returned to his cell after the "questioning." Exactly what happened next is not known, as most records of the Gestapo were destroyed near the end of the War.

Perhaps he died of the injuries inflicted upon him, though his death occurred less than 20 hours after he was arrested. If so, it is likely that the interrogators had to make a report to superiors in Cologne and Berlin. It is likely that a story was concocted to cover up the botched interrogation.

They would have reported that Richter had been arrested on a routine border check, having tried to smuggle money out of the country. His shame of this, perhaps coupled with the realization that his racing career was ruined, had caused Richter to hang himself in his detention cell.

It is felt that the superior officers involved in Richter's detention had not intended that he die in their custody. But it was not uncommon at that time for overenthusiastic subordinates to try too hard at getting results. The people responsible were never punished for their crime, as such enthusiasm was too highly valued to be discouraged.

It is also possible that Richter did indeed commit suicide. Knowing that "talks" with the Gestapo often took weeks, and not wanting to risk betraying friends after repeated beatings, he may have decided to take his own life.

There is even a good chance that this was the case. If the Nazi's had just wanted him dead, there are a number of stories they could have made up, either at the border

station or on the way back to Cologne. If they had so desired he would have been killed almost immediately. It would seem more likely that their intention was to hold Richter for a while to see what additional information they could get from him - who had helped him, who else was conspiring against Germany, etc.

The true story will never be known. Richter's body was sent to Cologne in a sealed casket and promptly buried. All that is known is that there are no records of who arrested him or who interrogated him. There are no records of what prompted his arrest. The only thing that is known is that the life and racing career of a very promising athlete ended tragically and under very mysterious circumstances.

Fifty years later, as a memorial, a new cycling track is being built in Cologne and named in his honor. It is due to be completed in April.

The Stamps

The former East Germany issued the first of two sets of semi-postal stamps on May 27, 1963, which commemorated sportsmen who were victims of the Nazis. All the stamps of these five-stamp sets bore portraits of the victims. Attached were se-tenant labels depicting

the victim's sport. The surtax was used for maintenance of national memorials.

The stamps were issued in sheets of 25 stamps & 25 labels (see Figure 1). Though commonly seen in se-tenant pairs with the label on the right hand side, other se-tenant combinations are possible: stamp on both sides of the label, label on the left side, and label on both sides of the stamp (see Figure 2).

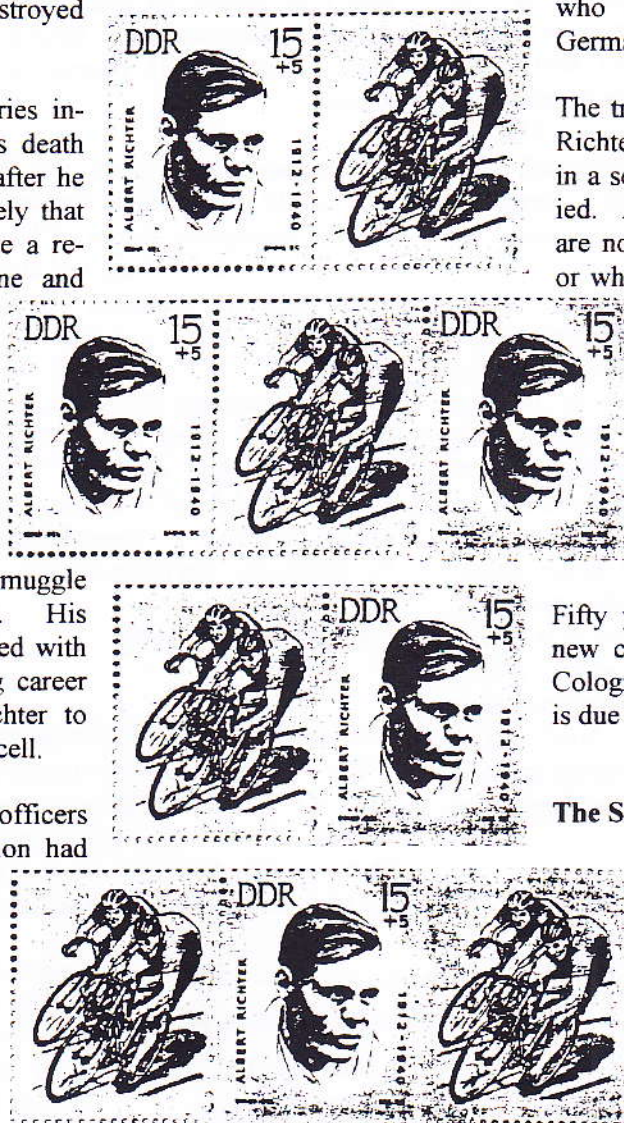


Figure 2. Various se-tenant combinations.

This article was inspired by an article entitled "Germany Comes Back" by Rene De LaTour in the May, 1960 issue of Sporting Cyclist. A 400+ page book of reprints of Sporting Cyclist Articles from 1959 to 1968 is available from Chuck Schmidt, 1715 Ramona Avenue, South Pasadena, CA 91030-4425. Cost is \$40 + \$5 shipping in the U.S.

Anyone interested in purchasing the various se-tenant pairs should contact Rupert Wältl, Wupperstrasse 20, D-50859 Köln, Germany.

The Battle of Dien Bien Phu

Submitted by Steve Malone



There seem to be quite a few stamps out there with tiny little bikes in the background. And there are more than a few bicycle stamp collectors that spurn such items as being unworthy of taking up space in their collections. This is certainly understandable. After all, each of our reasons for collecting is somewhat different and naturally so is what we choose to collect.

For myself, I eagerly search for bicycle stamps that illustrate how the bicycle is a part of the everyday life of various cultures. More often than not for such items, the bicycle is very incidental to the main design. Equally as often, there is no cycling story connected to such stamps. Not much can be said in many cases, except "there is a cyclist that appears to be headed to work" or "there is a cyclist standing in the crowd." Luckily, this is not always the case. These next few pages are about one such "tiny bike" on a stamp that has a very fascinating story to tell. Hopefully it is a story of interest to all bicycle stamp collectors.

The stamp in question is shown above. It was issued by Viet Nam on May 5, 1984 as part of a set of stamps commemorating the 30th anniversary of the battle at Dien Bien Phu. The following text is excerpted from Bicycles in War (Hawthorn Books, New York, 1974) by Martin Caidin and Jay Barbree. They have done a masterful job of telling an engrossing story from a cycling perspective:

The defeat of Japan in the late summer of 1945 was the beginning of one of the longest wars in modern history - the bitter struggle for control of the mountainous jungle of Indochina. In the land we know today as Vietnam, North and South, insurgent guerrilla forces had waited out years of fighting

against the Japanese, prepared to take over control of their lands when the Japanese were thrown out. The rest, of course, is history.

The Japanese were gone, the French returned, convinced that they would resume their former position as rulers of Indochina. But the insurgency forces of Ho Chi Minh, led by the brilliant General va Nguyen Giap, had already steeled themselves to begin a new fight for liberation - to rid their land forever of foreign domination.

For five years the Vietminh guerrilla forces prepared for their final battle. They had nothing to compare with the great weapons of their enemies. They lacked tanks and armored vehicles, trucks and warships. They counted no heavy artillery among their forces. There were no fighter planes and bombers. No transports. No fleets of helicopters.

But they had the bicycle...

From only a hundred feet away the eye can see nothing but thick jungle. But as the viewer moves through the tangling plants and vines it is possible to discern a narrow trail winding through the growth. A trail barely wide enough for two men walking abreast. That was all: A narrow dirt trail in the midst of teeming jungle: the guerrilla highway leading through Vietnam.

A Peugeot, modified with bamboo poles to extend one handlebar. A brake lever sticking well to the side of the machine. Racks and handles all over the thing. A bicycle impossible for a man to ride. But he can walk his machine with its enormous load.

Sounds are heard along the trail, and a convoy works its way into view. The word convoy invariably brings to mind great fleets of trucks. Not here. Instead the viewer sees a long column of weary Vietnamese. They move single file along the narrow trail through the jungle. Each man walks along a bulging mass of supplies. Barely visible is the bicycle on which one man can move a quarter-ton of materials.

A Peugeot, modified with bamboo poles to extend one handlebar. A brake lever sticking well to the side of the machine. Racks and handles all over the thing. A bicycle impossible



A 450% enlargement of the central portion of the stamp design.

for a man to ride. But he can walk his machine with its enormous load.

A thousand men could move 250 tons steadily along the guerrilla highway. Ten thousand men could move 2,500 tons down this highway. If you had a dozen trails - well, the numbers add up alarmingly. If you need materials moved with greater speed, you reduce the load per bicycle, and the men pedal instead of walking.

Invisible in the jungle. Narrow tributaries. Dozens of them. A lifeline impossible to choke off. The weapon that was to defeat the French in Vietnam.

The guerrilla porters who pushed their swollen bicycles ever southward to bring up the supplies that would be used against the French were like pack horses. Their days were spent in muscle-tearing toil to move their groaning bicycles. Their nights were filled with weary, leaden sleep. When they were awake and moving, their visible world stretched narrowly before them, its horizons the thick greenery of the jungle. Day after day, for weeks and months, this was their lot in life.

At times they crossed marshland or long stretches of paddies. They wheeled their bicycles along narrow trails. They crossed water on bridges made of bamboo and planks. They suffered under broiling heat, endured hordes of insects, and worried about snakes and other creatures deadly to man.

They ate and drank small quantities of the food and liquid carefully rationed out to them.

When they emerged from jungle, there was a vast expanse of plains. And beyond the plains were limestone cliffs. Beyond these, rugged mountain ranges thrust their jagged peaks toward the sky, while fast flowing streams cut across rolling terrain.

The guerrilla highway.

If you could stand high enough to gain an eagle's view of the land, you could see for hundreds of miles across Vietnam - a land where the ground rises and falls in steep slopes, blanketed with sturdy trees and lush jungle growth. Only the crude trails of the natives, or those pounded and hacked out by the guerrillas, offer a way through. And even the trails are not enough, for there are enormous gorges to be crossed, heavy rains and mudslides often make the footing perilous.

Away from the worst of the terrain are the communities. Wherever a strip of land makes cultivation possible, there one finds a collection of the inevitable straw-thatched wooden huts.

If there is enough land, a village grows up. Now they can raise pigs and poultry, and on slopes where heavy growth has been burned away it is possible to grow corn and poppies.

It seems to be a geographical chaos. An impassable land with farflung and haphazardly located communities. Not so. There are also deep and beautiful valleys. And it was here that the Vietnamese began to close in on

the foreigners who occupied their land.

The cultivated valleys were the garden spots of Vietnam. And it was in these areas that the French settled. Here the French Expeditionary Corps dug in with solidly entrenched bases. Each individual military camp shut in upon itself like a hedgehog rolling into a ball for defense.

The isolated bases was called *Facilité*, a strange play on words by the French. At every *Facilité* roads were hacked out of the earth and laid across the paddies so that any part of the local valley could be reached by motorized vehicles. There was almost always an airstrip for transport planes, and all too often, for a force of deadly fighters and bombers.

The individual bases, the *Facilités*, were hated by the Vietnamese. And the largest and most hated was in the largest of the valleys, located to form a center of communications between China, Vietnam, and Laos. The French were certain the size and military strength of this particular *Facilité* made it impregnable to guerrilla attack.

They called it Dien Bien Phu, loosely translated as "the big administrative center of the frontier."

They called it Dien Bien Phu, loosely translated as "the big administrative center of the frontier." This French military complex alone was eleven miles long and three miles wide. In all directions limestone hills rose in the form of a jagged amphitheater, the peaks crowned thickly with trees, the highest peak reaching 2,000 feet about the Nam Rom River.

Any enemy that approached Dien Bien Phu from the east, toward the Mekong, would be tempted to try passage through the valley. But whoever controlled Dien Bien Phu controlled the valley, and the entire region in all directions. And if he controlled the surrounding amphitheater of mountains he controlled all movement throughout this vital section of Asia.

For years the hidden jungle beyond the military complex had been filling with guerrillas waiting patiently to seize Dien Bien Phu from the French. For years they had been moving supplies secretly by bicycle along the jungle trails to the valley. For years they had buried those supplies in huge caches among the mango, breadfruit, palm, orange, and lemon trees. With their supplies in caves and tunnels, and their bicycles hidden, the guerrillas could mix with the local population, receiving no more attention than the pecking hens or grunting little black pigs.

Like other guerrilla commanders, General va Nguyen Giap had long dreamed of crushing the French in Dien Bien Phu. Giap was a man slow in his gestures, clumsy in bearing. He affected a loose-fitting uniform without any badge of rank or honor. He had been raised in the sandy spaces of central Annam. The stolid man in the jungle had studied philosophy and law at the University of Hanoi. Even then he was known for infinite patience and an unshakable faith in himself.

Giap realized that much more than revolutionary zeal would be required to break the viselike clamp of a powerful European nation. He studied other men who done the

impossible. He seized on the lessons of Mao Tse-tung, whose religion of military tactics demanded using every means of fighting at one's command, as well as knowledge of the terrain on which one must fight, far better than does the enemy. There was another lesson. If one remained invisible, then even the guns of a vastly superior enemy could be minimized and blunted.

Giap kept to the jungles, bided his time, and built up his supplies. two hundred thousand Vietnamese toiled day and night, month after month, until the jungles surrounding Dien Bien Phu became an enormous storehouse of guns, ammunition, and food. Giap had waited a long time for the moment now drawing near.



***"It will be a war
between a tiger and
an elephant. If ever
the tiger stops, the
elephant will pierce
him with his tusks.
Only the tiger does
not stop. He lurks
in the jungle by day
and emerges only at
night. He will leap
onto the elephant
and rip his back to
shreds before
disappearing again
into the shadows,
and the elephant
will die from
exhaustion and loss
of blood."***

Long before he was prepared to smash Dien Bien Phu, Giap's wife had been arrested and sentenced to life imprisonment by a military court-martial in Hanoi. She had fought to oust the French and had died in a French prison.

Anticipating the battle against the French as it would be fought under the command of Giap, Ho Chi Minh stated: "It will be a war between a tiger and an elephant. If ever the tiger stops, the elephant will pierce him with his tusks. Only the tiger does not stop. He lurks in the jungle by day and emerges only at night. He will leap onto the elephant and rip his back to shreds before disappearing again into the shadows, and the elephant will die from exhaustion and loss of blood."

Following the lessons of China's Mao Tse-tung, Giap knew he would gain his claws and tiger's teeth only by building military strength over a long and patient waiting period. In his land transport was everything. Food,

weapons, and ammunition were not enough. They had to be brought to the right place for use at the right time.

Everything depended upon the bicycle.

Giap increased his military force from guerrilla bands to a battle corps. He formed six infantry divisions, each comprising three regiments. He created a division of engineers and artillery experts. He established antiaircraft commands. And he built an enormous supply organization. This, if it were to survive - and his entire army along with it - must be kept off known roads

where French fighter-bombers could tear them to pieces. The rule was expanded.

Everything depended upon the bicycle within the jungle.

Careful planning soon proved itself. In January of 1951 Giap fought a vicious battle against the French that lasted five days and five nights. The French were astonished at the ability of the Vietnamese to remain in the battle zone while consuming enormous quantities of supplies.

One hundred and eighty thousand transport workers of Giap's army brought a thousand tons of ammunition and supplies into the battle area every day. Unseen by the French, untouched by the French, the bicycle brigades rolled steadily to their fighting men.

When it came time to set up Dien Bien Phu for the kill, the guerrillas intensified their transport flow with bicycles. The soldiers closed in to encircle the great French bastion. Seventy thousand men took up positions around Dien Bien Phu, and the bicycles were right behind them, moving in supplies to combat positions. Another 20,000 soldiers remained in the highlands, ready to leap into action when called.

With the airstrip the only safe exit from the garrison, many French officers drew close to panic, convinced they were cut off from escape. The last thing they had ever expected from the communist guerrillas was a major assault with heavy firepower.

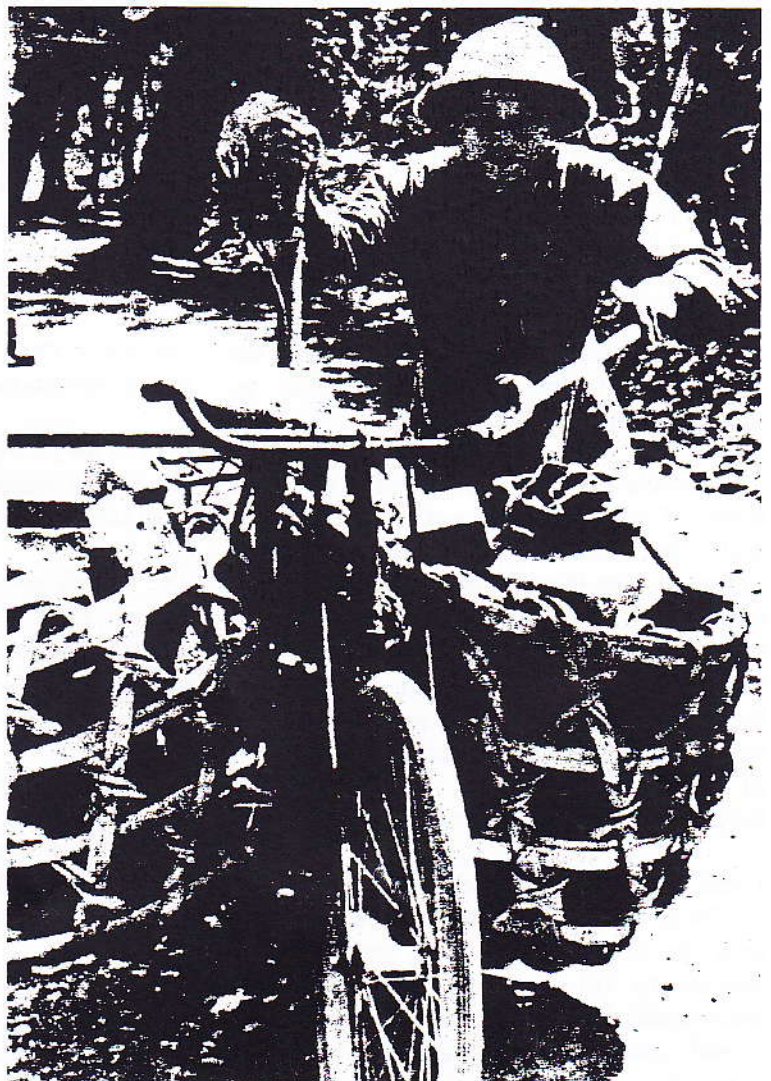
The flow of combat supplies to advance positions began on March 8, 1954. Two days later the first mortar and artillery shells slammed into the airport runway at Dien Bien Phu.

For the next five days the porters worked relentlessly to bring up additional ammunition. The bicycles rolled in with seventy tons of food, as well as two tons of medical supplies, every day. As fast as the Vietnamese consumed supplies, the bicycles came in relentlessly to replace what had been used.

On March 13, three days after the runway came under shellfire, the final battle began, as the Vietminh attacked in heavy waves. From the crests dominating the valley, thousands of soldiers in latania palm-and-bamboo helmets began their move toward the encircled French.

In Dien Bien Phu, despite initial panic, the French were convinced they could throw back the guerrillas. The natives would be shredded by heavy firepower from the complex of fortresses that made up the *Facilité*. The longer they tried to battle their way in, the more casualties they would suffer, and the faster they would waste their supplies.

Gen. Henri-Eugène Navarre, commander of the French forces in Indochina, committed what was to be a mortal error, in his gross underestimation of what the bicycle could do in the hands of determined men. Navarre planned his estimates of the fighting on the basis of what *he* thought could be moved by bicycle - and it was this error of judgment that undermined French strategy to



A bicycle laden with bricks which were used to rebuild a destroyed bridge. From Bicycles in War (Wide World Photos).

the point of defeat.

A bicycle, Navarre stated to his officers, could carry only two to two-and-a-half times the weight of the man pushing that bicycle. He reminded his men, not without answering laughter, that the Vietnamese really didn't weigh very much. A coolie at 100 pounds could never move more than 200 to 250 pounds, if conditions were perfect.

Navarre, then, was 50 to 70 percent under in his judgment of Giap's bicycle supply system.

The French general was also convinced that any attempt to move supplies into combat zones immediate to Dien Bien Phu would provide excellent target practice for his pilots. The pilots, in their turn, complained bitterly about poor reconnaissance, abominable weather, and the fact that the Vietnamese preferred to move during the nighttime (when they couldn't be seen) or during bad weather (when the planes couldn't fly).

And when the French pilots *did* find evidence of bicycle transport moving through the jungle, the targets seemed to vanish as quickly as the first shot was fired.

The bicycle porters preferred roads to jungle trails, of course. Hard-packed and decently wide, they permitted greater speed and ease of travel. The French planes went after these targets daily. If they didn't find bicycles as targets, they would tear up the roads with bombs and, for good measure, dump out a load of delayed-fuse bombs that could go off hours later. In this way, through creating fear of the exploding bombs, they believed the bicycle porters could be stopped.

Local villagers, sometimes under the prodding of the guerrilla soldiers, swarmed over the jungle with shovels, pickaxes, and baskets to fill in bomb craters. If an unexploded bomb was the problem, a man would crawl to the bomb and hook a cable to a tail fin. A rope party at a respectable

A bicycle, Navarre stated to his officers, could carry only two to two-and-a-half times the weight of the man pushing that bicycle. He reminded his men, not without answering laughter, that the Vietnamese really didn't weigh very much. A coolie at 100 pounds could never move more than 200 to 250 pounds, if conditions were perfect.

distance would haul on the bomb and it away to explode harmlessly.

Meanwhile, the bicycles rolled on.

The angry French resorted to deadly butterfly bombs. Thousands of the small devices were strewn along roads and trails. They exploded only when there was physical contact with the bombs. But movement on roads and trails was impossible with the deadly weapons waiting to explode.

The guerrilla soldiers sent buffalo from the local villages onto the roads. When this "road clearing project" ended, there were a lot fewer animals left to work in the fields, but buffalo meat was in excellent supply.



On March 30, three perimeter fortresses fell during a long and heavy Vietminh attack and, before

the first week in April was over, Dien Bien Phu was completely surrounded. Now was the time to tighten the noose. Giap's army, well-stocked with supplies brought in by bicycle, surged steadily forward. As the guerrillas advanced, they dug trenches and consolidated their positions.

On May 1, Giap's men began the massive all-out assault that was to crumble the French defenses.

Loss of the fortress of Dien Bien Phu as considered so grave that the United States offered to detonate atomic bombs in the jungle area surrounding the battered complex.

The French government considered the consequences of such a move. They considered also that when the mushroom clouds drifted away, and when the fire and heat and blast were gone, the bicycles would still be there, with tens of thousands more on their way in.

The French declined the offer. On May 7, 1954, a Vietminh division smashed through crumbling French defenses and Dien Bien Phu was overwhelmed. When the smoke of the battle cleared away, the bicycle porters came out into the open to stare at this once-powerful enemy bastion, now brought to its knees.

With the supplies rolled to the scene by bicycles.

Made by the French.

CYCLE MAIL(?) - FINLAND

Douglas Marchant recently received a letter from Jari Majander of Finland (posted from Japan). Jari will be in Japan until early April. In his letter he enclosed a post-card and the following information:

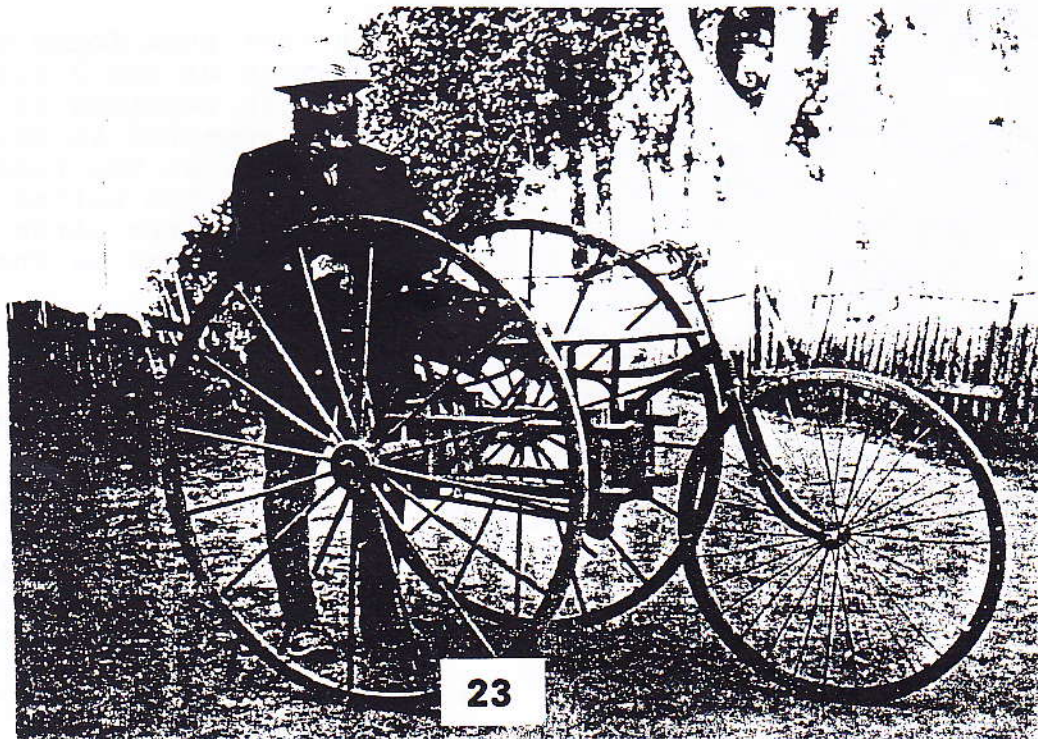
Rural mail route NR 318 of Finland

Suodenniemi village rural mail route NR 318 from Suodenniemi kk to the Putaja sawmill was operated during 10.1.1899 - 21.1.1921. Mr Kalle Pohja, a rural mailman, who died in 1918, carried mail along this route during the 1910's. He rode a self-made, peculiarly old-fashioned tricycle. Although not guaranteed, it is possible that this tricycle was used to carry mail! On March 1st 1995, the Postal Museum of Finland issued a card NR31 (edition: 10.000), in which Mr Pohja appears, together with his tricycle and a mail bag. The original picture is from the collection of the Postal Museum and it was published in the NPT magazine in 1968 (NPT 1968/5).

There are at least two things that make this rural mail route interesting: First, although it was customary to utilise bicycles for carrying mail in Finland during the 1910's, it is quite rare that rural mail was carried by a person who, without doubt, was an enthusiastic amateur mechanic, capable of building a treadle-driven machine for his own pleasure, personal and professional use. Also it is intriguing that this machine was still in use during the 1910's, which, even in the rural Finland, must have been considered a little out-of-date.

Second, mail carried along this route was handstamped with a circular stamp containing the route number 318, which means that envelopes and post-cards with this handstamp, together with an ordinary date stamp, at that time are bound to exist. However, one must be careful because the machine could probably be used for carrying mail only during summer time; maybe only from May to October.

I wonder if this can be considered genuine bicycle mail? I will try to investigate this further when I return to Finland and I am looking forward to finding some philatelic items and some more background information about Mr Pohja. The owner of the picture until 1961 was a certain Mr Esko Mikkela from Suodenniemi. I wonder if he or any of his relatives are still alive to tell us the fascinating story of this rural mailman.

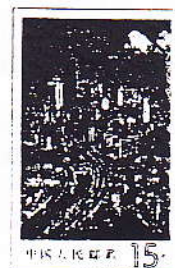




中国人民邮政
明信片



YPS 110 11 1990 (A)



CHINESE POST CARDS

In BS16A (pages 14-16) we illustrated 2 Airmail and 1 non airmail postcards, found by Takao Ono.

Ron Sant then found non airmail versions of the 2 airmail cards and both versions of another, these appeared in BS18B (pages 22 & 23). At the time we expressed the belief that the reverse of the cards should show the same scene as the stamp.

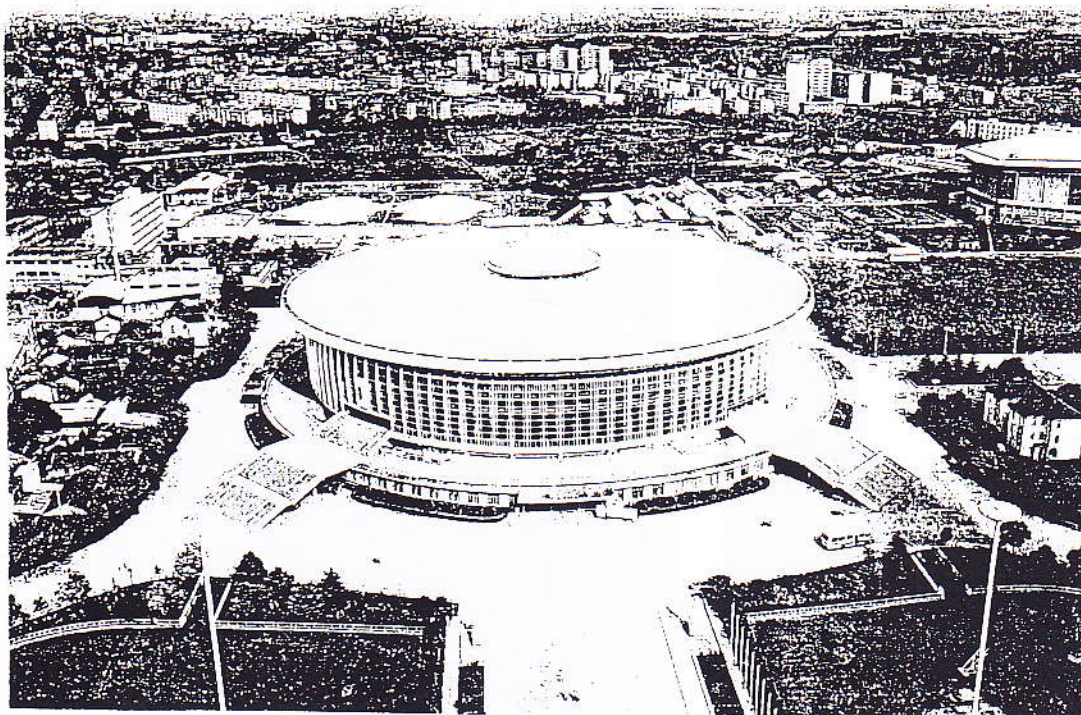
Douglas Marchant has now supplied the proof, see opposite. He has also found 2 more non airmail cards, which are illustrated.

These are from a set of 10 "Gaungdong Postcards".

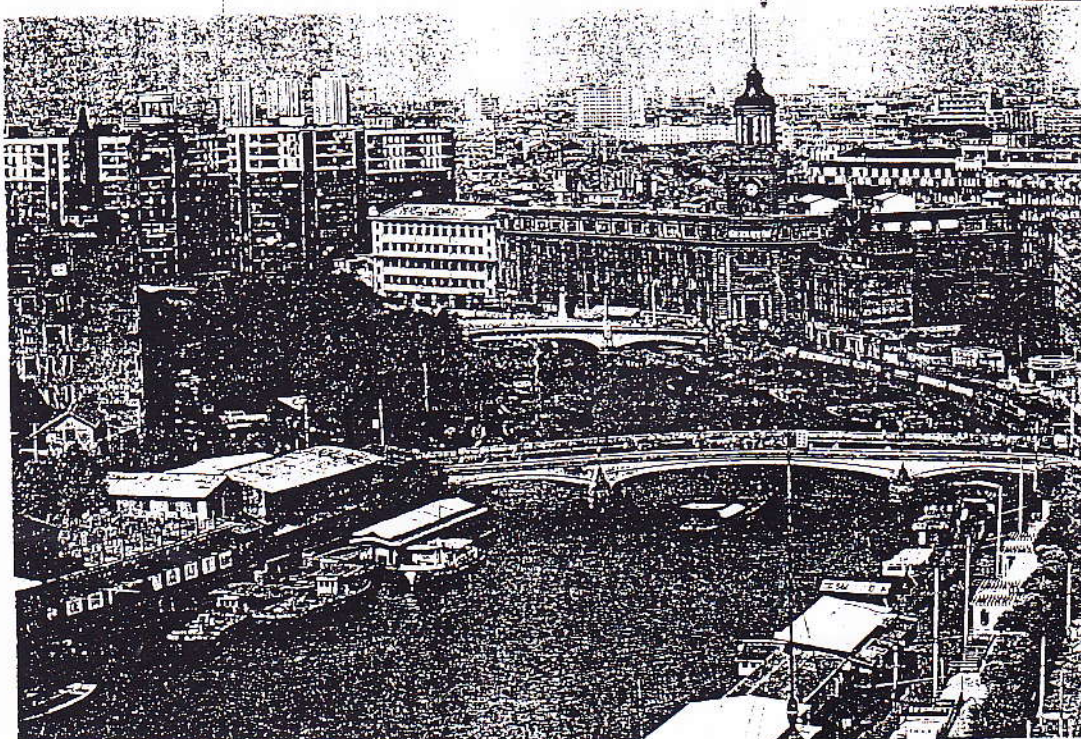
YP 10 (10-10) 1991 (A) "Tianjin - Butterfly like overpass" (top) and YP 8 (10-1) 1990 (A) "New Look of Guangzhou City", both have many cyclists visible, unfortunately these do not show up in the illustrations.



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Day of issue: 21 March 1996

Values and motifs:

DKK 3.75 - Sports for the Disabled
 DKK 4.75 - Swimming
 DKK 5.00 - Boat racing
 DKK 9.50 - Cycling

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Stamp designer: Graphic designer:

Johannes Bojesen

Colours: Multicoloured

Mode of printing: Offset

Format: 31.08 x 23.60 mm

Perforation: 12 3/4

Number of stamps per sheet: 50

Printed by: Post Danmark,

Stamps & Philately

Marginal Nos.: 912, 913, 914, and 915

Catalogue Nos.: 1048, 1049, 1050, and 1051

The stamps are also issued in a mini sheet booklet containing 2 x 1 mini sheet with a co-print of the four stamps.

The stamp at the value of DKK 3.75 is also issued in a booklet of 10 stamps.

Sports

There are many reasons why 1996 should be the occasion for issuing a series of stamps with sports motifs.

This year marks the centenary of the first Olympic Games in the modern period in Greece, and at the same time it is a hundred years since the Sports Confederation of Denmark, Danmarks Idræts-Forbund (formerly Dansk Idræts-Forbund) was formed. It is also 25 years since the formation of the Danish Federation of Sports for the Disabled (DHIF), and finally 1996 is an Olympic year, in that the Olympic Summer Games will take place in Atlanta, USA.

The Four Motifs

The fact that sports for the disabled have been chosen together with swimming, boat racing and cycling, has been as it were a matter of making priorities. A number of other sports might just as well have been chosen, and it has been difficult to make the final choice of motifs. However, the four motifs chosen have this in common that they are all branches where Denmark has usually been very successful in the Olympic context. And of course 1996 will be dominated by the Olympic Games in Atlanta.

The Sports Confederation of Denmark 100 Years

14 February 1996 marks the centenary of the date when 18 unions and the Danish Football Association - the only special association - met at the Søpaviljonen in Copenhagen to form Dansk Idræts-Forbund (DIF). The Sports Confederation of Denmark.

The founder of the DIF, Eugen Stahl Schmidt, got his idea for the formation of the Confederation



The motifs of the first day cover and the first day rubber stamp have been designed by Johannes Bojesen



Sports are for all ages. This young talented fellow has already acquired an elegant technique.

Photo: Preben B. Spørg

after having worked with a number of people interested in sports on formulating uniform amateur regulations for sportsmen.

At its foundation, the DIF represented 9 different branches and about 5,000 members. Since then developments have been rapid. Today the DIF is the central organization of 57 special unions, almost 11,000 unions of organized members and approximately 1.5 million members.

The Olympic Committee of Denmark

In 1993 the Dansk Idræts-Forbund (The Sports Confederation of Denmark) changed its name to Danmarks Idræts-Forbund. This was in connection with the fusion with the Olympic Committee of Denmark, which till then as an independent committee had taken care of Danish participation in the Olympic Games.

The DIF, however, is an Olympic committee, and its purpose is to work for the spreading of information about the Olympic movement, to protect it,



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Photo: Per Kruse

Johannes Bojesen, Lithographic Artist

The artist behind the four sports stamps is the 27-year-old lithographic artist Johannes Bojesen. He is a graduate from the Danish School of Art and Design (formerly better known as the School of Industrial Design), where he finished his studies in the spring of 1994. He is a novice with regard to the designing of stamps, but the young designer is not uninterested in attempting to repeat his success.

Helge and the Sea

His final graduate work for the Danish School of Art and Design was a series of water colours (coloured drawings), which are entitled "Helge and

the Sea" and illustrate various attitudes to the establishment of a bridge across the Sound, from a humorous, political and artistic point of view.

Free Lance

Johannes Bojesen, together with two colleagues of the same age, has set up a small drawing office in Copenhagen. The three artists share rooms and exchange experience and inspiration, but apart from that are independent. Johannes Bojesen has been working as a free-lance illustrator for magazines and weeklies and has illustrated book covers for the Gyldendal publishing house.

The Wild Swans

At the same time, Johannes Bojesen is working at a project entirely of his own, illustrating the fairy tale "The Wild Swans". Both the Brothers Grimm and Hans Christian Andersen have written versions of this tale. Whether the project will finally materialize or not is uncertain, but Johannes Bojesen is of the opinion that if the project materializes, it will probably be with the Hans Christian Andersen text. It is not so sad as that of the Brothers Grimm.

Stamps and Graphic Design

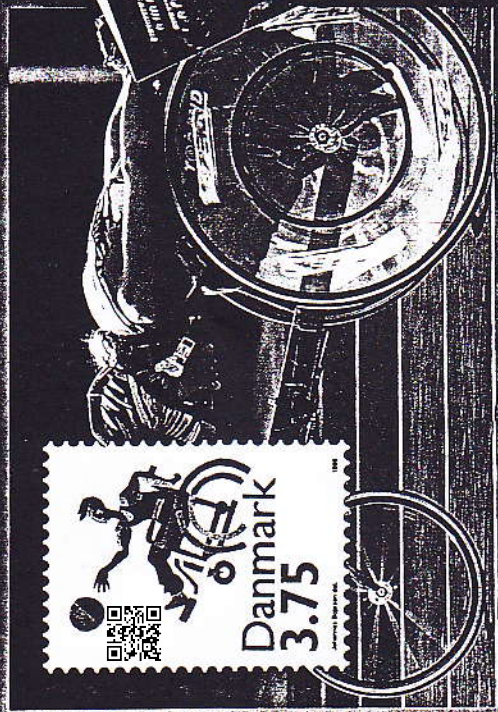
"It has been exciting to be allowed to draw the four stamps, and it is a task of an entirely different character from the ones I normally work with. The fact that one acquires the whole Danish nation as an audience is obviously an attraction in itself," says Johannes Bojesen.

Photographs of Scenery and Wildlife

A large part of his leisure time is spent photographing out of doors. It is his great passion. "If one could live by photographing scenery and wildlife, that is what I would prefer to spend my time doing. In addition, I'm very much interested in sport, particularly football, so therefore it was very fortunate that I was allowed to solve the task of designing this particular series of sports stamps," says the young stamp artist by way of conclusion.



Sport



Presentation Pack, Stamp Booklet and Postcard

Together with the issue of the four sports stamp, Stamps & Philately is issuing a presentation pack containing one of each of the four stamps. The pack is lavishly illustrated and also contains a short description of the sports organizations DIF and DHIF.

Stamps & Philately is also issuing a new book for sports fans. The booklet contains 10 specimens of the stamp illustrating sports for the disabled.

Leftover sports stamps with the stamp illustrating sports for the disabled are being sold at a special price and as part of the illustration will be issued in a new postcard to customers in Denmark only. DKK 4.75 (inclusive of VAT) or only DKK 1.00 above the nominal value.

Mini Sheet Booklet

On 21 March 1996, Stamps & Philately will issue a mini sheet booklet for the third time. The mini sheet booklet contains two mini sheets sized 17.7 x 7.1 cm (upright format) with a co-print of the four stamps in the sports series, i.e. eight stamps in all.

Each of the vignettes on the two mini sheets represents a sport - football and tennis, respectively - together with the logos of the Danish Federation of Sports for the Disabled, The Sports Confederation of Denmark, and the Olympic Games.

The cover of the two mini sheets is illustrated both on the outside and the inside and contains a short description of the sports organizations.

Stamps & Philately intends to issue mini sheet booklets once a year to promote Danish philately. The first mini sheet booklet was issued in 1994, the motif being stamps from the castle series. The second booklet, issued in 1995, contained the series showing small Danish islands.

Price/Ordering

The mini sheet booklet showing the sports stamps costs DKK 46 (for customers in Denmark). There is no surcharge on the mini sheets, so you only pay the total nominal value of the eight stamps.

The two mini sheets are only issued in booklet form, and thus cannot be obtained individually.

The mini sheet booklet can be obtained from post offices and from Stamps & Philately from the day of issue, 21 March 1996, or may be ordered already now, using the enclosed order form.

First-Day Covers

Stamps & Philately does *not* issue official first-day covers with the two mini sheets. If you want first-day covers with the mini sheets, you must order them separately, sending at least two self-addressed envelopes (one for each mini sheet) for franking and cancellation together with a special order.



New T-shirt with a Sports Stamp

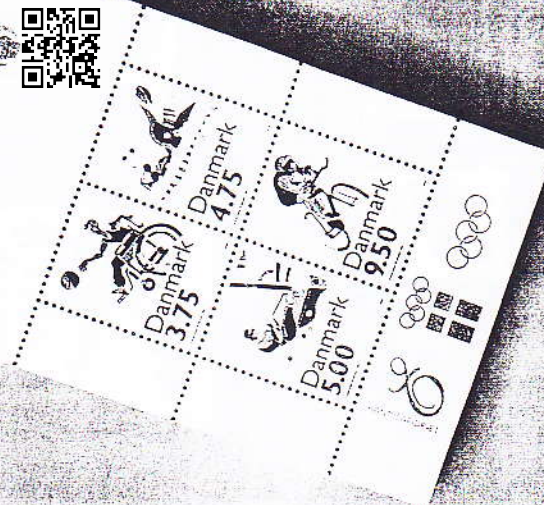
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Information on these issues extracted from "Post Denmark - Journal 2/96".

I thank Steve Malone for the English version and Tore Josefsson for information and a Danish version.

Sport



Please observe that it must be possible to frank envelopes for the mini sheet sized 17.7 x 7.1 cm in upright format. Furthermore, you are asked to address the envelopes in such a way that the address or parts of it will not be covered by the mini sheets.

Your order, the addressed envelopes and payment must be received by Stamps & Philately no later than 28 February 1996.

NORMAN BATHO'S LIST OF 1995 ISSUES

COUNTRY	DATE OF ISSUE	FACE VALUE OF STAMP	DESCRIPTION	N	O	N	O	CONTENT
ZAMBIA	04/03/1991	2k\20m	#331 REISSUED WITH A SURCHARGE	*	4			
GERMANY	09/11/1994	100p	OPENING THE BERLIN WALL BIKE WHEEL	*	1			
BURKINA FASO	1995	650f	OLYMPIC ATLANTA CYCLIST IN MARGIN	4+4S+S				
CAMBODIA	1995	1000r	OLYMPIC ATLANTA CYCLIST	5S				
GIBRALTAR	1995	sheet	CENT. CINEMA LADRI DI BICILETTE LABEL	2S				
PORTUGAL MAIN PO.	1995	75\$	CHILD'S TOY ANTIQUE BIKE CORREIO AZUL	*	2			
PORTUGAL MAIN PO.	1995	350\$	CHILD'S TOY ANTIQUE BIKE CORREIO AZUL	*	2			
SINGAPORE	1995	sheet	SINGAPORE '95 RICKSHAW FRAMA IN SELVAGE	10S				
VIET NAM	1995	400d	TWO ATHLETES THREE CYCLISTS BEHIND	1				
VIET NAM	02/01/1995	400d	WOMEN'S COSTUMES BIKE CYCLIST	*3				
TURKS & CAICOS	06/02/1995	20c	100 10C ANNIV CYCLIST	*10+2S				
ISLE OF MAN	08/02/1995	24p	CYCLIST WATCHING OLD LOCOMOTIVE	*5				
SAN MARINO	10/02/1995	100f	JUNIOR WORLD CYCLING CHAMPIONSHIP	4				
ST-PIERRE & MIQUEL	13/02/1995	5.10f	TRIATHLON CYCLIST	1				
GUAYANA	23/02/1995	sheet	DISNEY CHARACTERS AT WORK 8 DIFF	*3S+3S+6S				
GUAYANA	23/02/1995	35\$	MICKEY THE PAPERBOY ON BIKE	*3S+3S+6S				
IRELAND	28/02/1995	52p	NARROW GAUGE RAILWAYS CYCLIST	4+S				
IRELAND	28/02/1995	sheet	NARROW GAUGE RAILWAYS 4 DIFF	4+S				
MACAO	01/03/1995	2p	CYCLIST IN SENDO SQUARE 4 SE-TENANT	4+S				
ARGENTINA	11/03/1995	75c	PAN AMERICAN GAMES CYCLIST 2 DIFF SE-T	4				
CANADA	20/03/1995	43c	WW II SOLDIERS W/BIKES 4 DIFF SE-TEN	4				
COLOMBIA	30/03/1995	400p	WOLDS CYCLOCROSS CHAMPIONSHIP	4+S				
VIET NAM	05/04/1995	3000d	OLYMPIC ATLANTA CYCLIST	4+S				
GHANA	02/05/1995	sheet	OLYMPIC ATLANTA CYCLIST	4+S				
GHANA	02/05/1995	300c	OLYMPIC ATLANTA CYCLISTS	4+S				
DENMARK	04/05/1995	booklet	WW II ANNIV COPENHAGEN TOWN HALL/BIKE	B				
JUGOSLAVIA	06/05/1995	1.90	EUROPA W/SE-TEN LABEL CHILD ON TRIKE	S+S				
GIBRALTAR	08/05/1995	booklet	ISLAND GAMES CYCLIST ON INSERT	B				
SWEDEN	12/05/1995	pane	BOATS AND BIKES 4 X 5kr SETENANT	*B				
GAMBIA	20/05/1995	2d	FREEDOM OF MOVEMENT CYCLIST IN STREET	2				
JAPAN	25/05/1995	110y	STAMP ON STAMP AIRPLANE & BICYCLE	2				
UNITED NATIONS	26/05/1995	55c	YOUTH - OUR FUTURE FAMILY CYCLING	*6				
NEW CALEDONIA	26/05/1995	60f	TRIATHLON CYCLIST RUNNER SWIMMER	1				
ANTIGUA & BARBUDA	06/06/1995	6\$	OLYMPIC ATLANTA SHEET OF 1	1				
TONGA	06/06/1995	2.50\$	25 ANNIV COMMONWEALTH ENTRY CHILD/BIKE	6+2S				
TONGA	06/06/1995	2\$	25 ANNIV COMMONWEALTH ENTRY CHILD/BIKE	5				
TONGA	06/06/1995	80c	25 ANNIV COMMONWEALTH ENTRY CHILD/BIKE	5				
TONGA	06/06/1995	60c	25 ANNIV COMMONWEALTH ENTRY CHILD/BIKE	5				
TONGA	06/06/1995	45c	25 ANNIV COMMONWEALTH ENTRY CHILD/BIKE	5				
NEW ZEALAND	21/06/1995	80+5c	HEALTH CYCLIST SE-TEN PR OF TRIANGLES	*2+S				
NEW ZEALAND	21/06/1995	sheet	HEALTH CYCLIST	*12+S				
NEW ZEALAND	01/07/1995	sheet	HEALTH CYCLIST	*1				
FRANCE	09/07/1995	2.80f	RAFLE VEL' P'HIVER	*S				
DOMINICA	21/07/1995	2\$	OLYMPIC ATLANTA CYCLISTS	1				
GAMBIA	08/1995	sheet	SHEET OF 8 DIFF 3d NELSO VAILS CYCLIST	8+S+2S				

TONGA	01/09/1995	2\$	SHEET OF 1 CHILD CYCLING SINGAPORE	'95+2+S
TONGA	01/09/1995	60c	06/06/95 REVISED FOR SINGAPORE '95	*12+S
TONGA	01/09/1995	45c	06/06/95 SE-TENANT WITH 60c VALUE	*12+S
GERMANY	06/09/1995	200+100p	STAMP DAY POSTMAN ON BICYCLE	*1
MALAYSIA	11/09/1995	1\$	COMMONWEALTH GAMES 2 SE-TEN CYCLING	*12
SAN MARINO	14/09/1995	1500f	PEKING 1914 SETENANT PAIR CYCLIST	*12
BEIJING	25/09/1995	16f	BICYCLE CO. LOGO ON MOTORCYCLE STAMP	*4
UGANDA	21/09/1995	450s	OLYMPIC ATLANTA 1988 GER. CYCLING TEAM	6+2S
COLOMBIA	10/10/1995	400p	WORLD CHAMPIONSHIP CYCLING RACES	1
GUAYANA	02/10/1995	sheet	OLYMPIC ATLANTA 8 DIFF	1
JAPAN	02/10/1995	60\$	OLYMPIC ATLANTA CYCLIST	1
JAPAN	13/10/1995	50y	NATIONAL GAMES CYCLISTS	1
UNITED NATIONS	24/10/1995	booklet	50 ANNIV OF U.N. BIKE ON INSERT	*3+3B
UNITED NATIONS	24/10/1995	booklet	50 ANNIV OF U.N. BIKE ON INSERT	*3+3B
UNITED NATIONS	24/10/1995	booklet	50 ANNIV OF U.N. BIKE ON INSERT	*3+3B
SIERRA LEONE	11/11/1995	1000f	GOOFY ON CHILD'S ANTIQUE BIKE TOY	*8+2S
TOGO	11/11/1995	sheet	TRANSPORTATION 9 DIFF	*S+S+S
TOGO	11/11/1995	200f	TRANSPORTATION BICYCLE	*S+S+S
ST VIN GRENADINES	12/12/1995	sheet	DISNEY CHARACTERS AT WORK 9 DIFF	*7S+7S
ST VIN GRENADINES	12/12/1995	50c	GOOFY AS BICYCLE MESSENGER	*7S+7S
ARGENTINA	02/12/1995	75c	CENT. OF CINEMA BICYCLE THIEF 6 SE-T	*16

LOCAL ISSUES

GREAT BRITAIN	20/01/1995	sheet	STRIKE MAIL RALEIGH ROADSTER SHEET OF 4	4+S
GREAT BRITAIN	20/01/1995	1p	STRIKE MAIL RALEIGH ROADSTER	*S
NETHERLANDS	05/05/1995	sheet	50 ANNIV OF LIBERATION 4 DIFF SE-TEN	*S
NETHERLANDS	08/05/1995	sheet	CYCLOCROSS 21.04.94 REVALUED IN WHITE	*S
NETHERLANDS	15/05/1995	sheet	CYCLOCROSS 21.04.94 REVALUED IN BLACK	*S
GREAT BRITAIN	25/11/1995	sheet	CHRISTMAS CHARITY POST 6 TRIANGLE 20p	*S
			CYCLIST STAMPS + 2 LABELS	
			ARE 2 DIFF TETE-BECHE PAIRS	
DENMARK JULPOST			MESSAGERS IN SE-TENANT PAIRS	*S
GREAT BRITAIN	01/12/1995	12p	WEARE SCOUT GROUP SANTA ON BICYCLE	*12
NETHERLANDS	1995	60c	RED O/P ON 7/92 BICYCLE W/SILVER INK	*7S
NETHERLANDS	1995	55c	"KERST-EN NIEKJAARZEGEL"	*7S
NETHERLANDS	1995	55c	TETE-BECHE	*7S
NETHERLANDS	1995	50c		*17S
			THESE SHEETLETS WERE O/P FOR USE ON HOLIDAY GREETING CARDS	
			ALL STAMPS WERE PRINTED ON SEVEN COLORS OF PAPER:	
			RED, ORANGE, YELLOW, GREEN, BLUE, GOLD AND WHITE	
			ALL WERE PRINTED IN SHEETS OF 10 (5 ACROSS 2 DOWN)	
			THE FIRST ROW PICTURES BICYCLES THE SECOND ROW MOTORCYCLES	
			1995 45c RED O/P ON GOLD PAPER W/BLACK INK	*18S
			1995 45c SILVER O/P ON ALL OTHERS W/BLACK INK	*18S
			THESE SHEETLETS WERE O/P FOR USE ON HOLIDAY GREETING CARDS	
			ALL STAMPS WERE PRINTED ON EIGHT COLORS OF PAPER:	
			RED, ORANGE, YELLOW, GREEN, BLUE, GOLD YELLOW ORANGE AND WHITE	
			ALL WERE PRINTED IN SHEETS OF 10 (2 ACROSS 5 DOWN)	
			THE FIRST COLUMN PICTURES BICYCLES THE SECOND COLUMN MOTORCYCLES	

A Note on Color Inserts

from Steve Malone

The February 12th, 1996 issue of *Linn's* had an article on the subject of making copies of stamps - in color or black & white. The article was written because the Kinko's chain of photocopying stores was overly restrictive in allowing collectors to make copies of their stamps. However, the information is relevant to our Club, particularly in regard to the color inserts I produce.

The article quotes several passages from a United States Secret Service pamphlet entitled *Know Your Money* (March, 1991). The information presented can be summarized as follows:

- ☒ Uncanceled stamps (all stamps, not just U.S. stamps) cannot be copied in color at their full size. They must be either less than 3/4 size or greater than 1 1/2 times the size of the original.
- ☒ Uncanceled stamps in black and white can be any size.
- ☒ Canceled stamps can be copied at any size in either black and white or color.
- ☒ Revenue stamps can only be reproduced in black and white.

It appears that one way around the full size restrictions on color copies or postage or revenue stamps is to overlap the stamp images, as several catalogs use this technique.

In order to avoid the remote possibility of having the pleasure of making the acquaintance of someone from the Secret Service, I have made a few changes to the way the color inserts are assembled. Hopefully these changes are acceptable to everyone.



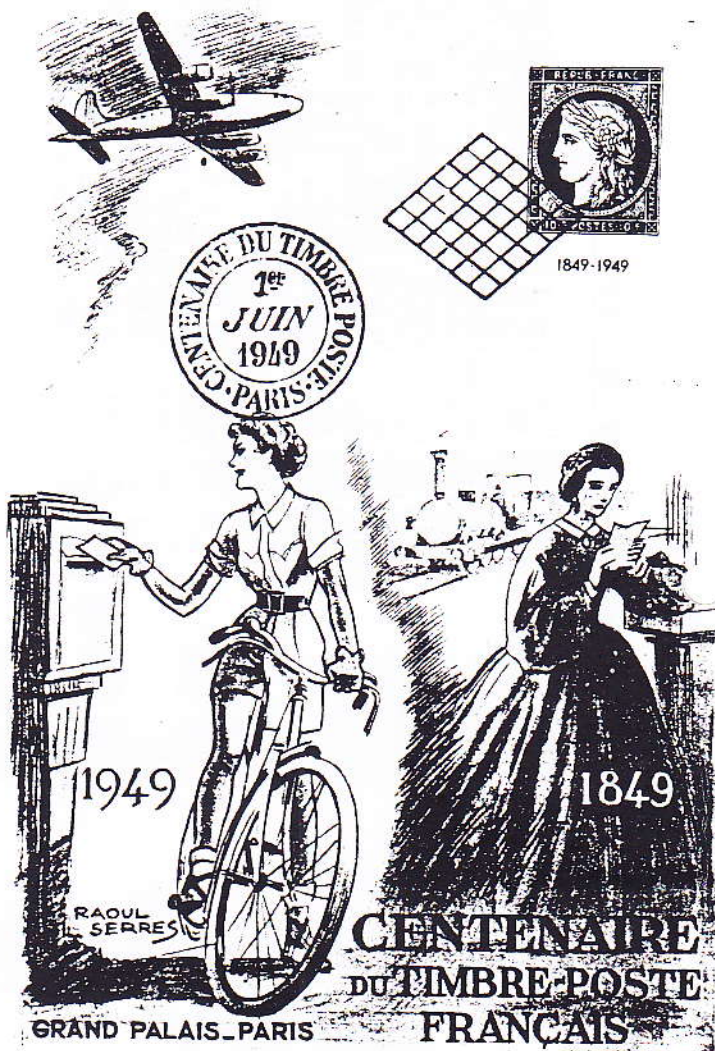
59 - NORD
ROUBAIX Ppal



ROUBAIX Ppal



French cancels from Suraj Jaitly.



Denis Hoddinott recently acquired the above postcard, marking France's Postal Centenary.

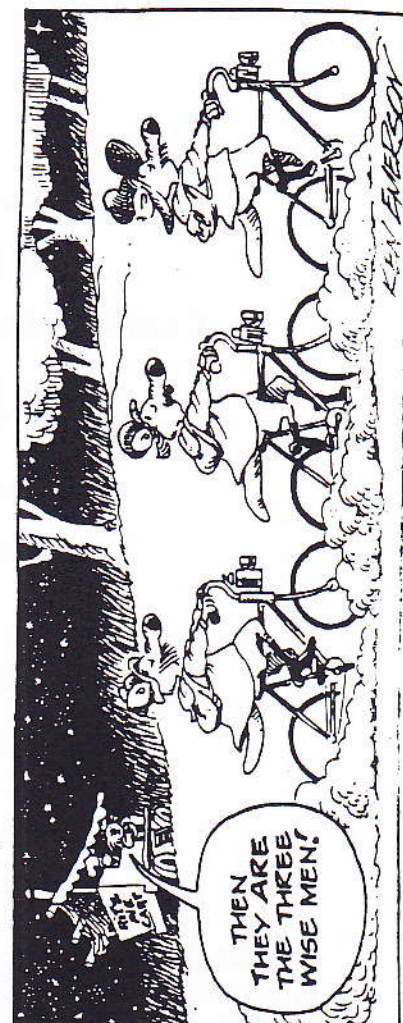




Cartoon strip courtesy "SUN-HERALD"



By KEN EMERSON



THEMATICA 96

Come to Britain's 10th Thematica Stamp Exhibition

to be held near Marble Arch at the usual venue

CARISBROOKE HALL, 63 SEYMOUR STREET, LONDON W2 2HF

on Saturday 29th June 1996 10.30 a.m. - 5.30 p.m.
& Sunday 30th June 1996 10.30 a.m. - 5.00 p.m.

Admission free with prizes for the lucky visitor!

Dealers' stands, Thematic Societies, Competitions.

Illustrated and informative Brochure

A 16 sheet Thematic Competition THE JOHN FOSBERY TROPHY
to find the most original and visually
attractive entry - decided by popular vote of the visitors

BTA TROPHY COMPETITION

the trophy to be awarded by the British Thematic Association
to the best two frame Thematic Philately entry - judged
to Stampex Rules and with medals awarded according to standard attained.

THEMATICA 96 is supported by the British stamp trade and the British Thematic Association assisted by the British Philatelic Trust. This highly successful annual event is increasing in popularity each year.

In the Exhibition Hall will be found the British Thematic Association and other thematic societies, eager to advise on benefits of membership. The entries for the John Fosbery Trophy will be on display. Visitors to the Exhibition will be invited to vote for the winner of this award and to take part in the Grand Draw with 25 prizes. Also in this Hall will be 32 sheet exhibits in the BTA Trophy competition and other attractive invited displays.

In the Dealers Hall, you may be surprised to find not only the important thematic stamp and cover dealers from all over Britain and some from Europe but also others who have a wealth of postal history and material suited to the collector at any level. Take advantage of this opportunity to browse through a wide range of thematic material in the usual Thematica friendly atmosphere.

The Victory Services Club are making available meals, sandwiches, tea, coffee and bar facilities for all visitors. There are also plenty of tables and chairs for you to meet, swap stories or even stamps for that matter.

THEMATICA 96 will be a most enjoyable couple of days for the collector at any level as well as for the just curious!

**ADMISSION IS FREE
COME ALONG AND ENJOY YOURSELF
REMEMBER, STAMP COLLECTING IS FUN**

Bookings for Dealers tables:
Maurice Gale, Thematic Exhibitions
PO Box 8843
London N3 1HL
Tel: 0181-343 2434 Fax 0181-343 2754

Bookings for Society tables/entry forms
Brian Sole, BTA
3 Stockfield Rd, Claygate
Esher, Surrey KT10 0QG
Tel (evenings) 01372 467652

* WANTS *

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Claude Huot wants to buy:

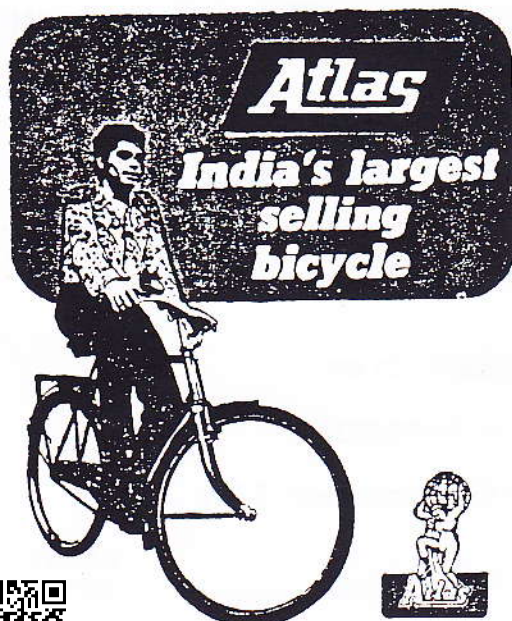
Complete Booklets: (max 2 of a kind) related to bicycles,
from all countries except Canada.

Slogan Cancellations: (max 2 of a kind) related to bicycles,
from all countries.

Cinderellas: (max 5 of a kind) related to bicycles,
from all countries.

Please write, advising catalog number and/or description.
Payment will be made in mint or used Canadian stamps, as desired.

Anil Aggarwal has 10 off each of the envelope and card shown
below and will exchange for two mint bicycle stamps per card or
envelope.



CARD
FRONT
←
BACK
↓

CST AD-5039137
UPST AD-0081828

dt. 1-4-75

Phone : 54710
Gram : KHERA CYCLE

KHERA CYCLE STORES

102, Leader Road, ALLAHABAD - 211003

Ref. No.....

Dated.....

ENVELOPE ↓



AGGARWAL CYCLE STORE
G. T. Road,
MANDI GOBINDGARH [Pb.]
Phone : 21074 & 21556





Cancels, Meter Marks...

From Denmark...

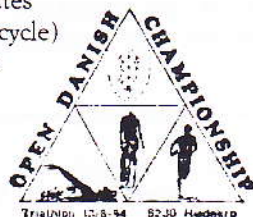
Carsten Hansen of Haderslev, Denmark was kind enough to send Steve Malone examples of these three meter marks.

The one on top advertises a 6-day bicycle race held at the Forum in Copenhagen in 1993. The slogan translates approximately as "We are all going to the 6-day (bicycle) races in the Forum." The datestamp and value are printed in red, the advertising is printed in blue.

The one in the middle advertises the Open Danish Championship Triathlon held August 13, 1994 in Rodekro. It is printed entirely in red.

On the bottom is a meter mark from 1990 advertising the quality bicycles of Rollie Centurion. It is printed entirely in red.

Vi ses til
6-Dages løb i
FORUM



ROLLIE CENTURION

KVALITETSCYKLER



Carsten Hansen is interested in virtually everything related to motorcycles, motorscooters, and mopeds. If you have anything to offer that might interest him, he can be reached at Hoptruphovedgade 56, DK-6100 Haderslev, Denmark, phone 74575233.