



The Long Road

November/December Vol. 21 No. 6

www.randonneursontario.ca

President's Corner

We are now just in to the New Year with the holiday season behind us. It is time to start thinking about the challenges that 2005 will bring. But before that, we have a couple of events that you should be setting aside some time for. The Annual Awards Banquet and the Bike Show. You will find up to date information of these events on our web site at <http://www.randonneursontario.ca/>

I would like to introduce you to our new executive Board for 2005:

President Peter Leiss
Secretary Tony Kaduck
Treasurer Jim Griffin
Vice-president, Brevet Administration
Scott Chisholm
Vice-president, Ottawa

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Editors Desk

Another year has gone by. Where did it go? I for one did very little Randonneurs riding, but I continued to do mountain biking, which was a little more gentle on the body than the long distance riding.

It was great to see that the club was expanding and more rides are planned for the 2005 season. We have a new board with some new and old faces. Plans are on the way for several new events, as well as the old events such as the Award Night, and the Bike Show.

Also please remember to vote for the awards. See page 15 the details on the awards and how to vote.

This edition of the newsletter contains more information from Ken Dobb on the history of the sport. I think the information Ken has compiled would make an excellent short reference novel. Also included is an article from Eric Waddell on touring in Australia, or more precisely cycling in the Outback.

And though absent from this edition, in the next newsletter we will have the last installment of Trvor Stocki's adventures at Rocky Mountain 1200, along with a number of photos.

You will notice I have inserted the entire schedule for 2005. Print it out or pull it out of the newsletter and put it up on the fridge. Highlight the rides you just have to attend and use this as inspiration for the coming year.

Jim Morris

Randonneurs Ontario

Long Distance Cycling Association

www.randonneursontario.ca

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(President's Wheel - Continued from page 1)

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Vice-president, Huron Carey Chappelle

Vice-president, Niagara Dan Waldron

Vice-president, Toronto AnnePokocky

Member-at-large Anita MacKinnon

Member-at-large Michael Thomson

Newsletter editor Jim Morris

I would like to thank each of our new Executive Board members for volunteering to administer our club and I would like to thank all of our members who came out to the AGM. I am sure we will have another successful and safe year with the assistance of our Board.

You will notice that we now have a new chapter joining our ranks in the Niagara region. We now

have rides from Ottawa out to Huron shores and down to the falls. This should give us plenty of opportunities to explore different areas of the Province. We also have well over 100 rides scheduled this year including both brevets and populaires so there are no excuses for not getting out to enjoy what our club and this province has to offer.

As always we are looking for volunteers to help out with our activities so why not offer to host an event or staff our booth at the Bike Show. To help out just contact one of the Chapter VPs or myself.

I look forward to seeing you this year.

Happy and safe cycling

Peter Leiss

Randonneur History

Ken Dobb

Part 3

Bringing the World In

1. Jock Wadley and British Road Race Cycling

Had Pierre Giffard not excluded foreign cyclists from the inaugural edition of Paris - Brest - Paris, the chances are very good that British cyclists would not have participated anyway. Already in 1888, the National Cyclists Union (N.C.U.), the pre-eminent British association of racing cyclists, had caused mass start road racing to be banned by the British government on the grounds of safety. In reality, the ban probably had more to do with forestalling the development of professional cycling in the United Kingdom. The success of Pilkington-Mills at Bordeaux-Paris had brought close questioning of the sponsorship relation between the rider - a works manager at the Humber-Beeston bicycle factory, and his employer, then the largest manufacturer of bicycles in Great Britain. For the British, to a degree even greater than for the French, cycling was a leisure pursuit of the relatively well-to-do. Rigorous enforcement of the principle of amateurism meant that cycling remained the preserve of the "right" people. The consequence of the N.C.U. ban on mass start road events was the extirpation of long distance road racing in Great Britain. British cyclists competed in individual and team time trials, and practiced cycle tourism. Few British cyclists, however, went to the continent to compete in professional road races. There was no British participation in the Tour de France, for instance, until 1937. The isolation of Britain (and other Northern European nations) from road racing sport in France and the southern continent was pro-

nounced.

Cracks in the N.C.U. ban only appeared in the mid-twentieth century. In 1942, a road race was organized in the British West Midlands. The race organizer, all race participants and race officials were either banned for life or suspended by the NCU. In response, the dissident cyclists who wished to race formed the British League of Racing Cyclists (B.L.R.C.). The NCU responded by suspending all known members of the B.L.R.C. Open warfare between the two organizations continued until they merged unhappily in 1959.

An articulate advocate for the continental sport of road racing in Great Britain was Jock Wadley. In the pages of the magazines he directed - *Sporting Cyclist* and *International Cycle Sport* - and, latterly, in the pages of the national newspaper, the *Daily Telegraph*, Wadley provided detailed and loving coverage of the continental race calendar, and of the handful of British racing cyclists who in the post-war era participated in it. Notable among his voluminous writings was his coverage of the Tour de France in which his detailed knowledge of the history of the sport, and of the personalities associated with it, gave depth and insight to his dispatches on daily race stages.

Towards the end of his career, with a premonition of an impending physical decline, Wadley managed to secure an invitation to participate in the 1971 edition of Paris-Brest-Paris. His participation was a matter of the satisfaction of a personal ambition. Paris-Brest-Paris provided for Wadley, as it had for many French cyclists before him, an opportunity to take part as an amateur cyclist in a road cycling event of great tradition. Significantly, he took the road not at the invitation of French sport tourist cycling organizations, but as a member of a French racing team - U.S. Creitel - participating that year in a mixed-age group inter-club

The Long Road is published six times a year, every two months. Contributions are always welcome. They may be sent electronically to editor@randonneursontario.ca, or mailed to 138 Gladecrest Court, Nepean, ON, K2H 9J7.
Submission deadline for the each issue is the first of the month of the issue.

Rumors and Gossip

UMCA Mileage Challenge Larry Schwartz Year-Rounder Century Challenge Can you complete a century every month?

The Year-Rounder is a division of the UMCA Mileage Challenge. All you need to do is sign up for the Mileage Challenge, and submit your centuries - The UMCA will do the rest. Centuries can be either Organized centuries or Personal rides that you design yourself . For further details have a look at:

<http://www.ultracycling.com/standings/year-rounder.html>

And as always there is our own Canadian Mileage Organization, C-KAP.

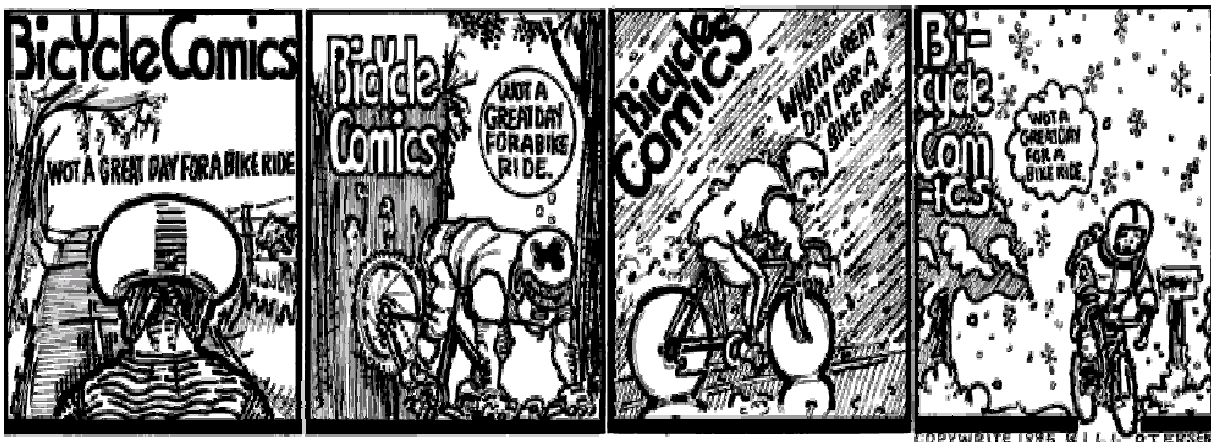
<http://www.ckap.ca/>

Mark your Calendar

19th Annual Toronto

International Bicycle Show

Friday, March 4 to Sunday, March 6, 2005
National Trade Centre, Hall A
Exhibition Place
Toronto, Ontario, Canada



Randonneur History

Continued

competition.

Wadley wrote a lengthy account of his participation in a special edition of a touring cycling magazine that he edited. The article described in detail his progress along the roads between Brest and Paris. Riding largely by himself, the story is a narrative of persons encountered along the route, the temporary cycling alliances formed on the road, the company kept at each control along the way. The article detoured into matters of cycling technology, nutrition, and approaches to riding long distance. Throughout, Wadley imbues the essay with a sense of the occasion of P.B.P., and of the depth of the personal relations created and renewed by participation in the great event. The article was reprinted a few months later in his book-length collection of essays "Old Roads and New". It was a publication that was to have a galvanizing effect on sport tourist cycling in the English-speaking world.

Wadley's essay was read by John Nicholas, a club rider in Great Britain. Subsequently, Nicholas got in touch with the organizers of the 1975 edition of Paris - Brest - Paris, Robert and Suzanne Lepertel, and persuaded them to accept completion of 360 miles (583 kilometers) in a 24-hour time trial as qualification for entry into Paris - Brest - Paris. Fourteen of the nineteen British qualifiers for the 1975 edition of P.B.P. completed the French ride. In so doing, cyclists steeped in the British tradition of time trialing opened the door to more extensive foreign participation in long distance road cycling.

2. The Development of Randonneur Cycling in France

i. The Federation Francaise de Cyclotourisme

The intervening years had been anything but quiet for the institutions of French cycling. During the war years, the Union Velocipedique de France had convinced the right-wing Vichy government to extend the authority of their federation to embrace the local clubs that were affiliated with the Federation Francaise des Societes de Cyclotourisme. This was something the U.V.F. had failed to do in the 1920's on its own. At the end of the war, French cycletourist clubs were able to once again assert their own authority and independence. The resulting dissolution of the U.V.F. gave rise to two new cycling federations: the Federation Francaise de Cyclotourisme (F.F.C.T.) was created to look after the interests of the touring cyclist, while the Federation Francaise du Cyclisme (F.F.C.) was created to oversee amateur bicycle racing. These organizations remain the principal road cycling national organizations in France to this day.

In the immediate post-war period, it was the F.F.C.T. that took the lead in furthering the agenda of touring cycling in France. Under the F.F.C.T. umbrella, a grouping of bicycle clubs in the Paris area (La Ligue Ile de France de Cyclotourisme), that included representation from the Audax Club Parisien, began to develop a structure of ride events that were national in scope. The goal of the working group was to develop a schedule of cycletourist events, that would provide an alternative to the race schedule of the F.F.C., and would thus lay a foundation for the continued independence of the cycle tourist organization.

Among the events created for French touring cyclists in this period were the Brevets National, shorter rides to sites of national historic or scenic importance in France, and Randonees Souvenirs, inter-club memorial rides dedicated to the memory of a cyclist lost in the war. Another set of rides, the Fleches de France were created in 1952 by

Attention Ride Organizers

From the desk of Anne Pokocky

The 2005 ride schedules have been posted to the website and by now many of you have had a chance to see what a terrific line up of populaires and brevets are being offered to members next year.

The working groups within the various chapters have put a great deal of time and effort into the schedules. As a result, we the members have an incredible variety of rides to choose from.

As Scott mentioned earlier, all of these rides need an organizer. Please consider volunteering to fill a spot (or two!) on the schedule as ride organizer. Briefly, the ride organizer is responsible for posting notice

for the brevet/populaire, preparing control cards and providing route sheets for participants. At the ride, the organizer will get waivers signed if required, collect money for medals, and complete a ride organizers checklist. Pre-ride bike check can be done with the assistance of a helper for busy brevets. The total time commitment is small, about 1 - 3 hours per ride, depending on the number of participants.

Never been a ride organizer before? No problem! Toronto chapter will be hosting a Ride Organizer orientation session early in the spring for all interested Randonneur Ontario members. All of the paperwork and procedures will be explained in detail so that everyone is comfortable. Further info will follow in the New Year.

Contributors to our Newsletter

Thanks to those who contributed Images and stories to this newsletter:

Ken Dobb
Peter Leiss
Eric Waddell
Mark Beaver
Dave McCaw
Anne Pokocky
Peter Leiss

Another 1200 ride

There is another 1200 added to the North America list of rides in '05 - Cascade 1200. It will feature Audax / group-oriented / relaxed style of 1200 km riding - June 22 /05. [cascade1200/](http://www.seattlerandonneur.org/cascade1200/)

<http://www.seattlerandonneur.org/cascade1200/>

Please get back to your chapter VP as soon as possible to volunteer. In Toronto, that's me and we in Toronto have a big schedule to fill. Your assistance would be really be appreciated!

2005 promises to be a very busy and exciting year. Help to make it a success.

Be a ride organizer!

Anne Pokocky
anne_pokocky@hotmail.com

Cycling in Outback Australia

Some observations on cycling in Outback Australia, gathered principally while driving in a campervan from Perth to Darwin on a family trip, 31 July –16 August 2004

Eric Waddell

1. The cyclists and their equipment

I probably saw 12-15 cyclists riding between Perth-Broome-Katherine-Darwin. All but two were travelling South, and many were travelling on their own, although I saw one group of three and 2 of two. All but two (apparently handicapped and sponsored) cyclists were travelling unsupported. Most were on adapted mountain bikes (notably with triathlon bars and, therefore, a good choice of handlebar positions), but several were on recumbents, while one was on a bike with drop handlebars. Several were pulling trailers.

I got the impression many of the cyclists were “loners” who would just ride down the road and then start looking for a place to bed down close to the road when the sun was “two fists above the horizon”. These people were very independent, carrying between 7 and 17 li-

tres of water, lots of spare equipment – including tyres for off-road use – sleeping bag and tent – or simply a fly – etc.. One had a trumpet in his trailer and he was obviously keeping a very substantial journal and sketch-book. With one or two exceptions, they looked like steady, hence fairly slow but regular, long-distance riders, and they were doing 80-90km/day.

Generally speaking the cyclists seemed to know – or know of – many of the others who were on the road at the same time as them, their paths criss-crossing, depending on where each would chose to do longer stop-overs. Most would appear to be in their late 30s, 40s or early 50s but there was also apparently a 68 year old man on the road. Most were also long-distance travellers by nature, although I met one German – riding from Adelaide to Darwin to Perth - who was a semi-professional triathlete, probably in his 30s. All were highly motivated, good humoured and they clearly enjoyed getting up in the morning and rolling. The triathlete had left Adelaide in July, was riding up to Darwin, had made a side trip to Uluru etc. and he planned to arrive in Perth by November... where he intended to compete in an elite triathlon. He was climbing hills “en danseuse”, had been doing swimming in-

Cycling in Outback Australia

tervals in the gorge at Katherine, etc.. Also, prior to coming to Australia he had cycled for 2 ½ years throughout South America, from Ushaia to Venezuela, an experience which he considered superior to Australia, because of the considerable diversity of cultures, landscapes, climates and countries on that continent. We had seen him swimming in the Katherine Gorge National Park – doing intervals - and we met riding north from Katherine to Darwin. He had a mountain bike with triathlon bars and small wheels (less than 650mm), so that it was easy to get new tyres along the route. He was also carrying off-road tyres, for his side-trips. He considered cycling north was much better from the point of view of the wind, the only problem being that he was travelling from cool to warm weather. Hence he had more clothing to carry. However he was making use of the mail service to send and receive material, a tent being in the mail for him to pick up in Darwin. He considers a tent is important for camping out, since you cope better with the problems of flies and mosquitoes as the weather gets warmer. He was carrying a maximum of 7l of water, saying this had been sufficient thus far. He also bought and carried all his food, budgetting about AUS\$12/day for it, the food in road houses being both “horrible and expensive” (everything fried).

An American cyclist in his 40s, met at the

campsite on Eighty Mile Beach was riding a recumbent with a trailer (his trombone!) and it was his second trip to Australia. On his first he had ridden from Brisbane to Darwin, while on this one he was doing Darwin-Perth, continuing on to the southwest corner of WA. A carpenter in his 40s, from Talahassee, Florida, he slept out most of the time just in his sleeping bag and, sometimes, with a tarpaulin (fly) stretched over him. The only problem he had with this was once when an Echnida crawled in beside him! He carries up to 11-12l of water but never more – “too heavy” – relying, if necessary, on the kindness of people met along the road to help him out. Well-equipped and obviously a good mechanic (he had worked in a cycle shop), he was doing 80-90km/day. He strongly recommended the use of a recumbent in Australia, given the limited amount of climbing involved. Further, there are no specific physical problems associated with a recumbent, e.g. back pains, sensitive points of contact (backside, hands...). They are at once comfortable and relaxing to ride. He never carries more than 11-12l of water because otherwise the bike is too heavy. Rather, if he runs out, he relies on the generosity of people met along the road. Indeed, he finds people encountered along the way courteous to cyclists and very friendly, people even stopping and wanting to talk to him (which gets a bit frustrating sometimes!). In this way he has received invitations to visit at the end of his trip

Cycling in Outback Australia Continued

Of the other cyclists met, one Australian was doing Adelaide-Darwin-Broome-Perth, with side-trips to Uluru etc., while another was travelling around Australia anti-clockwise, having started in Brisbane. It was the latter who was completely (excessively?) independent, with rear and front panniers and a sort of plastic bucket attached to his handlebars. Met in mid-afternoon at Nanturra Roadhouse, he was heading south with 17l of water – “for tonight and tomorrow morning” – attached all over his bike, including in a large container strapped within the frame triangle. He had a very heavy bike with mountain bike handlebars (straight), “bulls horns” attachments at the end and triathlon bars. He was also incredibly well protected from the sun – legionnaires hat with flaps closing under the chin. He was certainly the most “extreme” cyclist I saw during the trip. He was also the one who strongly discouraged using a racing bike.

2. The conditions

Roads: The roads are invariably in very good condition, including secondary roads, although mostly are relatively “slow” in terms of rolling resistance: gravel set in asphalt. I got the impression road surfaces were generally smoother in the Northern Territory. Often there are reasonably broad shoulders on to which cyclists can move to protect themselves from passing traffic, but

this was not always the case. Because of the very limited variation in relief, the roads comprised many long, straight stretches. Only between Broome and Darwin – particularly between Fitzroy Crossing and Katherine – was there some undulating country.

Traffic: With vehicles passing only every 10-15 minutes on many stretches, this means the cyclists are not greatly bothered by traffic. The busiest stretches were immediately north of Perth and between Katherine and Darwin. Most of the traffic was made up of recreational vehicles: 4-wheel drives with trailers, campervans, Westphalias etc., with very few cars. There were also quite a few road trains, some in the North made up of 4 sections (truck plus 3 trailers). These would travel at c.100km/hr.. They are not, apparently, a serious problem for cyclists: (1) the drivers are courteous and, wherever possible, they make a wide detour, (2) you can hear them coming from c.2km away because of a low-pitched whine they make, (3) the wind effect means they give you a boost when overtaking. The only real problem occurs if traffic is going in the other direction when they overtake you. Then you get off the road! Also, if you have a head wind and a road train passes in the other direction, it virtually stops you in your tracks.

Distances: Most of the time, at least in the southern part of the trip, the distance be-

Cycling in Outback Australia Continued

tween towns, villages and roadhouses was of the order of 50-80km, but further north it gets longer, with a stretch of 200+km south of the junction with the Broome-Katherine Road (c.30km from Broome).

Weather: The weather was variable in and around Perth, with minimum temperatures around 6oC maximum temperatures around 18oC plus some (heavy) rain. By Kalbarri it had become fine but temperatures were still relatively cool. At Nanga Bay Resort it was c.21oC. By Kalbarri it was sunny and thereafter temperatures rose progressively, reaching a maximum of c.30+oC at Broome and Darwin. The dominant winds at this time of year are SW, but they are apparently light and are not a problem. For those travelling on from Perth the important thing is to get there in Spring in order to cross the Nullabor before the Westerlies drop off and then change direction.

All the cyclists were concerned to be well protected from the sun – legionnaires hats under their helmets (to protect the neck), some with flaps coming round under the chin, very good sun glasses, lots of sun-screen, etc..

Food and water: As in most of rural Australia, shops are closed on Saturday afternoons and Sundays. Roadhouses are open every day but many seem to close between c.20h00 and 05h00. Commercial campsites

normally have small shops and some serve meals, although they may need to be ordered in advance.

Campsites: There is a very good network of commercial campsites, serving basically the “Grey Nomad” and back-packer clientele, the former with their 4-wheel drive vehicles and trailers and the latter with their Westphalia-type vans. They are extremely clean, with good services and many are located on or close to fine beaches. During the July-August-September cool season these campsites are very crowded, notably around Broome, Katherine and Darwin, but there are generally designated overflow areas. Most roadhouses have campsites adjacent to them, some better than others (from grassed and shady to extremely dusty). They may well be very noisy places, given the volume of traffic that stops at them, including heavy vehicles and road trains. There are also lots of overnight rest areas and bush camps once you get into remoter areas. Facilities here are limited to dry toilets and fire places. Some have water. Quite a few are located in very attractive places, by rivers and pools, slightly off the road and with lots of bird life. If they are in National Parks, a small fee is charged. Otherwise, people stop and sleep more or less anywhere, although camping close to a road means you are subject to the noise of passing traffic (admittedly minimal at night in the outback).

Cycling in Outback Australia Continued

3. Some tentative conclusions

My general feeling is that, although cycling through the Outback allows one to experience Australian nature and the environment in a much more intimate way than in driving through it, individual landscape units are so vast, cultural uniformity is so high, the roads are often so straight and monotonous, and there are so few alternative routes, that “rewards per kilometre” are often relatively limited. This is accentuated by the fact that off-metalled road travelling (tracks) is particularly challenging, and it is difficult for a cyclist to mix both types of terrain.

Certainly there are particularly attractive regions along the part travelled, which are talked about: the Gibb River Road for example, around Alice Springs, or between Katherine and Kununurra, to mention only a few. However to experience the total diversity of Australia I would suggest two alternatives to the popular Perth-Broome-Darwin or Adelaide-Darwin essentially outback trips.

- These are Perth-Sydney (or Brisbane), via south western WA, Nullabor, Eyre Peninsula, Adelaide, Melbourne, south coast of NSW. An alternative route from Adelaide would be to travel inland, via northern Victoria, the Snowy Mountains, then more or less inland up to New England (Armidale)

and on to Brisbane.

This way you would get a real mix of dramatic coast, great wine-producing regions (Margaret River, etc.), the outback, major cities, developed rural regions, “Alpine” Australia, and the Great Dividing Range. It would mean maximum diversity,

- Cairns-Katherine-Broome, or what is known as The Savannah Way (www.savannahway.com.au). This is real Outback Australia, but a little less travelled than the classic outback routes. It comprises a mix of both sealed and unsealed roads, has some important side-trip options, includes some major World Heritage areas and is exclusively focussed on the North.

My preference, for a first major Australian trip, in terms of intellectual, cultural and environmental stimulus, plus the relative ease of cycling (equipment needs, etc.), would be the second. I see them, however, as essentially complementary trips, one in temperate, European Australia, and the other in tropical Aboriginal Australia.

4. Suggested reading

Bagnall, Craig & Nikki Brown *Cycling Outback Australia. Ecotouring travel guide. Cairns-Darwin-Perth*, 2003

Elwood, Paul *Bicycling around Australia*, 2003

Bush Camps and Rest Areas Around Australia, Hindmarsh: Highwayman Pubs., 2002 (3rd Edit.)

Eric Waddell

History.. Continued

Robert Lepertel. Lepertel served as President of the the Ligue between 1948 and 1953, and was to go on to direct the organization of Paris-Brest-Paris for many years. The Fleches de France are ridden at a time of a rider's own choosing on fixed, permanent routes from Paris to each of the twenty principal cities of France. They are currently administered by the Audax Club Parisien, and remain popular among French cyclists today with between 1000 and 1200 rides certified annually.

Of significance to randonneur cycling, this period saw the creation (in 1947) of the Fleche event. In France, this early spring event is named the Fleche Velocio in memory of the contribution to cycling made by Paul De Vivie. Explicitly patterned after the Paques en Provence event that De Vivie originated, the Fleche is an event in which teams of up to five cyclists strive to see how far they can cycle in a twenty-four hour period, usually riding straight outwards from a city in a given direction. In France, the usual orientation of fleche teams is towards Provence.

ii. The Revival of Paris - Brest - Paris
The most important contribution of the Paris Committee of the F.F.C.T. to randonneur cycling was the post-war revival of Paris - Brest - Paris. The re-establishment of this signature amateur ride was considered to be an essential element in the program of cyclotourist events the F.F.C.T was striving to build in the immediate post-war period. Following the split in the membership of the Audax Club Parisien, the President of the newly-formed organisation of Audax riders, L'Union des Audax Cyclistes Parisiens, had reached agreement with Henri Desgrange that an Audax ride at a controlled speed be

held parallel to the Paris-Brest-Paris professional race during the 1931 edition of that event. This ride was to supercede the "tourist-routiers" classification of riders that had been part of the race in 1901, 1911, and 1921. The Audax Club Parisien had successfully applied to stage a second parallel amateur event, at an unregulated speed, in the same year. The first Paris-Brest-Paris Randonneur saw the participation of 47 bicycles (of which, two participants were women), five tandems and a triplete. Thirty-five cyclists, and the five tandems finished the ride within the ninety-six hour time limit.

The first post-War edition of Paris - Brest - Paris was held in 1948. The professional race was sponsored by L'Equipe, the successor sports newspaper to L'Auto, the assets of which had been seized by the French government after the Liberation. The amateur event, organized under the auspices of the F.F.C.T., preserved the structure of parallel A.C.P. and Audax rides, with 189 entrants (bicycles and tandems) in the randonneur event and 62 in the Audax event.

Successive randonneur editions of Paris-Brest-Paris were organized in 1951, 1956, and 1961. After, a blush of enthusiasm in 1951, when 458 entrants started from Porte Saint Cloude in the randonneur event, 220 entrants started in 1956, and only 179 in 1961.

iii. Takeover

Paralleling this decline in participation in Paris-Brest-Paris Randonneur, was a decline in the fortunes of Audax Club Parisien. The club had not, in the aftermath of the War, recovered its pre-War membership levels. Moreover, the leadership of the club was aging and no longer had the energy to engage in the demanding organizational undertaking of staging a large event such as P.B.P. In 1963, the leader-

History.. Continued

ship of the Velo Club Courbevoie-Asniere was approached and a merger of the two clubs was effected. The merger was brokered by the President of the Ligue Ile de France de Cyclotourisme. The VCCA was itself a club with a long and creditable history. The club had a distinguished bicycle racing heritage, resulting from its association with the Courbevoie velodrome - the first velodrome to be built in the Paris region. The club had found itself compelled to diversify into cyclotourism when the velodrome closed. In 1965, the merged club absorbed a third Parisian club, the U.S. Levallois, again with FFCT involvement.

iv. The Opening of Paris - Brest - Paris Qualification

Under the new leadership of the VCCA executive, Paris-Brest-Paris was again staged in 1966 with disappointing participation. Only 172 started the randonneur event, of which 137 finished. The 1966 event was the first to engage the organizational talents of Robert Lepertel. In 1971, Lepertel assumed sole responsibility for the organization of the event, a responsibility he would carry on for the next twenty-eight years (save for a brief interruption in the PBP centenary year, 1991). In 1972, Lepertel, in addition to his PBP responsibilities, became President of the A.C.P. Lepertel brought to the position not simply his experience as a member of the leadership of the VCCA, but his service as President of the Ligue Ile de France de Cyclotourisme, a position that would have fully acquainted him with the post-war agenda of the F.F.C.T. Under Lepertel, the ACP made two strategic decisions that resulted in the dramatic growth both of participation in Paris-Brest-Paris and of randonneur cycling throughout the world. First, the club opened the ability to stage randonneur brevets to other cycling clubs in

France. In making this decision the A.C.P. was following the lead of the Union des Audax Cyclistes Parisiens. In 1956, that club had transformed itself into the Union des Audax Français to signify the extension of the right to organize Audax brevets to other cycling clubs throughout France. It is quite likely that this extension was encouraged by the F.F.C.T. as part of its agenda to establish a national structure of cyclotourist ride events. The immediate consequence was a growth in participation of cyclists in Audax brevet events such that, through the 1960's and 1970's, participation in Audax brevets was significantly higher than participation in comparable randonneur events in France. A second strategic decision had to do with the participation of foreign riders in randonneur events, particularly Paris-Brest-Paris. At first, this participation was largely casual. In the 1971 edition, for instance, Jock Wadley as one of four British riders entered in the event. A couple of riders from the United States were also entered. Each had received invitations to participate in the ride from a local French club. Similarly, Belgian cyclist riders slipped over the border to participate in qualifying events with their French colleagues in the cycling clubs of Flanders. Significantly, the first rider at the finish line in 1971 was a Belgian - Herman De Munck. The interest of foreign cyclists in riding P.B.P. continued, culminating in the qualification of British riders for the 1975 edition at a non-brevet event held outside France. This improvised solution to the qualification of foreign riders underlined the need to formalise the the process for future editions of the event.

These decisions, to open P.B.P. qualification to amateur cyclists both from France and abroad, completed Desgrange's vision of providing a means through which amateur cyclists could participate in the sport of long distance cycling. They have opened the

History.. Continued

door to those cyclists to enter a sports arena that had largely been the preserve of professional cyclists, a way in which major cleavages in the cycling world have been closed.

3. Conclusion: The Modern Growth of Randonneur Cycling

The response to the A.C.P. decisions was immediate and sustained. Participation in Paris - Brest - Paris by both French national and foreign riders has increased in each successive edition of the event. In 1975, 666 randonneur cyclists started the event. By 1979, that number had grown to 1766 riders and, by 1999, to 3573. The increase in randonneur ridership has taken place both within France and abroad. Roughly equal number of brevet rides were homologated in 2003 in each sphere - 15,000 in France and 20,000 internationally. Reflecting these numbers, slightly more foreign riders than French participated in P.B.P. in that year.

The growth of foreign participation is an outcome of the internationalisation of randonneur cycling. The need to formalise foreign qualification for P.B.P. led to the establishment of Randonneurs Europeens in 1976, the vehicle through which the right to organise and homologate brevet events was extended to national organisations in the immediate vicinity of France. By 1983, the participation of American, Canadian and Australian cyclists in P.B.P. led to the creation of a new organisation - Randonneurs Mondiaux - to extend the scope of randonneur cycling globally. The nine founding members - Britain, Belgium, Catalan Spain, Basque Spain, Sweden, the United States, Australia, and Canada (represented by the British Columbia Randonneurs) have now been joined by member national randonneur organisations from every continent save South America. Membership has now been extended to some 24 nations

(and to seven Canadian provinces) - each new member serving a mandatory two-year probationary period as a condition of admittance.

It is perhaps significant that international growth occurred earliest and deepest in those nations in which there is no significant professional road racing sports presence - the Nordic nations of Europe and the English-speaking nations. By contrast, participation in randonneur events by cyclists in the Southern European continental nations has been less pronounced.

Ironically, it is the professional cyclists who have vacated the realm of marathon long distance cycling, and a matter of further irony that this development has been the consequence of a further innovation of Henri Desgrange. The long distance marathon road races of the pre-First World War era have been superseded by shorter one-day classics and, more decisively, by multi-day stage races. The model for all bicycle stage races is the Tour de France introduced by Desgrange to the racing calendar in 1903. While early editions of this race featured individual stages brutally long by today's standards, by the mid-1930's these stages had been replaced by shorter stages that could be completed within the daylight hours of a single day, permitting stages to be held on successive days. The signature long distance marathon road races of the earlier era - Paris - Brest - Paris and Bordeaux - Paris - have both been dropped from the professional road race calendar. 1951 was the last year in which Paris - Brest - Paris was ridden by professional cyclists. Attempts to revive the event in 1956 and in 1961 met with indifference. Similarly, Bordeaux - Paris survived as a one-day classic, the preserve of specialised riders, until 1988 when that ride, as well, was cancelled due to a lack of interest by professional cyclists. As has been the case with P.

History.. Continued

B.P., Bordeaux - Paris survives as an event organised for and by amateur cyclists. Randonneur cycling, instead, has become something unto itself, the closest equivalent is to be found, perhaps, in the newly emerging sport of adventure racing. The flexibility of the basic event structure of randonneur cycling - the brevet - has permitted a wide variety of approaches to the completion of long distance bicycle rides. The original notion of a randonnee - a long hike-on-wheels - was almost immediately supplemented by riders who saw the event as an opportunity to complete a long distance event in the fastest time possible. The brevet event has embraced the approach of Audax cyclists rooted in military practice - an approach which regards the completion of long distances as a campaign against time and terrain. It is an approach in which each participant has a role to play, and in which campaign decorations - medals - are awarded to reflect the equality and comradeship of the battlefield. Finally, the brevet has been the event in which small groups of riders of roughly equal abilities have ridden to the peak of their abilities through areas of great scenic beauty. Indeed, it is a beautiful sport.

Ken Dobb

Time to Vote on the Cycling Awards for 2004

Once again it is time to recognize our peers and reward those with awards for their outstanding achievements within the club.

Please go to:
<http://www.randonneursontario.ca/awcrit.html> to review the categories.

The cut off date will have to be Jan 31. All nominations to be sent to Peter Leiss via email.

Interesting reference found for maps of touring and bicycle tours:

<http://www.bikeontours.on.ca>



www.BikeOnTours.on.ca



Toronto Schedule for 2005

Saturday January 1, 2005	35K	10:00 AM	Danforth	New Year's Day Ride (Populaire)	Phil Piltch or 416-759-4251
Sunday March 13, 2005	75K	10:00 AM	Kleinburg	Kleinburg-	TBA
Sunday March 20, 2005	80K	10:00 AM	Maple	Maple-Beeton (Populaire)	Phil Piltch or 416-759-4251
Sunday March 27, 2005	110K	10:00 AM	Kleinburg	Kleinburg-Belfontaine (Populaire)	TBA
Sunday April 3, 2005	105K	10:00 AM	Erin Mills	Erin Mills-Campbellville (Populaire)	Bill Mercer or 905-842-5690
Sunday April 10, 2005	110K	10:00 AM	Don Mills	Uxbridge Ice Classic	Phil Piltch or 416-759-4251
Sunday April 17, 2005	165K	9:00 AM	Maple	Simcoe Century (Populaire)	Phil Piltch or 416-759-4251
Sunday April 24, 2005	200K	8:00 AM	Erin Mills	Gentle Start (Brevet)	Alan Thwaites or 905-272-4455
Sunday May 1, 2005	110K	10:00 AM	Maple	Maple-Barrie (Populaire)	TBD
Saturday May 7, 2005	300K	6:00 AM	Maple	Maple-Conestogo	Phil Piltch or 416-759-4251
Sunday May 8, 2005	165K	9:00 AM	Maple	Simcoe Century (Populaire)	TBD
Sunday May 15, 2005	200K	8:00 AM	Maple	Maple-Orillia (Brevet)	Phil Piltch or 416-759-4251
Saturday May 21, 2005	TBD	TBD	TBD	Fleche Ontario	TBD
Sunday May 22, 2005	300K	6:00 AM	Erin Mills	Lake and Vines (Brevet)	Alan Thwaites or 905-272-4455
Friday May 27, 2005	TBD	7:00 PM	Maple	Night Skills	Phil Piltch or
Sunday May 29, 2005	200K	8:00 AM	Markham	Bewdley Glutebuster (Brevet)	Anne Pokocky or 905-655-5483
Thursday June 2, 2005	200K	8:00 AM	Erin Mills	Gentle Start (Brevet)	Alan Thwaites or 905-272-4455
Saturday June 4, 2005	400K	6:00 AM	Erin Mills	Oak Ridges Moraine (Brevet)	TBD
Sunday June 5, 2005	200K	8:00 AM	Maple	Maple-Erin-Hockley (Brevet)	TBD

Toronto Schedule for 2005

Sunday June 12	200K	8:00 AM	Maple	Maple-Orangeville	TBD
Thursday June 16	200K	8:00 AM	Maple	Hockley Hills (Brevet)	Anne Pokocky or 905-655-5483
Saturday June 18	600K	6:00 AM	Maple	Huron Shores (Brevet)	Anne Pokocky or 905-655-5483
Sunday June 19	125K	8:00 AM	Maple	Maple-elfountain (Populaire)	TBD
Saturday June 25	200K	8:00 AM	Erin Mills	Grand River 200 (Brevet)	TBD
Sunday June 26	165K	8:00 AM	Maple	Simcoe Century	TBD
Friday July 1	1000K	5:00 AM	Toronto	Lake Ontario Loop (Brevet)	TBD
Saturday July 2	300K	6:00 AM	Maple	Pretty River Valley (Brevet)	TBD
Thursday July 7	300K	6:00 AM	Markham	Tour of Rice Lake (Brevet)	Anne Pokocky or 905-655-5483
Sunday July 10	200K	8:00 AM	Maple	Maple-Erin-Hockley (Brevet)	Anne Pokocky or 905-655-5483
Saturday July 16	400K	6:00 AM	Maple	Georgian Triangle (Brevet)	TBD
Saturday July 23	600K	6:00 AM	Erin Mills	Tour of South-west Ontario	Alan Thwaites or 905-272-4455
Sunday July 24	165K	8:00 AM	Kleinburg	Kleinburg-Belfountain Century (Brevet)	TBD
Saturday July 30	1000K	5:00 AM	Toronto	Toronto-Ottawa-Toronto	TBD
Saturday July 30	200K	8:00 AM	Picton	Picton 200 (Brevet)	TBD
Sunday July 31	200K	8:00 AM	Kleinburg	Kleinburg	TBD
Sunday August 7	300K	6:00 AM	Maple	Hills, Vills and Valleys (Brevet)	Anne Pokocky or 905-655-5483
Thursday August 11	400K	6:00 AM	Maple	Georgian Triangle 400 (Brevet)	Anne Pokocky or 905-655-5483
Sunday August 14	120K	8:00 AM	Markham	Markham-Port Perry (Populaire)	TBD
Saturday August 20	400K	6:00 AM	Maple	Maple-Shakespeare 400 (Brevet)	Henry Furlott or 416-255-1791
Saturday August 27	600K	6:00 AM	Erin Mills	Tour of South-west Ontario (Henry Furlott or 416-255-1791

Toronto Schedule for 2005

Sunday August 28, 2005	300K	6:00 AM	Erin Mills	Erin Mills-New Hamburg (Brevet)	Alan Thwaits or 905-272-4455
Saturday September 3, 2005	165K	8:00 AM	Maple	Simcoe Century (Populaire)	TBD
Sunday September 4, 2005	200K	8:00 AM	Toronto	Mean Streets (Brevet)	TBD
Sunday September 11, 2005	200K	8:00 AM	Maple	Maple-Orillia (Brevet)	TBD
Thursday September 15, 2005	600K	6:00 AM	Kleinburg	Georgian 600 (Brevet)	TBD
Sunday September 25, 2005	110K	9:00 AM	Kleinburg	Champaign Scramble (Club Race)	TBD
Sunday October 9, 2005	125K	9:00 AM	Kleinburg	Brunch Ride (Populaire)	TBD
Sunday October 16, 2005	200K	8:00 AM	Haliburton	Haliburton-Markham Offroad (Brevet)	TBD
Saturday October 22, 2005	75K	9:00 AM	Kleinburg	Kleinburg-Tottenham (Populaire)	TBD
Sunday October 30, 2005	125K	9:00 AM	Maple	Maple-Barrie (Populaire)	TBD

Niagara Schedule for 2005

Sunday April 10, 2005	110K	10:00 AM	Fort Erie	River Ramble (Populaire)	TBD
Sunday April 24, 2005	200K	8:00 AM	Port Colborne	Erie Shores (Brevet)	TBD
Sunday May 15, 2005	300K	6:00 AM	Fort Erie	Lakes and Rivers (Brevet)	TBD
Saturday May 21, 2005	TBD	TBD	TBD	Fleche Ontario	TBD
Saturday July 23, 2005	400K	6:00 AM	Fort Erie	Great Lakes (Brevet)	TBD
Saturday August 6, 2005	600K	6:00 AM	Port Colborne	Tour of Southwest Ontario (Brevet)	TBD
Sunday September 11, 2005	300K	6:00 AM	Fort Erie	Around the Bay (Brevet)	TBD
Sunday September 25, 2005	200K	9:00 AM	Fort Erie	Castle 200 (Brevet)	TBD

Huron Schedule for 2005

Saturday, April 30, 2005	100K	9:00 AM	Mooretown	Harsons Island Hundred (Populaire)	Rolf Hauckwitz or 519-867-3010
Saturday, May 14, 2005	200K	8:00 AM	Port Elgin	Big Bay 200 (Brevet)	Carey Chappelle or 519-832-6657
Saturday, May 21, 2005	TBD	TBD	TBD	Fleche Ontario	TBD
Saturday, May 28, 2005	300K	6:00 AM	Port Elgin	Scenic Caves 300K (Brevet)	Carey Chappelle or 519-832-6657
Saturday, June 11, 2005	400K	6:00 AM	Port Elgin	Creemore Classic 400 (Brevet)	Carey Chappelle or 519-832-6657
Saturday, July 9, 2005	600K	6:00 AM	Port Elgin	March to the Marsh 600K (Brevet)	Carey Chappelle or 519-832-6657
Saturday, September 17, 2005	200K	8:00 AM	Port Elgin	South Bruce 200 (Brevet)	Patrick Little or 519-832-2179

Simcoe-Muskoka Schedule for 2005

Saturday April 30, 2005	200K	TBD	TBD	TBD (Brevet)	TBD
Saturday May 14, 2005	300K	TBD	TBD	TBD (Brevet)	TBD
Saturday May 21, 2005	TBD	TBD	TBD	Fleche Ontario	TBD
Saturday May 28, 2005	200K	TBD	TBD	TBD (Brevet)	TBD
Saturday June 4, 2005	400K	TBD	TBD	TBD (Brevet)	TBD
Saturday July 2, 2005	600K	TBD	TBD	TBD (Brevet)	TBD
Saturday July 9, 2005	300K	TBD	TBD	TBD (Brevet)	TBD
Saturday July 23, 2005	400K	TBD	TBD	TBD (Brevet)	TBD
Saturday August 6, 2005	600K	TBD	TBD	TBD (Brevet)	TBD
Saturday August 20, 2005	200K	TBD	TBD	TBD (Brevet)	TBD
Saturday September 17, 2005	200K	TBD	TBD	TBD (Brevet)	TBD
Saturday October 1, 2005	200K	TBD	TBD	TBD (Brevet)	TBD

Ottawa Schedule for 2005

Start Date	Route	Start Point	Start Time	Organizer
Sat, April 16, 2005	Merrickville 200	CC	07:00:00 AM	Patti VN
Wed, April 20, 2005	Merrickville 200	CC	07:00:00 AM	Bill Pye
Sat, April 23, 2005	Original 200	CC	07:00:00 AM	Vytas Janusauskas
Wed, April 27, 2005	Original 200	CC	07:00:00 AM	Bill Pye
Sat, April 30, 2005	Animalathon 300	CC	06:00:00 AM	Vytas Janusauskas
Sat, May 7, 2005	Vennachar 300	CC	06:00:00 AM	Patti VN
Wed, May 11, 2005	Vennachar 300	CC	06:00:00 AM	Bill Pye
Sat, May 14, 2005	Team Defined	Team		
Wed, May 18, 2005	Animalathon 300	CC	06:00:00 AM	Bill Pye
Wed, May 25, 2005	Westport 400	CU	06:00:00 AM	Bill Pye
Sat, May 28, 2005	Westport 400	CU	06:00:00 AM	Vytas Janusauskas
Sat, June 4, 2005	Shawville 200	Kinburn	07:00:00 AM	Patti VN
Wed, June 8, 2005	Vennachar 300	CC	06:00:00 AM	Bill Pye
Sat, June 11, 2005	Vennachar 300	CC	06:00:00 AM	Vytas Janusauskas
Sat, June 18, 2005	Placid 600	HNSP	05:00:00 AM	Vytas Janusauskas
Wed, June 22, 2005	Placid 600	HNSP	05:00:00 AM	Bill Pye
Sat, June 25, 2005	Animalathon 300	CC	06:00:00 AM	David McCaw
Fri, July 1, 2005	Ottawa-Quebec- Ottawa 1000	HNSP	05:00:00 AM	Pat Chen
Tue, July 5, 2005	Ottawa-Quebec- Ottawa 1000	HNSP	05:00:00 AM	Bill Pye
Sat, July 9, 2005	Foymount 400	CC	06:00:00 AM	David McCaw
Sat, July 16, 2005	Denbigh 600	BB	05:00:00 AM	Bob Choquette
Wed, July 20, 2005	Denbigh 600	BB	05:00:00 AM	Bill Pye
Sat, July 30, 2005	Ottawa-Quebec- Ottawa 1000	HNSP	05:00:00 AM	Pat Chen

Ottawa Schedule for 2005

Sat, August 6, 2005	Animalathon 300	CC	06:00:00 AM	David McCaw
Wed, August 10, 2005	Animalathon 300	CC	06:00:00 AM	Bill Pye
Sat, August 20, 2005	Foymount 400	CC	06:00:00 AM	Patti VN
Wed, August 24, 2005	Foymount 400	CC	06:00:00 AM	Bill Pye
Sat, September 10, 2005	Merrickville 200	CC	07:00:00 AM	Patti VN
Wed, September 14, 2005	Merrickville 200	CC	07:00:00 AM	Bill Pye
Sat, September 17, 2005	Placid 600	HNS P	05:00:00 AM	Jim Morris
Wed, September 21, 2005	Wakefield 200	BB	07:00:00 AM	Bill Pye
Sat, September 24, 2005	Wakefield 200	BB	07:00:00 AM	David McCaw
Wed, October 12, 2005	Original 200	CC	07:00:00 AM	Bill Pye
Sat, October 15, 2005	Original 200	CC	07:00:00 AM	David McCaw
Sat, October 22, 2005	Merrickville 200	CC	07:00:00 AM	Bob Choquette
Sat, March 19, 2005	Almonte 60	CC	08:00:00 AM	Alan Ritchie
Sat, April 2, 2005	Burritts Rapids 90	CC	08:00:00 AM	Alan Ritchie
Sat, April 9, 2005	Rockland 110	AM	08:00:00 AM	Patti VN
Sat, August 13, 2005	Storyland 165	CC	07:00:00 AM	
Sat, August 27, 2005	100k to be determined	TBD	08:00:00 AM	
Sat, September 3, 2005	Wakefield 100	CB	08:00:00 AM	
Sat, October 1, 2005	Storyland 165	CC	07:00:00 AM	
Fri, July 1, 2005	Ottawa-Fredericton- Ottawa	TBD	06:00:00 AM	Vytas Janusauskas

CC= Cheshire Cat

BB= Britannia Bay

CU= Carleton University

CB= Champlain Bridge

HNSF= Hornets Nest Soccer Pitches AM= Aviation Museum