



The Long Road

May /June Vol. 22 No. 3

www.randonneursontario.ca

President's Corner

I have just returned from Michigan for the National 24 hour. This is an event that is attended by a number of our club members and we do fairly well. The perennial complaint is that we come down and take the silver home. This year Isabelle again achieved a gold medal and set a new age class record. This is in spite of the broom wagon pursuing her for almost the entire first and second loops.

I would like to congratulate Isabelle on her achievement of 70 years. Isabelle has long been an inspiration to me. I look at her and I know that what seems to be impossible is indeed possible. When I first joined the Randonneurs I never imagined that I could complete these insanely long rides but there was Isabelle and she was doing it. So that left me no choice as I had to take up the challenge.

So it is to Isabelle's credit that I have accomplished what I have so far. I know there will be more to come from both Isabelle and myself. I hope and pray that I can be as in good condition when I reach the same milestone.

Happy Birthday Isabelle and many more to come.

You will notice when you visit our web site that we have posted the route archive. Both the Toronto and the Ottawa chapters have their respective routes listed. We are waiting for the other chapters to compile their routes and submit them. They will be posted as soon as we receive them.

The Route Design Protocol has been approved by the Executive Board and will be made available to all of our club members. I expect that we have this posted on the web site shortly.

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Editors Desk

The Ottawa Bicycle club recently ran their annual Rideau Lakes Tour. It could only be described as a killer this year. A number of our members have ridden the ride over the years, I have done it 9 times. Always the same length, the weather can be varied and make the feel of the ride completely different. This year the big difference was the heat. Ken Jobba said, "The heat had them dropping like flies on Saturday. The poor organizers were faced with arranging vans to pick up scores of riders who were overcome by the scorching temperatures, high humidity, southerly winds and reflected heat off the pavement. A cool May left many unacclimatized for the conditions on Saturday with many succumbing to symptoms of nausea, headache, & de-hydration. Rumour had it that one rider fell unconscious on his bike and crashed."

The long hot rides of summer are soon upon us and we should be watching for the signs of dehydration and electrolyte depletion which can easily occur. I have clipped a number of web links into the newsletter and it is worth the time to read about, and study the prevention of dehydration and electrolyte depletion. Or type the topic into Google and get a list of related subjects.

I saw a message from Dave McCaw saying that the North American grand-daddy of the 1200 km ride BMB will only be held this and next year. For more information see their website at: <http://www.geocities.com/Colosseum/2750/>

That's it for me in this edition.
Jim

Randonneurs Ontario

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(President's Wheel - Continued from page 1)

I have also noticed that we have a number of members who have already completed their full series in anticipation of moving on to the 1200's. Congratulations to all.

We also have had really good participation on all of our brevets this year so far so it is time for you start thinking about who would be deserving of the club awards. We will ensure that the criteria for the awards is posted on the web site and sent our to you shortly.

Finally our club functions through the volunteer efforts of our club members. We have one of the most ambitious ride schedules of any club around the world and it to the credit of those who selflessly give of their time. So volunteer to host an event or sit on a committee and thank those who do that.

See you on the road.

Peter Leiss

Web References

Dehydration and electrolyte depletion

Water and salt intake:

<http://www.ultracycling.com/nutrition/hyponatremia2.html>

Heat Stress information:

http://www.gov.on.ca/LAB/english/hs/guidelines/gl_heat.html

Heat Stroke:

http://www.umm.edu/non_trauma/dehydrat.htm

Dehydration:

<http://www.medicinenet.com/dehydration/article.htm>

A variety of training articles:

<http://email.velowear.com/tips/trainingtips.html>

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 anytime within the months of the issue.

Results from Toronto

Note: Due to the large number of events we have this year, results for a few of the ride will only be listed.

June 16, 2005: Hockly Hills 200K

Eli Brettler - 11:07
Mark Hopper - 9:06
Paul Jurbala - 9:10
Doug Reid - 11:07
Cary Weitzman - 11:07

June 12, 2005: Maple-Orangeville 200K

Eli Brettler - 12:05
Paul Dicks - 8:58
Henry Furlott - 10:14
Walt Nicholson - DNF
Anne Pokocky - 12:05
Paul Regan - 12:05
Erez Tamari - 10:14

June 5, 2005: Maple-Erin-Hockley 200K

Brian Armstrong - 8:50
Kim Bowman - 10:02
Scott Chisholm - 10:02
Jerzy Dziadon - 11:10
Henry Furlott - 10:32
Paul Grayson - DNF
Graham Hallward - 9:10
Bruce Hogg - 9:10
Lori Matthews - 9:10
Michael Thomson - 10:02 (unofficial)

June 2, 2005: Gentle Start 200K

Eli Brettler - 11:44
Ann Cobben - 10:15
Mark Hopper - 10:15
Bill Mercer - 11:44
Jeremy Whitehorn - 10:15

Lakes & Vines

Phil Piltch

I completed the Lakes & Vines, my second 300 of the season (and also my second brevet of the season). The morning started off on a very positive note - Alan & Joanne arrived at the TH just before the start time. It was great to see Alan up and about and looking in good spirits.

I rode with three new members, Jean Longtin, Pascal Labine and Rob Kassel, who are good strong riders, and a pleasure to ride with. Jean introduced me to the "art of the big ring", and to some nifty group riding techniques (he had an interesting story behind this). Pacal was also a good coach. Lots of good humour among my riding companions. I'm looking forward to more rides with them.

The day was not quite as sunny or warm as I'd hoped, and after leaving the Hamilton control we were troubled with the sight of dark clouds to the east. Luckily the rain held off until after we arrived at the finish. I managed to take several photos along the way and will try to post the best of them on the website.

Phil

Schedule for July/August 2005

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
Saturday July 23	400K	6:00 AM	Fort Erie	Great Lakes	TBD
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
Sunday August 28, 2005	300K	6:00 AM	Erin Mills	Erin Mills-New Hamburg (Brevet)	Alan Thwaites or 905-272-4455

Schedule for July/August 2005

Saturday August 6, 2005	600K	6:00 AM	Port Colborne	Tour of South-west Ontario (Brevet)	TBD
Saturday, July 9, 2005	600K	6:00 AM	Port Elgin	March to the Marsh 600K (Brevet)	Carey Chappelle or 519-832-6657
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
Fri, July 1, 2005	1000K	HNSP	05:00:00 AM	Ottawa-Quebec-Ottawa 1000	Pat Chen
Tue, July 5, 2005	1000K	HNSP	05:00:00 AM	Ottawa-Quebec-Ottawa 1000	Bill Pye
Sat, July 9, 2005	400K	CC	06:00:00 AM	Foymount 400	David McCaw
Sat, July 16, 2005	600K	BB	05:00:00 AM	Denbigh 600	Bob Choquette
Wed, July 20, 2005	600K	BB	05:00:00 AM	Denbigh 600	Bill Pye
Sat, July 30, 2005	1000K	HNSP	05:00:00 AM	Ottawa-Quebec-Ottawa 1000	Pat Chen
Sat, August 6, 2005	300K	CC	06:00:00 AM	Animalathon 300	David McCaw
Wed, August 10, 2005	300K	CC	06:00:00 AM	Animalathon 300	Bill Pye
Sat, August 20, 2005	400K	CC	06:00:00 AM	Foymount 400	Patti VN
Wed, August 24, 2005	400K	CC	06:00:00 AM	Foymount 400	Bill Pye

Fun with Finger Lakes

A short sharp blast from Pete Dusel's antique miniature cannon signals 7:00 am, the start of the Finger Lakes 200. Then just for fun, Pete fires it off a couple of times more. "To annoy the neighbours." he says with a grin.

No one is moving all that fast though, or in a much of a hurry to get going. The day promises to be hot and humid and late-comer Charles Kolthoff is still busy getting his gear together. There's a feeling that there won't be any personal bests to record today. Nope, today will be all about getting to the finish while avoiding heat-stroke and dehydration. For us visitors it will also be about soaking up the scenery and getting a taste of the riding available down here on the south shore Lake Ontario, although both Marilyn and Phil have ridden down here before Henk and I haven't.

For the first 25K we stay as a group along flat, very quiet Lake Rd. west to the outskirts of Rochester, the lingering evening coolness prompting a bit of speed that would be unwise later in the day. Then south past, wonder of wonders, a Tim Horton Donuts. Civilization has finally stretched it's frosting covered hands south of the border! Then east along the aptly named Plank Road, as in straight as a... or flat as a...

As we turn south to begin the longish trip down to Canandaigua and the lake the day's first mechanical happens, Henk breaks a spoke. Spares come out and options are examined. Scott Gerritz and Charles decide to continue along the course (although Scott will double back after a while, pre-

sumably just out of curiosity about how things are progressing <g>). Seeing that things mechanical are well in hand, having nothing to offer to the proceedings and not having ridden the lactic acid out of my legs from the faster starting pace I decide to continue on and ease up a bit, knowing I'll be swept up after not to long. Marilyn, not a fan of hot weather at all, chooses to join me to avoid the push the mechanics will inevitably make once the wheel is fixed. By now the sun is well up, the sky is clear and it's HOT and stinking humid.

We arrange to regroup at a local park with shade and water 15-20k down the road if they haven't caught us by then, but a long wait for a freight train slows us down and we regroup just after the single lane steel bridge over the Erie Canal.

At this point in the ride the countryside looks pretty much the same as it does up here on the north side of Lake Ontario, pretty rolling farmland and the roads are a nice mix of flats with the occasional bump or set of rollers to get you out of the saddle. The roads are in very nice shape and there are garage sales everywhere. Particularly tempting was the display of old tools outside a local woodworker's shop. Fortunately I was bungee cord-less and riding with my small Carradice bag rather than a pannier, so no tools came along for the ride.

Eventually we reach the road into Canandaigua, the busiest section of the ride. 4 lanes flanked by miles of car dealerships. Totally not a problem for anyone used to riding in the GTA, heck there were even wide, paved, mainly debris free shoulders. Here we ran into the first of several idiots in pick-ups, nothing particularly serious, just the usual honking and verbal abuse.

First Brevet: The Big Bay Classic

By John Macció

I am new to the group. I have known both Carey and Rolf for several years. Saturday was my first Brevet, The Big Bay Classic. I have heard stories over the last year about the comradery of riding brevets. I was amazed at the number of people who had signed up, 14 and doubly amazed that everyone who started, finished. That was a true accomplishment. The encouragement and tips from the seasoned veterans help me finish. We all started out as one big group but by the halfway point we had separated into three groups. The only thing missing in the weather was snow.

We started with overcast skies, to sunny and quite warm in Owen Sound. I was tempted to shed my clothing but was told to wait until we made it to Wiarton. Was I glad for that advice as the temperature dropped from 15 to 4 in less than a kilometre as the wind coming off of Georgian Bay put everything into chill mode. But if that was not enough after our control at Big Bay down came the rain and it was with us for the last 60km. But our group of five persevered. As the odometer was slowly approaching 200k my motivation was slowly ebbing. The last 5k were the hardest I ever rode. As I gingerly got off the bike to complete my card I wondered if I would ever do this again.

Those thoughts quickly disappeared as I was met with handshakes and pats on the back at a job well done. Talk about a spirit lifter, I was grateful for that. As we rode back to Carey's home I was blown away at the wives and children clapping for us. Erica, Carey's daughter and her friends (I am sorry as I don't know all your names) even made a sign for us at the finish line, thank you. I want to thank Carey and Donna for the warm hospitality. Also all the wives who helped make my first brevet a positive one. Training starts tomorrow for the Scenic Caves 300k.

John Macció

Ed note.. Who can forget the support of the crowds in PBP, even in the middle of the night people clapping and cheering as the riders go by.



Fun with Finger Lakes Photos

-Cary



Original 200 April 23rd

We were fortunate to have Vytas and Colleen at the start for the Original 200 km brevet on Saturday morning before 7 am. They provided good humour to send Patti, Alan Ritchie and myself into the cool, wet and windy brevet. I rode with Patti and Alan for the first 10 kms and we discussed rain clothing and some upcoming brevets.

I decided to go ahead to get a breakfast and soup at Calabogie. There were a couple of route changes, we did not need to climb Richardson Side Road hill, instead we turned north on Cr. 29th at Almonte (Petro-Can) and rode ~ 3km to Clayton road and headed west for ~9.5 kms onto Tadlock and then ~ 3 km south to Cr. 16 to re-join the original route. It was a good change and very quiet roads. The rest of the ride was uneventful, more rain, tail wind to Hopetown and steady 5 C.

I arrived at Mumford restaurant ~ 10:15 am, there were no customers; they were shocked that we would be riding during a cool, wet and windy morning. I explained that there would be two more Randos arriving soon for the hot breakfast. I had the special breakfast, soup, chocolate milk and filled one water bottle; then changed my socks and knee warmers. As I was leaving I met Patti arriving and she explained that her hands were getting cold in the OR gortex gloves and she had others.

I made good choices for core and top; LG skull hat - nylon helmet rain cover, neoprene gloves, Byrne polypro inner, wool jersey, wool arm warmers and O2 Rain Jacket. Unfortunately, the 20 year old gortex pants, even with the Revivex spray did not work very well - so I will buy either a pair of O2 Rainwear pants, since the jacket was outstanding or invest in gortex pants for cycling and skiing. I also used BBB booties that did not work as well after several hours of rain, but this may have been due to the pants, although I put the pants on the outside of the booties and held them on with the reflective leg straps. I rode on Sunday with longer nylon/ PVC pants and Serratus Velcro strap booties with no leakage, however the pants do not breathe. I will use Gortex or the O2 Rainwear pants (~ \$21 US) next time.

The ride from Calabogie to Burnstown was very challenging since the rain and headwinds (32 with gusts up to ~ 50 km/h) picked up during my stop; however I put my head down and hands on the drops and continued to pedal. I think a visor or a bike hat would have worked better to deflect the rain drops. The ride from Burnstown was not much easier with the cross winds and hills to Renfrew, it sure felt like a lot longer than 10 kilometers. The rain continued to come down light to moderate until past Arnprior (after 2 pm). I did start to find my legs hurting a little, approx. 15 kms north of the second checkpoint. I think because of the rain, cold and the wind that I was not eating enough on the bike so I had a hot chocolate and muffin at Tim Horton's and continued on to Cheshire Cat final checkpoint.

The turn from Dwyer Hill onto Galetta road was very challenging since the wind was much stronger, it felt like 50 km gusts and I could hardly do 20 km/hr and only 16 km/hr on the overpass. I was looking forward to the turn at Carp road for the final ~ 28 kms, I thought it would be much easier but again I felt I needed to eat more because of the extra energy to overcome the winds I ate a banana and two granola bars. The crosswind made it very challenging to stay on the road when cars passed me, I am glad I had the neoprene gloves with great gripping. I made it back to CC at 3:15 and got the bartender to sign me in at 3:20 pm I enjoyed the ride and it helped me with some issues for training towards BMB this year and look forward to the 300 kms brevet on 4/30. Thanks Vytas for organizing the brevet and being prompt to send Patti, Alan and myself out for a memorable brevet spring ride. I have an updated HAC profile and will send it to the webmaster.

The HAC measured 1142 meters of climbing (adjusted 34 mBars for pressure change) and the average temp. recorded was 6 C, although it felt below 5 C all day.

Vytas dropped over to the house this afternoon and picked up the control card and told me that everyone finished the brevet on Saturday, which is great news!

David McCaw

Fun with Finger Lakes

Canandaigua has a wealth of beautiful old homes but the powers that be have allowed this wide, busy, fast street to be rammed right through the middle of town down to the lake. Perhaps it's very pretty off the main drag, but the image of the town has been irreparably harmed along the route we took.

The waterfront has been nicely developed however and the first control stop was a convenience store across the street. Very nice, very COOL looking after a hot morning. And yes, as you will no doubt hear, the first thing I have is a couple of Krispy Kreme donuts. Phooey on you, you worshipers of scientific nutrition.

A few km later we turn off the main north-south route up the east side of the lake and we climb for a bit up to the top of a ridge which we follow halfway down the lake that provides us with continuous views of the lake and surrounding hills.

Eventually, a steep descent into Rushville put us on the far side of a lakeside drumlin, blocking our view until after Naples at the south end of the lake. SR 245 from Rushville to Naples though was somewhat reminiscent of another local road that tends slightly downhill over the course of many km, namely Hockley Valley Road and the tandem with Pete and Jennifer, Scott and Henk and Charles disappears off the front at high speed. Phil, Marilyn and I set a more reasonable pace in pursuit and enjoy the views of small town Upstate New York and marvel at the roads running apparently straight over the top of the drumlin to our right with grades we could only guess at but sure appeared to exceeded 15%.

After passing through the vineyards at the

south end of the lake we reach the Naples control and take a bit of rest under the shade of large maples in a small park next to Bob and Ruth's Food. Unfortunately for us, the town has yet to turn on the water faucet in the park and Bob and Ruth's was less than gracious about providing us with water, but in the end we all get what we need.

Passing through the vineyards just before the control I'd noticed a thin line of houses rising precipitously up the side of the hill going north from Naples and my thought that this might be our exit from town was correct. County Road 12 shoots straight up from the main road with an initial grade that puts one in mind of the worst part of the climb south out of Lowville except twice as long, a long consistent grade flattening out eventually to a more varied climb as we continued our ascent to the park at the highest point in the county. To the right as we climb are houses with fantastic views of the lake surrounded by small vineyards that sloped down to and away from these lovely homes, it all feels very European.

After regrouping for a picture at the South Bristol Overlook we continue on eventually making a sharp left onto Powell Hill Road. Henk turns left and a look of surprise/shock crossed his face, Phil turns left and a faint "Holy Shit!" drifts back to me. Coming from those two, that kind of reaction is somewhat alarming. When I finally reach the turn I see why. Picture the final grade of Bell School Line disappearing up into the distance ahead with no discernible end in sight. In fact the worst of the grade only lasts a km or so but it is enough to sorely test those of us for whom gravity has a special affinity.

You definitely want a triple for this part of the world and my compact double with its

36*28 low gear (34 gear inches) was simply not enough, even though it's quite sufficient here at home. Well OK, it obviously was enough since I made it, but it hurt far more than it needed too. Henk will be quick to point out that he did the climb with a 42 tooth small ring but then we all know by now that Henk is a robot.

All in all it's about 13 km of continuous climbing and I've rarely been as happy to reach the top of a climb as I am. On a cooler, less humid day reaching the top would have been invigorating but as it was I couldn't do anything but sit in the shade for 5 minutes with the sweat streaming off my forehead and running blindingly into my eyes.

Once we all regrouped we take a short side trip out to the lookout, which is thoughtfully serviced with a water faucet, for a look see and a rest.

Leaving the park we promptly lose most of that hard won altitude in a km or two of screaming, winding descent ending at a t-intersection. It's quite rightly marked caution in bold on the cue sheet but man, is it ever a blast!

More or less in contact with each other we then roll up the smooth pavement and wide shoulders of quiet SR64 to Bristol Center and Clement's General Store where we stop for a late lunch of big submarine sandwiches and take a bit of a break from the afternoon heat which is reaching it's peak. Great store if one is a tourist at heart as I am. After 20 minutes though I figure it was time for me to be rolling or face stiffening up. Marilyn choses to join me while the others stay on to chat a bit more. At this point Scott has gone off ahead and will finish well before the rest of us.

Again, more miles of rolling countryside with

the occasional bump and lots of beautiful views as we ride north up the middle of a valley, then over to the east to join up with the outgoing route. The rest of the group catches up with us when we stop at the small park in Collet to use the restrooms, top up the bottles and take a break in the shade. At this point everyone looks more like casualties of some forced death march than happy riders, flaked out gasping over the picnic tables. Marilyn's little thermometer is sitting at 34 degrees!

The 2 of us head out again ahead of the rest and set a reasonable pace back to the start expecting to be swept up at any time, but everyone seems to have chosen to take it easy for the last part of the ride and we finish about 15 minutes ahead. Significant only in that it meant we had first crack at the shower. Ahhhhhh... blessed water washing off the caked on salt.

As we approach Pete's place on the shore of Lake Ontario we notice the big black clouds building behind us and are quite happy to be just a few km from the finish. Everyone else got a little bit wet but no big deal.

A great day, and the only thing better than the ride was the hospitality show to us by Pete and his family who were happy to host a bunch of sweaty riders and even feed us afterwards.

Carey

History Ken Dobbs

The Origins of Randonneur Cycling: Maurice Martin 1861 – 1941

Randonneur cycling is grounded in participation in two related classes of events – brevet rides over increasing distances up to 1000 kilometers in length, and grand randonnees of 1200 kilometers or more, the most important of which is Paris – Brest – Paris. The origins of both classes of events – brevets and randonnees – are to be found in the fertile career of an all but forgotten pioneer French cyclist by the name of Maurice Martin.

Martin was born in 1861 in Bordeaux, the most important city in the wine-producing region of the south-west of France. He was active at the dawn of the era of the bicycle and it was the possibilities afforded by this newly developing technology that both captured his imagination and consumed his energies during the first part of his life. Though he received an education in commercial studies and was, by trade, a wine merchant, he found his vocation in literary pursuits opened to him by his self-propelled travels.

In the early 1880's, he was a founding member of the Veloce Club Bordelais, a club whose membership he helped to build. By 1890, the club had grown to about 400 members, the largest cycling club in France at that time. Together with the President of the Veloce Club, Pierre Rousset, Martin helped to establish, in 1885, the weekly newspaper Veloce-Sport. For a number of years, Martin sat on the editorial committee of this newspaper – one of the first publications devoted exclusively to sporting activities in France. During this period, the newspaper was under the editorial direction of Fernand Ladeveze, vice-president of the Union Velocipedique Francaise. Founded in 1880, the U.V.F. was the largest national association of bicycle clubs in France. In 1888, after the absorption of another regional cycling newspaper, Veloce-Sport became the official journal of the U.V.F. under the editorial supervision of Paul Rousseau. Rousseau, together with Martin and a third party, assumed proprietorship of the newspaper in 1889. They transferred the seat of the

paper's operations from Bordeaux to Paris in 1893 where, following a merger with yet another cycling journal, control of the newspaper passed into other hands.

Throughout this period, Martin was a frequent contributor to Veloce-Sport. It was the beginnings of a literary career that would last over forty years. Besides his contributions to Veloce-Sport, he wrote for the newsletter of the Touring Club de France, and for the magazines l'Illustration and La Petite Gironde. He wrote extensively about the landscape of his home region – the Landes, this work culminating in a book of prose and poetry entitled “Triptyque” published in 1923.

His cycle-related journalism centred on his own travels as a cyclotourist. By 1898, he reckoned that he had covered some 130,000 kilometers over the course of twenty years in the saddle. His trips had taken him to all 44 departements (roughly equivalent to counties in the United States) in the France of that time. In addition, he had travelled by cycle to England, Italy, Spain, Switzerland, Germany, Belgium and the Netherlands. A typical trip, that of 1888, took him from his Bordeaux home to Geneva and back in the company of several other Veloce Club riders.

In the following year, 1889, he completed the ride for which he is chiefly remembered, between Bordeaux and Paris. Together with Oscar Maillotte of the Veloce Club Bordelais and Georges Thomas, President of the Union Velocipedique Francaise, who joined them at Poitiers, Martin covered 720 kilometers in seven days in the last week of August. He published a series of articles recounting in fine detail the particulars of the trip – the route, the landmarks passed, and their lodging arrangements. These articles were subsequently collected and published in book form as “Voyage de Bordeaux a Paris par Trois Velocipedistes.” This book is generally acknowledged to be the first documenting a bicycle tour published in France. It followed the publication by the American Thomas Stevens of “Around The World on a Bicycle”, the first such book ever published, by two years.

A second book based on Martin's travels appeared in 1898 - “Une Grande Enquete Sportive”. This book gathered together information that Martin had gathered during his trip through 28

History Continued

departements in the south and south-west of France in the previous year. The work was designed as a sort of travel guide for cyclists to the region, giving information about the state of cycling services in each departement in addition to advice on routes and accomodations. For this work, Martin was awarded the distinction of the “First French Tourist” by the Touring Club de France.

In the mid-1880's, Martin gained a seat on the executive committee of the U.V.F. From this vantage point, in the pages of *Veloce-Sport*, he deplored the fact that the event calendar organisation had come to be dominated by a concern for amateur bicycle racing. He pointed out that of the estimated 25,000 to 30,000 cyclists in France at that time, no more than 500 held racing licences. Comparatively little attention was paid to cycle tourists by the national organisation and its affiliated local clubs.

As a corrective, Martin proposed the creation of a new class of events. These events were designed for cyclists who were neither “mangeurs de la route” - racers who saw nothing of the countryside besides the paving of the road on which they were travelling – and those cyclists who were principally engaged in sight-seeing. What he had in mind was a “vrai tourisme rapide”, or what we might today term “sport tourism”.

By 1888, Martin had persuaded the executive of the U.V.F. to sanction rides known as “brevets” (literally “certificate” or “diploma” rides). The first of these rides was a metric century. Martin was, himself, one of the first cyclists to complete a metric century brevet. In 1889, riding a tricycle with solid rubber tires, he completed the 100 kilometer distance in 4 hours and 23 minutes, a creditable performance given the roads of the day.

In addition, the U.V.F. approved the creation of a brevet ride of 500 kilometers to be completed over a period of five days at the rate of not less than 100 kilometers per day. The 1889 ride Martin completed between Bordeaux and Paris was conducted as a demonstration of the possibility of such a brevet, and ridden by the three participants in the spirit of

“rapid tourism”. It was as a randonnee that Martin, together with colleagues at the *Veloce Club Bordelais* organised a Bordeaux – Paris event for the spring of 1891. This event was to be the immediate precedent for Paris – Brest – Paris.

That it is Henri Desgrange, and not Maurice Martin, who is regarded as the originator of randonneur cycling is the consequence of several historical accidents, disruptions in a possible chain of historical continuity. By the late 1880's, other French cyclotourists had reached the same conclusion as had Martin about the concentration of the U.V.F. on amateur racing. While Martin was attempting to work within the U.V.F. structure, these other cyclotourists moved to establish a separate organisation to represent their common interests. The Touring Club de France, modeled on the Cyclists' Touring Club in England, was founded in 1890. Martin, among other things, a proprietor of the U.V.F. house organ, opposed the creation of this new organisation. When, after the passage of a few years, it became apparent that the Touring Club had successfully established itself, Martin, reluctantly, bowed to the new reality. By this time, however, leadership in cyclotourism in France had passed to new leadership – what is sometimes called the “Stephanoise School of Cyclotourism”. “Sport and tourism,” wrote Paul De Vivie (*Velocio*) in his Saint Etienne-based newspaper, *Le Cycliste*, “are not made to go together: they have to move in parallel with different leaders and guides.” Desgrange's creation of the *Audax Club Parisien* was, in some measure, a comment on his perception of the state of sport tourism in the Touring Club de France at the end of the nineteenth century.

Martin's randonnee, Bordeaux – Paris, was similarly overtaken by events. The organisers of the *Veloce Club* based their planning for the event on the expectation that the participating cyclists would adhere to the formula of an event completed in stages of roughly 100 kilometers over several (five) days. As a randonnee, and not a race, French professional cyclists were excluded. Among these was Charles Terront, the eventual first winner of Paris-Brest-Paris, who nonetheless participated as a pacer for an English cyclist.

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It was the English who transformed the randonnee into a race. In England, sport tourism had assumed a different form. They had come to evolve a sport based on marathon time trialling over a period of time or over a given distance. More pertinently, the English were interested in establishing road records on routes between two established points. The French word for this kind of event - "raid" - has no English equivalent. The most famous of these point-to-point events is from one end of the island of Britain to the other – John O'Groats to Landsend. In 1888, shortly after the British National Cycling Union had banned mass start road racing, cyclists interested in cycling on the road formed the Roads Record Association, an organisation that is still in existence. This organisation laid the framework of rules of conduct and keeps the records for a variety of timed, distance, and point-to-point events.

The eventual "winner" of Bordeaux-Paris, George Pilkington Mills, was himself a record holder for the John O'Groats to Landsend event, lowering the record from about five and one-half days to five days, one hour and forty-five minutes. Mills' record-breaking effort had been accomplished on a tricycle but, for Bordeaux – Paris, Mills had chosen to ride a "safety" bicycle. This succession of bicycling technologies is a further historical discontinuity that has helped to obscure Martin's contribution to the history of sport tourism.

The period roughly between 1874 and 1889 in bicycling history is that marked by the ascendancy of the high wheel bicycle – what the French term "le grand bi". While their large front wheel absorbed some of the shocks caused by the uneven road surfaces of the day, high wheelers were notoriously unstable (or "unsafe"). Nor were they adept climbers. These drawbacks circumscribed their uses. In racing, they were used principally for short road course and for track racing. Tricycles were a relatively expensive alternative for a minority at this time. While not suitable for side-by-side racing, tricycles possessed the property of great stability on the road and the ability to carry baggage. The earliest successful experiments with multiple gearing were conducted on tricycles

adding to their attractiveness as vehicles for long distance touring. It was on a tricycle that Martin, up to and including his ride to Paris in 1888, had conducted all of his cycling adventures.

The invention of the "safety" bicycle and, more particularly, of the pneumatic tire in the late 1880's, opened up the possibility of long distance road racing, by improving the stability and the comfort of the ride. Bordeaux-Paris of 1891 came to be the first venue to demonstrate the improved capabilities of the bicycle, and has come to be commonly identified as the first long distance road race ever held.

Bordeaux-Paris did not fulfill its organisers' original intentions of becoming a venue for amateur sport tourism. Rather, it came to be regarded, for a while, as one of the most important events in the professional road racing calendar. In some part, this had to do with the peculiarity of the rules associated with the event, rules that survived from the event's first running. It was a race in which a racer was permitted to arrange for his own pacers – themselves not competitors in the event. From 1891 to 1931, pacing was carried out by bicycle (though, in some years, by tandem). In 1898 and 1899, racers were paced by cars. After 1931, until the later years of the event, pacing was conducted by motorcycle or by that strange motorcycle variant, the derny. The resources required to put together a pacing team beyond the capacity of most amateur cyclists, the race became the exclusive province of professional cyclists.

Until the advent of the First World War, Bordeaux-Paris was considered to be the "Queen" of the professional road races. Paris-Roubaix, created in 1896, was considered to be a warmup event for the older race. The popularity of stage races and, particularly after World War I, of the Tour de France, gradually eroded the prestige of Bordeaux-Paris. The race survived until the advent of the Second World War as a sort of specialised one-day classic. As such, it attracted a small number of professional riders who trained specifically for this longest one-day event. Following the Armistice, however, the race fell into rapid decline, overshadowed by the stage races, and even the criteriums that were scheduled

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against it. Like Paris – Brest – Paris, the event it spawned, Bordeaux – Paris ceased to be a road race, the last professional event taking place in 1985. Like Paris – Brest – Paris as well, the event has come to be occasion for a cyclotourist randonnee, at last filling the ambition of the event's founder.

The legacy of Bordeaux – Paris in the establishment of the randonnee class of events is important and direct. It is known that Maurice Martin and Pierre Giffard (the originator of Paris – Brest – Paris), both knew and had high regard for one another. There is evidence that suggests that Giffard both was well aware of the plans for Bordeaux – Paris and advanced in his planning for P.B.P. before the earlier event was staged. Giffard's event, however, was expressly designed as a race and, further, opened to participation by professional cyclists. Once again, it was Desgrange who was to play a crucial role in ensuring that Paris – Brest – Paris became the most important venue for French cyclotourism.

Desgrange detested pacing, indeed anything that gave a cyclist an advantage that did not accrue from a racer's own mind and body. He was always careful to include in the races that he organised, a separate class of riders variously called “touriste – routiers” or “isoles” who were without team support. It was Desgrange's agreement with the President of the Union des Audax Parisiens to open the running of the 1931 edition of Paris – Brest – Paris to cyclotourists (in place of “touriste – routiers”) that prompted the development of the brevet series of increasing distances and that tied cyclotourism to that event.

By 1898, Martin was expressing disillusionment with the progress of cycletourism in France. France had been through a boom in manufacture that had placed ownership of bicycle within reach of a broad swathe of the French populace. Number of active cyclists had increased dramatically. However, bicycles brought to market, in Martin's view, did not reflect the needs of the cyclotourist, nor were the numbers of active tourists keeping pace with the explosion of bicycle ownership.

Like many of his social stratum, Martin's interests wandered to the development of the new automobile and aviation technologies, at the beginning of the twentieth century. His services as a timekeeper was in demand by organisers of both automobile and flying events. Though cycling historians have not made it a focus of inquiry, it is likely that Martin was those who opposed the creation in 1923 of the **Fédération Française des Sociétés de Cyclotourisme (F.F.S.C.)** turning away from the leadership of the Touring Club de France, increasingly occupied with motorised touring. It is almost as likely that Martin would have supported the attempt of the Union Velocipedique Francais to reassert control over cyclotouring clubs in 1926. But, perhaps, by that point in his life, he was past active involvement.

What is significant is that in 1953, when a memorial was erected in Martin's honour in the small town of Hossegor in his beloved Landes region, it was Achille Joinard of the Federation Francais du Cyclisme, the successor organisation to the U.V.F., and not representatives of the French cyclotouring community, who was present. The memorial has since disappeared, and with it the remembrance of an important figure in the development of sport tourism.

