

INTRODUCTION

ORGANIZED BY **Audax Club Parisien**

# Le PARISBRESTPARIS

R A N D O N N E U R

## WELCOMES YOU



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PARTAGER.  
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20 ▶ 24  
**AUGUST 2023**

WITH THE SUPPORT OF THE TOWN OF RAMBOUILLET AND THE STAGE TOWNS





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# SUM- MARY

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## EDITO



« Dear friends,

The Audax Club Parisien is well aware that its major event, the Paris-Brest-Paris Randonneur, attracts, every 4 years, more and more cyclists ready to test themselves. Thousands of French and foreign people from nearly 70 countries will participate in this

mythical randonnee, which will be the 20<sup>th</sup> edition in 2023.

In addition to the creation of a position of event director, to no longer refuse access to this randonnee to any rider meeting the regulatory conditions, the limit of the number of participants has been increased to 8,000, with 2,500 registrations reserved for the French.

The first phase was to choose the start and finish site. The city of Rambouillet, with its partners, was selected because the project, very different from that of 2019, fulfilled all the requests made.

It is important that from August 20 to 24, 2023, as many participants as possible succeed in their challenge. To help them, more than 2,000 volunteers will be deployed on all reception and control sites. A large audience will also be present on the roadside. In return, we will ask that these road users respect the public, the volunteers, the highway code and the rules of the event.

For all, this event will be a big party as soon as the participants and accompanying persons arrive in Rambouillet - where an event village will be set up - and all along the route to Brest and on the way back.

The French Federation of Cycle Tourism, which will celebrate its centenary that same year, also accompanies us.

We invite all cyclists keen on kilometres to join the big family of long-distance cycle tourists.

Be numerous and happy to participate in this great joint adventure: the Paris-Brest-Paris Randonneur. »

Luc COPPIN  
President of the Audax Club Parisien



[berthoudcycles.fr](http://berthoudcycles.fr)

@berthoud\_cycles

# PARIS-BREST-PARIS RANDONNEUR AS SEEN BY...



## 2023, for the 20<sup>th</sup> edition, a project management for PBP

**W**hat a pleasure to share my passion for Paris-Brest-Paris

Randonneur alongside the leaders of the Audax Club Parisien, an entity historically involved in long-distance cycling. The trust that has been placed in me to participate in the operational management of the 2023 project touches me deeply.

To frame my strategic approach: this was my initial ambition to try to deliver a beautiful 20<sup>th</sup> edition of the PBP, 1 year before Paris 2024. I built this strategy on the roots of the randonnee, on its true identity, to better decline it by respecting its pseudonym: P.B.P.

### P as Participant,

whom the organizers must listen to to allow him to realize HIS PBP, to go to the end of his dreams, happy to pilot his project. Meeting the aspirations of the greatest number, delivering services at the level of the event, the largest cycling tour in the world: the challenge to be met by the "acépistes" is important,

**B as Bénévole** (Volunteer in French); no P without B. The erosion of volunteerism is part of our societal evolution. The PBP, bearer of so many values, resists this phenomenon. But there could not be thousands of Participants without

the unwavering enthusiasm of the Volunteers. Night and day, trying to make themselves understood in the best way, they will once again, in August 2023, be taking care of all cyclists. We must all thank the volunteer, value him, and respect him,

### P as Public;

in the media, on all communication platforms, every 4 years, the public also experiences the PBP; knowing that one of the most active communicating platforms of the PBP is located on the course. How many are the initiatives of mayors, citizens, all institutions, young and old, regional teams, traders, to share, night and day, the PBP Adventure, open to all audiences.

Assiduous spectator for so many years, participant, volunteer within the Organizing Committee, now Project Manager. I am proud of the trajectory that the Paris-Brest-Paris Randonneur allows me to take. My daily commitment to the project allows me to give this event all the RESPECT I owe it. I am committed to serve you; I hope you will help me achieve this.

Have a nice PBP 2023!

Jean-Pierre CHARDON  
*Event Director*



## RAMBOUILLET'S CASTLE



## RAMBOUILLET TERRITOIRES Bicycle land

**E**very Sunday morning, many of us cycle through our South Yvelines. It is an opportunity for everyone to rediscover each time, these paths, these woods, these fields, these villages that give a crazy charm to this territory to which we are so attached.

In 2019, we discovered and welcomed the Paris-Brest-Paris randonneur. What was our surprise to welcome more than six thousand cyclists of more than sixty nationalities! Our territory was the departure of these thousands of riders, valiant cyclists enduring the plains of Beauce, the hills of Perche, the Mayenne bocage, the entrance to Brocéliande, the contours of Guerlédan, Armorica and finally the spray of the Bay of Brest. Once they had smelled the Breton

iodine, they hit the road again to return to Rambouillet, proud and exhausted! What an example of perseverance, surpassing, sublimation of oneself. It's an epic, probably a myth.

All the inhabitants of Rambouillet Territoires are enthusiastic to welcome them back in 2023. There is no doubt that thousands of us too will accompany them by all means, real and virtual, throughout these 1,200 km and celebrate their return with the greatest fervour. Thus, this new edition will definitively anchor Rambouillet and its territories as the beating heart of this unique event in the world.

Thomas GOURLAN  
President of the RAMBOUILLET  
TERRITOIRES Agglomération  
Regional Councillor ÎLE-DE-FRANCE



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\* Partout dans le monde ...



**What a joy to be able to welcome in our beautiful City of Rambouillet, the Paris-Brest-Paris randonneur for its 20<sup>th</sup> edition!**

this long-awaited moment will be an opportunity to bring together citizens from more than 70 nations around the values of fraternity and conviviality, in a sporting, festive and of course warm setting.

This cycling event will be synonymous with benevolence, sharing and passion. So, no time to let go of the foot, we are ready to move up a gear and press the pedals until we have our head in the handlebars with our partners, merchants and craftsmen, Rambolitains and volunteers to welcome in the best possible conditions the Paris-Brest-Paris randonneur!

Véronique MATILLON  
Mayor of Rambouillet



Between city and countryside, immersed in the middle of tree rays, chains of forests and plateaus, participants and visitors will be guided by nature and different landscapes throughout this unforgettable experience.

Member of the "Accueil Vélo" network and stage city of the Véloscénie, Rambouillet accompanied by its services intends to continue to promote cycle tourism on the territory and internationally, in summer 2023, in tandem with the Audax Club Parisien. More than a sporting event,

**With an Olympic periodicity of 4 years, Paris-Brest-Paris returns in 2023.**

As a test of endurance, the completion of this course is a "grail" for many long-distance enthusiasts, whether French or foreigners. This is indeed one of the particularities of this mythical course: its fame has crossed all borders, bringing together cyclists from all continents around the same sporting and psychological challenge. Many foreign participants take advantage of the event to extend their stay and discover our country more quietly.

The regulars of the federal weeks of the French Cycle-Tourism Federation had a glimpse of certain sections, in 2017 around Mortagne-au-Perche and in 2022 around Loudéac, enough to realize that there are obviously many kilometres but also a significant difference in altitude that awaits the participants. The event mobilizes hundreds of volunteers, essential and indispensable links for the reception and safety of all.

Beyond the purely sporting aspect, the passage of PBP creates a festive event in the localities crossed, a human link to welcome, encourage cyclists, comfort them also sometimes. A chain of solidarity is thus created in our territories throughout the journey, more visible or more sensitive on the way back when bodies begin to accumulate tiredness. Whatever the weather conditions, the human warmth is always there, and this is what makes PBP unique.

Good luck to all.

Martine CANO  
President of the French Cycle-Tourism Federation



# THE STAGE TOWNS



## Welcome to Dreux

**Paris-Brest-Paris is loyal to Dreux, the Drouaises and Drouais are loyal to Paris-Brest-Paris.**

The peloton of volunteers from Dreux, particularly from Vélo Sport Drouais, and the municipal team are indeed very happy to host the 20<sup>th</sup> edition of this mythical event. As in 2019, we are proud to bring comfort and joy to these thousands of randonneurs, who come from all continents.

More than a stopover city, Dreux is like Paris-Brest-Paris, a city open to all, to share its values of tolerance as well as

the richness of its historical and natural heritage. A city that also cares about the comfort and safety of cyclists since this subject is one of the priorities of our major downtown rehabilitation project. Dreux is the last stage city of the 20<sup>th</sup> edition of Paris-Brest-Paris. I hope with all my heart that it will remain as one of the most beautiful for the participants, until they return to our beautiful city.

Pierre-Frédéric BILLET  
Mayor of Dreux,  
Regional Councillor



## Paris-Brest-Paris Back in the Perche

**Mortagne-au-Perche is pleased to be on the route of the mythical Cycling Event Paris-Brest-Paris 2023 always masterfully organized by the Audax Club Parisien.**

The 20<sup>th</sup> edition of PBP will take place from 20 to 24 August 2023.

The peloton of 8,000 cyclists, including 2,500 French, will start in the park of the Castle of Rambouillet.

It will bring together "road convicts" from 70 countries who dream of travelling 1220 km in less than 90 hours.

All will have trained perfectly in 2023 to obtain the qualifying brevets of 200, 300, 400 and 600 km. They will also have passed the health tests but will still have to surpass themselves to reach the finish line. For everyone, success will be a matter of legs and mind.

In Mortagne, we are proud to have been chosen as a control city that will be open

24 hours a day for the duration of the event.

Be assured that the "Club des Randonneurs du Perche" and the locals will give a warm welcome to the authentic champions who participate in the largest cycling tour in the world.

We will encourage them during their first visit, on August 20 at around 8 p.m. They will then have travelled 120 km and will, no doubt, be grouped.

We will support them on their return, after 1099 km of effort, until August 24 in the late morning. They will then be very dispersed. Sportingly, we will be able to show them our admiration!

Virginie VALTIER  
Mayor of Mortagne-au-Perche





## Villaines-la-Juhel loves Paris-Brest-Paris and she proves it!

**Every 4 years since 1979 with its cycling club and its 350 volunteers it is a stage city.**

The 2<sup>nd</sup> one after the departure to the west, but above all, on the way back, when more than 1000 km have already been covered and the final stretch to obtain the Grail is announced, it offers care, food, rest, and the essential support and encouragement of a connoisseur and admiring public.

The many messages that then come back to us from the whole world tell us how much this welcome and the fervour encountered in Villaines-la-Juhel and on the course are decisive to hold until the end.

The passage of PBP to Villaines-la-Juhel is for us, more than a stage. It is a moment of jubilation when all the associations, all the inhabitants meet with pride and the feeling of participating in a unique event.

It is therefore a real international festival that the city of Villaines-la-Juhel is preparing for the month of August 2023.

The city will be adorned with the colours of Mayenne, its department, but also all the colours of the world to best accommodate the many participants, some of whom will have travelled thousands of kilometres.

The street furniture and flowering will be in tune with this incomparable event for our small town nestled in the heart of a hilly grove, favourable to the practice of cycle-tourism.

The streets will be freed for the passage of participants. Merchants will be keen to keep their shops open day and night during the 4 days.

In short, it is at a great moment that we are preparing, and I am sure that as for each edition, the Villainais will be up to the task. So, see you soon and have a good trip!

Daniel LENOIR  
Mayor of Villaines-la-Juhel

**What a pleasure to find again on our territory this mythical event that is the Paris-Brest-Paris!** As you surely know, Fougères has once again been approved Active and Sports City, at the highest national level. This award reflects our commitment to daily sport for all. It also reflects our dynamism in terms of hosting regional, national and international competitions.

The cycling events organized throughout the year in Fougères are numerous. Whether it's the Tour de France that we are proud to have hosted five times now, the Tour de Bretagne cycliste, whose reputation is second to none, or the Grand Prix de la Ville de Fougères, which has been on the programme of the N1 France Cup since 2021. In summer, every four years, we are pleased to welcome the Paris-Brest-Paris, world reference for long-distance cycling tours. At each edition, the Fougérais and the Fougérais can see in town these thousands of athletes, mostly foreigners, who live a dream by participating in this great human adventure. A demanding event of more than 1200 kilometres to be covered in less than 90 hours, in a unique atmosphere. This is a challenge that makes us admire and that fully corresponds to the human and sporting values that we defend: surpassing oneself, solidarity, mutual aid and good mood!

Congratulations to all those who are embarking on this great sporting event. This welcome is also an opportunity for them, their families and the accompanying persons to discover our beautiful city and its remarkable heritage, first and foremost our fabulous fortress. We invite them all to come back during a more touristic stay, to fully enjoy it. Our thanks also go to the Audax Club Parisien and the French Federation of Cycle-Tourism as well as to the UCF, a Fougérais cycling club that is involved in an exemplary way in this meticulous organization. Thank you to its president Daniel Mancaeu and the 300 volunteers who work for three days and four nights for the full success of the welcome in Fougères. Thank you also to our municipal services who contribute to this summer event.

I wish you all to live this unique sporting event to the fullest. Welcome to Fougères.

Louis FEUVRIER  
Mayor of Fougères



**Once again, the municipality of Tinténiac will have the pleasure of hosting PARIS-BREST-PARIS in August 2023.**

For this 20<sup>th</sup> edition and as every four years, the city of

Tinténiac will support the *Amicale Cyclotouriste d'Ille et Rance* (ACIR) to receive, for the 12<sup>th</sup> time, this mythical Randonnée organized since 1931. Several partners and volunteers will be mobilized to ensure a great success of the event and present our beautiful region.

The history of Tinténiac is linked to the Abbey of Saint-Georges de Rennes since its name is mentioned for the first time in 1032 in the cartulary of the abbey. The church and the village were then given by the Duke of Brittany Alain III to his sister Adèle, 1<sup>st</sup> abbess of *Saint-Georges de Rennes*, when the abbey was founded.

The municipality covers 23.4 km<sup>2</sup> and has nearly 4,000 inhabitants. It offers a diversity of shops at the level of a structuring centrality. Medical and paramedical services and professions are also well represented.

Ideally located, the town is at the crossroads of major centres and tourist centres as Rennes, Saint-Malo, Dinan and Mont-Saint-Michel.

It is crossed by the Ille-et-Rance Canal which is the oldest artificial canal in Brittany, with many lock houses. Begun under Napoleon 1<sup>st</sup> in 1804, it ended in 1832. You can walk along its towpath on foot, by bike or even on horseback while stopping in its two private and public campsites, its area for motorhomes or its Museum of Tools and Trades. More complete information will be given by "Destination Saint-Malo Baie du Mont-Saint-Michel", the tourism organization of the *Pays de Saint-Malo* which will also mobilize to offer support crew information on the local and natural heritage of our "Destination", one of the eight entities of the Brittany Region.

ACIR, with its many volunteers, is fully mobilized to ensure the coordination of this event but also, the reception, the checkpoint, the sleeping and the technical assistance among other services. The Lycée Professionnel Bel Air, usual partner, being under renovation, the relay is provided by the *Théophile Briant* college also located on the route.

Initiatives are already being taken within the college, for a pedagogical project around the PBP. In addition, associations and merchants of the commune are also invested.

Everything seems to come together to make these three days a beautiful celebration.

Christian TOCZE  
Mayor of Tinténiac

**Located at the crossroads of the Rennes/Brest and Saint-Brieuc/Vannes axes, Loudéac (10,000 inhabitants) has made this strategic location a real development asset.**

As the economic lung of the Côtes-d'Armor department, Loudéac represents a dynamic and attractive employment area throughout its territory. If Loudéac presents itself as a key industrial economic player in Brittany, it has remained focused on its land and the nature that surrounds it. As a flowery city, respectful of biodiversity in the heart of an important agricultural and forest basin, Loudéac offers an ideal environment. The Aquarev amusement park is the real green lung of the city. With more than 140 active associations, supported by the city and its many facilities, it benefits from dynamic associations to support everyone and meet all leisure desires. Driven by a voluntary policy of democratization of culture, Loudéac has three dynamic municipal cultural structures recognized throughout the region: a media library and its Micro-Folie, the cinema Quai des Images labelled "Research and discovery", "Young audience" and "Directory and heritage", as well as a theatre, the Palais des Congrès et de la Culture, which programs more than 30 shows and 50 performances per year.

Loudéac has received the national label Active and Sports City which rewards its actions in favour of the promotion of the practices of its 40 sports clubs.

The country of Loudéac is the territory of cycling in Brittany. In 2022, we had the pleasure of hosting the International Federal Cycle Tourism Week which had more than 8,000 participants and nearly 1,200 volunteers federated thanks to the *Amicale Cyclo de Loudéac* and the partners of the event.

Soon, a national project will bring an additional dimension to the development of the city and the associative and sporting world of its territory: the covered velodrome, currently under construction. Dear participants of Paris-Brest-Paris, the *Amicale Cyclo*, the municipality and the Loudéaciens are ready to welcome you for this great sporting event!

Bruno LE BESCAUT  
Mayor of Loudéac





## Degemer mat e Karaez, kerben ar festivalioù, hag ar Poc'her ! Welcome to Carhaix, capital of festivals, and Poher!

**An important crossroads in Brittany for centuries, even millennia (the recent discovery of a Cairn dating from the Neolithic is proof of this), Carhaix is today a city in full economic and tourist boom.**

It is known and recognized for its sporting and cultural events and for the quality of its offer of sports, cultural and heritage leisure facilities, which make Poher a land of well-being!

In 2023 more than ever, "In Carhaix, the event is all year round!" takes on its full meaning here and becomes "Carhaix, the capital of festivals!", "Karaez kerbenn ar festivalioù!": In addition to the Vieilles Charrues festival, whose reputation goes beyond regional and national borders, Carhaix will host the National Cross-Country Championship, the international race "Kreiz Breizh Elite" of young cycling hopefuls and another music festival that will take its marks on the plain of Kerampuilh: The Motocultor Festival will take place there in August, just before the passage of the Paris-Brest-Paris.

This richness and diversity of events can be achieved thanks to the active participation of the inhabitants, the commitment of the volunteers, mostly from the many associations of the territory, who are committed to welcoming everyone "with open arms". The Romans had understood the interest of its central position by founding Vorgium (ancient name of Carhaix): Capital of the Osismes, it became an important commercial centre with nine roads relaying all

the other cities in Brittany. An Archaeological Interpretation Centre allows you to discover this rich past throughout the year. With the installation of the Breton railway network at the end of the 19<sup>th</sup> century, the "Etoile de Carhaix" breathed new life into the city. One of the first bagadoù in Brittany was that of the railway workers of Carhaix!

### Carhaix, land of cycling!

Today, the old railway lines have become greenways, and together with the Nantes-Brest Canal, these cycle paths offer an ideal setting to discover Brittany from all directions. Soft roaming, and more particularly cycling, is experiencing a real craze: more and more cyclists are taking the streets and paths of our territory, with family, friends, or alone. Moreover, the downtown redevelopment project plans to give priority to cyclists, as proof: in 2021, Carhaix obtained the label "Ville à vélo du Tour de France".

It is with great pleasure that Carhaix will once again welcome participants from all over the world of Paris-Brest-Paris 2023 wishing them unforgettable bike rides and encounters!

A galon !

Christian TROADEC  
Mayor of Carhaix,  
President of Poher Community,  
Vice-President of the Regional Council of  
Brittany in charge of the languages of  
Brittany and the Bretons of the World



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[www.ville-carhaix.bzh](http://www.ville-carhaix.bzh) / [www.poher.bzh](http://www.poher.bzh) / [www.carhaixpohertourisme.bzh](http://www.carhaixpohertourisme.bzh)



**Summer 2023 will once again be an opportunity to**

### celebrate Cycling.

After hosting the Tour de France in 2018 and the big start of the Tour de France in 2021, we are delighted to welcome back the Paris-Brest-Paris, a true historical guideline of Brest's passion for cycling.

These major sporting events, like the smallest, show each time the richness and commitment of the enthusiasts of the "little queen": volunteers, organizers and professionals in the sector know how to offer the Brest public shows that bring together many enthusiasts.

The community supports the development of cycling. Sports or not, bicycle adepts, and especially for its daily use, benefit from local actors involved to support them in their practice and the development of a network of cycle paths. The city and the Metropolis will join forces with those of the Paris-Brest-Paris 2023 organizing committee to welcome all the participants of this beautiful cycling adventure who, for at least a short time, will be able to discover Brest and its surroundings. We thank them!

François CUILLANDRE  
Mayor of Brest



**It's with great pleasure that the town of**

### Saint-Nicolas-du-Pélem will welcome for the 4<sup>th</sup> time the cyclists of the PARIS-BREST-PARIS from August 21, 2023.

No doubt that the Pélémois will still be there to share these great moments of conviviality and support participants from all horizons.

Thanks to our associations and our volunteers, we will be there to make this extraordinary cycling experience happen as well as possible.

Daniel LE CAËR,  
Mayor of Saint-Nicolas-du-Pélem



**The associative wealth of our town has**

### made it a recognized land of welcome.

The organizing team, who relied on the experienced local cycling club, will welcome you with pleasure and motivation during the passage of Paris-Brest-Paris 2023.

Supplies, accommodation and technical assistance will be available during the 4 days of round trip in our multipurpose room.

Welcome again to Quédillac.

Hubert LORAND  
Mayor of Quédillac



# PASSAGE OF THE PARIS-BREST-PARIS TO LE RIBAY – 53

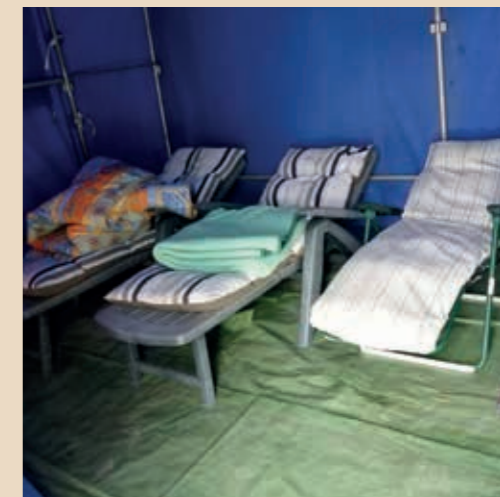
**LE RIBAY : this village with barely 500 inhabitants, crossed by the national road 12, is a dangerous place for cyclists of the PARIS-BREST-PARIS.**

In 2019, our association "AU BONHEUR DE LA PETITE REINE" had no less than fifty volunteers who took turns day and night to ensure the well-being of riders by offering different stands and securing the crossing of the national road 12.

### THE DIFFERENT STANDS:

- **Catering** with meals (vegetable soups, sausage pancakes or ham and cheese pancakes, sausage or ham sandwiches, fries, pasta, grilled chicken sleeves). Orange pieces and cake slices were available free of charge for riders. There were also hot and cold drinks.

- **Bicycle repair** with tools and repair kits available, as well as the help of a volunteer.



- **Dormitories** were also available in a room as well as under marquees with no less than 50 beds. Riders could be woken up by a volunteer at the desired time and bikes were supervised.



Le Ribay being crossed by the RN12, we have secured the places with large signs at each entrance of the village and several volunteers took turns 24 hours a day with flashlights at night to make the cyclists cross safely.

Volunteer vehicles were also available to repatriate those who abandoned at the nearest checkpoint, i.e. in Villaines-la-Juhel.



In 2023, we will renew all these services and we will still be present for the well-being of Paris-Brest-Paris cyclists.

See you in 2023!

Christophe EVEN  
The president





## 1891 - 1951

In 1891, when Pierre GIFFARD organized a 1,200 km race to promote the bicycle, he could not imagine that 120 years later, 5,225 randonneurs would set out for the 21<sup>st</sup> edition of this audacious adventure.

206 cyclists started on September 6, **1891**. Both amateurs and professionals took part, but there were only French riders and only men, as women and foreigners were not allowed to participate. Charles TERRONT won the race in 71:27, riding without sleep at an average of 17.6 kph on the way out and 16.8 kph on the way back, followed by Pierre-Joseph JIEL-LAVAL who finished more than eight hours later (80:01). Henri COULLIBEUW was third (94:53). 100 riders made it to the finish; the last one took 245 hours (more than 10 days), having stopped at inns overnight.

Given its difficulty, Pierre GIFFARD decided that the event would be held only every 10 years. Beside the challenge of racing 1,200 km around the clock, the conditions in those times were harder than today. Asphalt was not used in road construction and the one-speed bikes were rather primitive—the winner had the first removable tires ever!

In **1901**, the race became international. It was run in two categories:

- coureurs de vitesse (pro racers) with drafting crew and support along the route
  - touristes-routiers (cycle tourists, the ancestors of randonneurs), unsupported.
- 25 racers and 114 tourists started. Maurice GARIN, who would go on to be the



winner of the first Tour de France in 1903, was the first racer to cross the finish line at the Parc des Princes velodrome (52:11), beating Gaston RIVIERRE by almost 2 hours. Only 15 racers finished. Arsène ROSIERE from Tours was the first of the touristes-routiers. He finished in 9<sup>th</sup> place overall (62:26). 73 tourists completed the ride, including the 65-year-old Pierre ROUSSET, who finished in 202 hours.

In **1911**, the rules changed according to advances in bicycle technology. Racers were not allowed any more support between the controls. 13 racers and 91 tourists took part. Emile GEORGET won (50:14).

On September 2, **1921**, 44 racers and 62 tourists started. The winner was Louis MOTTIAT, a Belgian (55:07), followed by Eugène CHRISTOPHE, Emile MASSON, Louis HEUSGHEM and Félix SELLIER. The tourist Ernest PAUL earned the 8<sup>th</sup> position overall (63:12).

Noteworthy was the creation of the Fédération Française des Sociétés de Cyclotourisme (FFSC) in 1923, which brought together French clubs devoted to bicycle tourism. Gaston CLEMENT, a member of the Audax Club Parisien (ACP), was the first President of this organization. In 1942, it became Fédération Française de Cyclotourisme (FFCT), and remains today the main bicycle touring organization in France.

In 1930, Henri GRIFFE, President of the Union des Audax Cyclistes Parisiens (UACP), developed the idea of riding an *Audax brevet* (a brevet ridden at a fixed pace

set by road captains) on the PBP route. This project was accepted and promoted by Henri DESGRANGE, director of the newspaper 'l'Auto' (and founding father of the French *Audax brevets*), to replace the touristes-routiers' category. Feathers were ruffled and Camille DURAND, President of the Audax Club Parisien, which organized the allure libre brevets since the schism of 1921 with the Audax riders, decided to organize a free-paced event at the same time—and the first PBP Randonneur was organized. It had a 96-hour time limit, and a 300 km 'Brevet de Randonneur Français' (the ancestor of today's BRM) was mandatory to enter the 1,200 km brevet. The PBP route in those years was run out and back along the N-12 main highway. Each participant had to get his brevet card validated at 17 checkpoints.

In **1931** 33 racers and over 150 tourists registered. The Australian Hubert OPPERMAN won the professional race in a thrilling final sprint, beating Marcel BIDOT and three other riders in 49:23.

64 riders registered for the free-paced event (PBP Randonneur) in 1931. 60 started on September 2, at 10 p.m. from the café 'le Mauco' in Paris (Porte Maillot), including 2 women, 4 mixed tandems, 1 men's tandem and a triplet. The randonneurs were slowed down by constant rain and a strong west wind, but 44 finished. Paulette VASSARD became the first woman to complete PBP (unfortunately the other woman finished 35 minutes after the time limit and was not homologated).

Among the audax riders, 81 started 6 hours after the randonneurs and 29 of them finished 85 hours later.

PBP was not organized in 1941 due to World War II. The missed event was replaced with a PBP Randonneur in **1948**, and then another in 1951 to get back on the ten-year schedule. After 1951, the organizers decided to host the PBP Randonneur every five years.

In **1948**, a new rule required the randonneurs to ride the whole course on the same bike. To make sure they would not change it, the frame would be "sealed" before the start with special tags, just like in the first PBP in 1891. 202 randonneurs registered and 189 started, including 4 men's tandems and 11 mixed tandems. The legend born in 1931 had not been forgotten and many people came to watch the riders starting from the café 'le Mauco', at Porte Maillot. 152 randonneurs completed the ride. The fastest solo riders, René BERNARD and Marcel RAFALTIN, finished together in 51:15. The team ROUTENS-FOURMY (Cyclotouristes Grenoblois) set a men's tandem record (49:20). At the same time, manufacturers competed in a ranking based on the times of the three fastest riders who rode their bikes. The same year, 62 riders set out for the PBP Audax and 42 finished. In those days, both versions of PBP were run in the same year, usually just days apart.

The PBP professional racing events of 1948 and 1951 were the last ones. The number of professional racers decreased because the race was suffering from a general lack of interest, as well as from the success of the randonneuring event. Moreover, the extreme difficulty of racing 1,200 km is hardly compatible with a professional racer's usual calendar of shorter events. In 1948, 46 racers participated (all professional team members) and 11 finished. Albert HENDRICKX from Belgium won in 41:36. In 1951, only 41 racers (representing 10 teams) entered, 34 started and 11 finished. Maurice DIOT won in only 38:36, establishing the all-time PBP course record.

In **1951**, the number of tourists increased. 426 randonneurs, including 8 women, set out at 10 p.m. from Porte de Saint-Cloud, in front of the famous café 'Aux Trois Obus'. 16 tandems had left one hour earlier, to avoid the risk of colliding in the group start. The riders were required to have ridden a 400 km brevet to register. Bikes were sealed before the start, as in the previous edition. Even in case of a broken bike, it was not allowed to change it. Several other rules from those days are still in use today: the bike had to

be equipped with lights and a frame badge, the brevet card had to be validated in each checkpoint, and following vehicles were forbidden. Despite the bad weather, 379 randonneurs finished, including 6 women, 2 men's tandems, and 9 mixed tandems. The fastest overall was, once again, the men's tandem ROUTENS-FOURMY (47:54).

## 1956 - 1979

In **1956**, both a PBP Audax and a PBP Randonneur were organized. Unfortunately, it was a low tide for randonneuring. Only 250 riders registered, including 4 women, 2 men's tandems and 5 mixed tandems, as well as several riders from abroad: 2 Belgians and 15 Dutchmen. 220 randonneurs started on September 5 at the café 'Aux Trois Obus'. The weather was awful and only 155 randonneurs completed the ride. Some well-known names showed up on the finisher list. Tandem team Gilbert BULTE (Honorary President of the ACP)—Lucien DETEE, and the tandem ROUTENS-JOUFFREY rode together most of the time and finished together in 50:29. At this PBP, tandems started one hour before the solo riders, and those four riders would never be caught—on the contrary, they added another hour to their initial lead!

By **1961** the ACP was having a hard time. The club's membership was low and the PBP staff was dramatically reduced. The PBP registrations dropped to 191, but they still included 3 female solo riders and 4 mixed tandems. The bikes were not sealed any more, but they had to be equipped with lights and mudguards. As required by the



authorities for safety reasons, the event started from the Suresnes bridge, in the close surroundings of Paris, in front of the café 'la Belle Gabrielle'. On September 6, 179 randonneurs started (the tandems at 9 a.m. and the solo bikes at 10 a.m.). Like in 1956, the percentage of DNFs was very high: almost 30% and only 127 randonneurs com-

pleted the ride. First reason, many of the riders started too fast (more than 40 km were ridden in the first hour) and second, the weather was poor—not as wet as in 1956, but pretty bad, though.

In **1966**, participation in PBP was still at a low level. 187 riders registered and only 172 took off, including one woman and two mixed tandems. All started at the same time, on September 7, at 4 p.m. from La Celle-Saint-Cloud. Substantial rule modifications had been made: the time limit was reduced to 90 hours and rider support vehicles were now allowed at the checkpoints (but still forbidden in-between). 137 riders finished, including randonneuse Suzanne PINAULT on a solo bicycle, and both mixed tandems. Pierre THEOBALD, who became President of the ACP in 1996, was riding, as well as Roger and Marie-Thérèse MARTIN (she acted as a secretary for PBP in 2003), who rode the fastest mixed tandem (66:24). The fastest solo riders, Maurice MACAUDIERE and Robert DEMILLY, set a new record (44:21). In third place came the Belgian Herman DE MUNCK. Barry PARSLAW from United Kingdom was the first to ride a trike on PBP since 1891. The weather was quite hot, in contrast to the five previous PBPs.

In **1971**, 325 randonneurs set out together on September 6, at 4 p.m. from La Celle-Saint-Cloud. It was the first time that Robert LEPERTEL would direct the PBP Randonneur. He would stay on as head of the organization for the next 28 years (with exception of 1991).

The PBP Randonneur became more international with riders coming from Belgium, United Kingdom, Denmark, Italy, Spain, and the United States. The ACP was also honoured by the visit of Sir Hubert OPPERMAN, who won the PBP racing event in 1931 and had eventually become Australia's first High Commissioner to Malta. He dropped the starting flag to the riders with much emotion. For the first time, route arrows were put near the road to show the way. The weather was fine. 272 randonneurs made it back to the U.S. Métro stadium, at La Croix-de-Bermy. The fastest man was Belgian Herman DE MUNCK (45:39) and the fastest woman, Simone ASTIE (79:38). Four other women completed the ride, as well as three mixed tandems.

In 1971 eight audacious riders, who had just finished the PBP Audax on Sunday, showed up on Monday at the start of the PBP Randonneur. They all completed it, riding 2,400

km in less than a week from Thursday to Thursday! But the organizers, considering that such a challenge could turn out to be dangerous for the riders' safety, decided not to organize the two events in the same year. Consequently, next PBP Randonneur was scheduled 4 years later, and not 5 years later like the PBP Audax.

For **1975**, all rookies were required to ride a qualifying brevet of 600 km, whereas the veterans had only to ride a 400 km brevet. The start was located in Montesson. There were twice as many participants as in 1971. The 667 riders included 651 solos (634 men and 17 women), 2 mixed tandems, 4 men's tandems and 4 English trikes (another 'first ever' on PBP). In the end, 559 riders reached the finishing control at La Croix-de-Berny.

In the year after this 8<sup>th</sup> edition of PBP, the Brevets de Randonneurs Français (created in 1921) became the Brevets de Randonneurs Européens. Provided that the rules would be respected, the ACP allowed its European representatives to organize PBP qualifying brevets in their own country. This was the first step to the worldwide spread of the free-pace style of randonneuring, which offered a new and attractive way of riding to countries outside France.

In **1979**, the route changed. The start place was still Montesson, but the route that followed the N-12 highway since 1891 was



now replaced by smaller, less dangerous roads, and Montesson also became the finish control. Now all the participants were required to have successfully completed a Super Randonneur series (200, 300, 400 and 600 km) of qualifying brevets in the year of PBP.

In aim to limit the size of the peloton, three start times were offered:

- 04h00 a.m. for a 90h time limit
- 10h00 a.m. for an 84h time limit
- 04h00 p.m. for a 78h time limit

At registration, 1,130 riders chose the 04h00 a.m. start, 630 the 10h00 a.m. start and 120 the 04h00 p.m. start.

A total of 1,766 randonneurs set out and 1,574 riders completed the ride. 51 wo-

men were homologated: 41 on solo bikes, 8 mixed tandems and, for the first time on PBP, a women's tandem: Maryvonne BERNARDIN and Francine RAMEAU finished in 86:48. The tandem ridden by Jacky CHANDRU and his blind partner Jean NOUET also completed the ride in 78:41.

## 1983 - 2019

The increasing number of registrations in **1983** (2,220 riders) showed a growing interest for non-competitive long-distance among the bicycle tourists. Most of the riders came to achieve a personal best. 2,106 riders started from Rueil-Malmaison on August 29 and 1,895 riders were homologated at the finish. Two solo riders, Herman DE MUNCK (Belgium) and Bernard PIGUET (France, CT Montferrand) finished together in 43:24.

This 10<sup>th</sup> PBP welcomed 15 countries. 1983 was a crucial year in the history of PBP and the sport of randonneuring. Under the initiative of Robert LEPERTEL, the Brevets de Randonneurs Européens became Brevets de Randonneurs Mondiaux, allowing PBP-fans to organize qualifying brevets around the world. In Paris on August 26, 1983, the day after PBP, the ACP and representatives of the countries who organized BRMs, created the RANDONNEURS MONDIAUX. The founding members were Robert LEPERTEL (France), Russell MOORE (Australia), Marc DEMAESMAKER and Jacques DELAVA (Belgium), John NICHOLAS (United Kingdom), James KONSKI (United States), John HATHAWAY (Canada), Jean-Claude MUZELLE (Sweden), Francesc PORTA (Catalonia/Spain) and José Luis GARCIA-RODRIGUEZ (Basque Country). Marc DOBISE, President of the French Cyclotouring Federation (FFCT), attended the meeting. Robert LEPERTEL was unanimously elected President. It was the beginning of a fantastic adventure...

On August 24, **1987**, 2,587 randonneurs started from Rueil-Malmaison and 2,119 completed the ride. Scott DICKSON, one of the 220 American riders, was the fastest of all. He made it back to Rueil-Malmaison in 44:01, more than an hour ahead of his challengers Herman DE MUNCK and Jean-Michel RICHEFORT (45:05). Scott DICKSON would also be the fastest overall in 1991 and finish in the fastest group in 1995.

With the first PBP event having been run in



**1891, 1991** was the de facto centenary of PBP (although the first ACP-organized PBP randonnée was run in 1931). Jean-Claude MASSE, President of the ACP, was at the head of the organization. Supported by a devoted board of organizers, he made sure that the centenary ride would be an unforgettable event. It was a wonderful occasion to make up with the Union des Audax Français, who had been hosting a PBP Audax since 1931.

The organizers were received at the Hôtel de Ville in Paris (City Hall) by the Mayor of Paris Jacques CHIRAC, in the presence of Sir Hubert OPPERMAN, the Australian racer who won PBP in 1931. A warm-up prologue was organized from the Hôtel de Ville to the Gymnase des Droits de l'Homme in Saint-Quentin-en-Yvelines, PBP's new start location.

Three different start times were offered:

- 08h p.m. - 80h time limit (instead of 78h)
- 10h p.m. - 90h time limit
- 05h a.m. - 84h time limit

3,276 randonneurs set out on August 26 and 2,617 finished. The ACP celebrated the 10,000<sup>th</sup> homologation of PBP! Claude GALVAING, nostalgic for the 1891 era, rode PBP on a fixed gear. 191 women completed the ride; the fastest was Nicole CHABIRAND (Randonneurs Cyclos de l'Anjou). In association with the event, the ACP and the FFCT created a special event; 40 young riders under the age of 18 to complete PBP in 12 stages: the first 'Paris-Brest-Paris des jeunes' was organized.

In **1995**, Robert LEPERTEL returned as PBP chief organizer, supported by nearly the same board. The 13<sup>th</sup> PBP Randonneur collected 2,976 entries and welcomed 2,860 starters. Fenders were no longer compulsory and tri-bars were banned for safety reasons. 2,376 riders completed the ride within the time limit, and under good weather conditions. A group of nine fast riders finished together in 43:20. Alexandrine LAMOULLER, the daughter of the current President of the FFCT Dominique LAMOULLER, was the youngest finisher. The oldest

rider was 75-year-old Roger JARNO.

In **1999**, the ACP welcomed 3,573 randonneurs at the start, of whom 1,600 came from abroad. 20 different countries and more than 1,000 clubs were represented. The Prologue, run through the seven townships of Saint-Quentin-en-Yvelines, attracted more than 1,000 participants, including young riders who were not yet of age to ride PBP.

In the end, 2,977 riders were homologated (1,626 French and 1,351 International riders).

In **2003**, an experienced committee replaced Robert LEPERTEL at the head of the PBP organization. 4,070 riders started and 3,475 completed the ride. For the first time, randonneurs from abroad were the most numerous (2,074 International riders and 1,996 French riders). The Finn Alpo KUUSISTO astonished everybody by successfully 'kicking' the entire PBP route on a scooter. Drew BUCK, Nigel WINTER and Steve ABRAHAM rode a triplet (88:10).

Noteworthy is that the fastest riders in 2003, who had ridden quicker than any other randonneurs in PBP history, were penalized two hours for various infractions of the rules, and that 2003 was also the first time that the PBP results have been published in alphabetical order. This shows that over time the randonneuring nature of PBP has become more and more obvious. The concept of achieving a personal best has gradually overcome the concept of competition against the other riders. At PBP, all participants have equal merit — to be the fastest does not mean to be the best. The purpose of the randonneur is not to race, but to achieve a challenge while respecting the rules and spirit of randonneuring.

In **2007**, the PBP Randonneur set a new record of 5,311 registrations. For the second time in history, the French riders were in the minority. International riders came in droves—they were 2,918 at the start in Saint-Quentin-en-Yvelines, coming from 42 countries! Most numerous were the Americans with 591 riders.

Although women still represented a small percentage of the registered riders (6.6%), many were multiple finishers; several had 6 or 7 PBP's on their credit after the ride. The youngest woman was the 22-year-old Mandy DAMMEKENS, from Belgium, and the oldest, the 64 years old Marie-Hélène VILETTE.

The weather for 2007 was very bad, with

strong headwinds and relentless rain—a hard job for the 5,160 randonneurs who took off on August 20-21. Only 3,603 completed the ride successfully, although another 126 riders kept going even when they knew that they would not make the time limit at the finish.

The variety of human-powered vehicles was a highlight of the 16<sup>th</sup> PBP Randonneur. Amazed people could discover more than 100 special bikes, prototypes and bizarre machines like triplet, trike, recumbent, bikes with fairings, recumbent tandem, back-to-back recumbent tandem, rowing bike, and rowing tandem.

In **2011**, a pre-registration system was set up and a quota per country was assigned, to limit the entries in case of excessive demand. The tsunami in Japan and the weak economy in many countries also limited the entries. Eventually 5,225 riders registered, slightly less than in 2007 (the large headcount of randonneurs present during the 1980s is now retiring from the PBP roads). In the end, 4,068 randonneurs were homologated - a 'first ever'. Daniel RAVET and Bernard IMBERT completed their 11<sup>th</sup> PBP. This is also a record. Another record for the 80 years old Friedhelm LIXENFELD (from Germany), who finished in top shape and astonished everyone with his strength at the closing ceremony. The oldest among the women was Marie-Hélène VILETTE. The youngest male rider was Blaesius TANGUY, aged 18, and the youngest female rider, Liudmila BATAEVA, aged 25. Drew BUCK was again in the spotlight, performing PBP on his 1900 Peugeot, and Sophie MATTER surprised everyone by riding a city bike decorated with flowers - you can take the Paris-Brest-Paris Randonneur seriously and not take yourself seriously!

The weather was generally mild but sometimes unpredictable. On the evening of the first day, a thunderstorm lowered the temperature until the finish. Those who had registered for the 84h start were most affected by the rain, and the DNF rate for this start was higher than in the previous years.

In **2015**, new environment, because the departure and the arrival took place close to the national Velodrome of Saint-Quentin-en-Yvelines, but not on the track, too dangerous for neophytes, especially after 1,200 km. There was a new record of the number of registered randonneurs - with an Asian representation in clear progress - as well as a new record of the number of homologated randonneurs. Weather condi-

tions were rather favorable, except for the last randonneurs who were well-showered. Note the participation of an exceptional randonneur, Björn LENHARD, a German who realized the best time, without assistance, it proves that you can make PBP alone and be at the top.

The **2019** edition starts from the National Sheepfold of Rambouillet on August 18 and 19 in 25 waves. They are 6674 registered of which 6418 will start. As has been increasingly the case since 2003, foreign participation, from more than 60 countries, dominates, with 5105 registered.

On August 22 at 5:30 pm, they will be 4366 to be homologated. There will have been 1789 withdrawals, 245 out of time and 18 non-homologated, mostly for lack of at least one control. The failure rate is the highest ever observed on PBP, since it amounts to 31.97%, despite satisfactory weather.

The oldest of the homologated will be 78 years old in three weeks, he is at his 7<sup>th</sup> success and is named Jean Guillot from Vienne (France). The oldest is Anne-Marie Estrabaut from Tarn (France) who, at 69, homologates her 2<sup>nd</sup> PBP.

The youngest man and youngest woman are respectively Paul Wolf, an 18-year-old German, and Maëlle Henry, 23, from the Champagne club of Rilly.

3 participants homologate their 12<sup>th</sup> PBP and have never known failure. They are Jean-Claude Chabirand from RC Anjou, Alain Collongues from Audax Club Parisien and Dominique Lamouller from CC Vexin. On the women's side, Canada's Deirdre Arscott completed her 9<sup>th</sup> PBP.

Finally, the best time is that of Hajo Eckstein in 43:49, a German in a velomobile. This was followed by 3 riders, close to 45 hours: Robert Coquen, Marko Baloh and Ken Tax. The fastest woman was Britain's Ana Orenz who finished in 51:02. The 1<sup>st</sup> tandem is, as in 2015, that of the American couple Ann and John Jurczynski in 56h19.

Fiona Kolbinger, who won the Transcontinental Race the week before, is at the start and completes her 1<sup>st</sup> PBP.

Since 1931, 22,615 riders have completed 35,491 Paris-Brest-Paris Randonneur. How many people will join the list of those who have contributed to the legend of PBP? Let's see in August 2023!



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# REGULATIONS

(revisable until  
August 2023)

## Article 1

The Audax Club Parisien is holding the Paris-Brest-Paris Randonneur® on August 20-24, 2023. This event is a 1200 km free-paced BRM in which riders are not allowed to get any support, except as permitted by the organizers. Paris-Brest-Paris Randonneur® is run according to the FFCT event charter.

## Article 2

### ENTRY CONDITIONS

Paris-Brest-Paris Randonneur® is open to riders who are at least 18 years old at the date of the start.

Riders must have completed a Super Randonneur brevet series (200, 300, 400 and 600 km) of ACP-sanctioned brevets in 2023, which are run in many countries by duly ACP-approved organizers. Any ACP-sanctioned brevet of a higher distance can be substituted for a missed brevet.

## Article 3

### RIDER RESTRICTION

The number of starters will be limited to 8,000. 2,500 slots will be reserved for candidates of French nationality.

## Article 4

### PRE-REGISTRATIONS

Pre-registrations are open to those who have completed at least one BRM in 2022.

The pre-registration date depends on the longest brevet validated in 2022 and spots are subject to availability at the time of pre-registration.

Some countries may apply local conditions to validate the pre-registration. For example, in France, non-FFCT members will only be allowed to pre-register seven days after FFCT members who have ridden the same mileage.

START	BIKES	TIME LIMIT
SUNDAY from 16h00 to 17h00	Solo bikes	80 h
SUNDAY at 17h15	Tandems, triplets, trikes and all special bikes	90 h
SUNDAY from 17h30 to 21h00	Solo bikes	90 h
MONDAY at 04h50	Tandems, triplets, trikes and all special bikes	84 h
MONDAY from 05h00 to 06h00	Solo bikes	84 h

BRM ridden from Nov 01, 2021 to Oct 30, 2022	Pre-registration starts on (at noon French Standard Time => CET, UTC +1)
1000 KM OR RM1200 AND +	January 14, 2023
600 KM	January 28, 2023
400 KM	February 11, 2023
300 KM	February 25, 2023
200 KM	March 11, 2023

Pre-registration secures a departure time for Paris-Brest-Paris Randonneur® 2023 as soon as your payment gets accepted. Places at the event are subject to limited availability and will be allocated on a first come, first served basis.

Pre-registration can only be made via the Paris-Brest-Paris Randonneur® website [www.paris-brest-paris.org](http://www.paris-brest-paris.org) indicating the homologation number of the longest BRM (or RM 1200 and +) you rode.

For a multi-rider vehicle, the rider who rode the longest BRM (or RM 1200 and +) will initiate the pre-registration, so that his or her co-rider(s) will get the same priority to preregister.

The pre-registration fee is €50, non-refundable but deducted from the registration fee.

Pre-registrations will be cancelled if remained unpaid for three clear days and on June 20<sup>th</sup>, 2023 if the registration was not initiated (at least three BRM must be indicated in the registration form).

## Article 5

### REGISTRATIONS

Registrations can only be made on the Paris-Brest-Paris Randonneur® website [www.paris-brest-paris.org](http://www.paris-brest-paris.org) where you can view the status of your registration form.

You can register as soon as you have completed at least three of the four qualifying brevets which are scheduled between October 31, 2022 and June 30, 2023.

Your place will be definitively reserved at the time your payment is accepted. Registrations will be processed according to the date of payment until the limit of available places is reached. If said limit of availability is reached, you will be placed on a waiting list and your payment won't be cashed.

Applications that have not been completed on July 02, 2023 at midnight (French Standard Time) will be cancelled once and for all and the rider is to be considered unregistered.

## REGISTRATION SCHEDULE

\*Places at the event are subject to limited availability

Registration schedule	Preregistered riders, as well as non-preregistered FFCT members and international riders *	Others *
OPENING (at noon, French time)	May 27, 2023	June 3, 2023
DEADLINE (at 23h59, French time)	July 2, 2023	July 2, 2023

Any registration is definitive and non-refundable except when asking for a registration cancellation before June 25, 2023. Riders will be reimbursed €50. To DNF on a qualifying brevet will not be a condition for refund.

Your application will be processed only when you have completed your registration form with the homologation numbers of your four qualifying brevets. Then you will receive a confirmation email with instructions concerning the ride.

If the follow-up of your form on the website indicates « validated » and you do not receive the confirmation email, please contact the organizers at the following address:

[inscription@paris-brest-paris.org](mailto:inscription@paris-brest-paris.org)

## Article 6 PAYMENT

A secure payment option will be proposed at the end of your pre-registration and/or registration. It may be individual or collective. No payment by wire transfer, check or cash will be accepted.

**The pre-registration fee is €50**, non-refundable and deducted from the final registration fee.

The registration fee will be between €175 and €195. There is €20 reduction for FFCT members.

### The registration fee includes :

- participation in Paris-Brest-Paris Randonneur® 2023
- official water bottle
- official reflective vest
- left luggage at the starting line
- meal at the finish line
- official document pouch
- Paris-Brest-Paris Randonneur® 2023

- frame badge
- Paris-Brest-Paris Randonneur® 2023 brevet card
- Paris-Brest-Paris Randonneur® 2023 rider follow-up
- souvenir medal if you reach the arrival before the closure of the facilities (and time label after homologation)
- arrow signs on the course
- supervision by official cars and motorcyclists
- access to the various checkpoints and food stops
- emergency support at the checkpoints
- PBP movie downloadable on the PBP website

The costs of food, sleeping and repatriation in case of DNF, are the sole responsibility of the participants.

## Article 7 CANCELLATION

### Initiated by the participant:

Refund of €50 only for registrations cancelled before June 25, 2023.

### Initiated by the organizer:

If the event should be cancelled by the organizer because of unforeseen circumstances, whether the organizer is responsible or not, refund of the registration fee less the expenses already incurred. No other indemnity will be paid. Requested jerseys will be delivered if, at the date of cancellation of the event, the order has already been placed with the supplier by the Audax Club Parisien.

## Article 8 RULES FOR BIKES

Any bike with two or three wheels steered by a handlebar and propelled by muscle power via a transmission consisting of one or several chain sets may be used. The bike must not exceed 1 metre wide. Bikes not meeting those criteria will have to be vetted by the Audax Club Parisien. For safety reasons, the use of extenders is strongly advised in peloton. Electric bikes are forbidden.

Bikes must be in compliance with French regulations. Additionally, bikes must possess a lighting system powerful enough to be seen at 100 m from the front and 150 m from the rear. It must be securely and permanently fixed on the bike, even during daytime, and in working order at any time. Flashing LEDs at the rear are forbidden.

Backup lighting systems are strongly recommended. Lights must be turned on at any time during hours of darkness or other low-light conditions, whether the participant rides alone or in a group. If controllers stop a rider because of no lighting or insufficient lighting, they will not allow him or her to continue until the lighting failure has been repaired, unless he or she has emergency lighting. In this case he or she may ride to the next checkpoint.

We recommend that riders of recumbents add a protection to the crank set, either a chain guard fixed at the frame, or a chainring guard slightly larger than the big ring. We also recommend at least a left driving mirror which may be attached on the back of the glove. Finally, it is strongly recommended to mount a safety flag with reflective stripes, at the top of a pole, at least 1.40 metre above ground. The bikes with fairing must imperatively be equipped with reflective stripes at the front, back and sides.

To test their equipment, riders are advised to complete at least a 400 km or 600 km event on the same bike that will be used for Paris-Brest-Paris Randonneur®.

To make checks easier, all riders will have their number marked on a frame badge which must remain attached to the bike throughout the ride.

## Article 9 EQUIPMENT

According to French traffic law, a high visibility vest MUST be worn when riding at night (safety standard number EN 1150 or EN ISO 20471). The vest delivered to all participants before departure is conform to French regulations and it is highly recommended you wear it during PBP. If your reflective vest is hidden (e.g., because you are carrying a backpack or riding a recumbent), make sure that you have additional reflective material to ensure you are seen.

Light-coloured clothing is recommended for night riding.

It is highly recommended to wear an approved helmet throughout the event. It is recommended to wear a randonneuring club's jersey, the official PBP jersey or any other RM event's jersey. Professional cycling team jerseys are prohibited.

## Article 10 ROUTE AND CONTROLS

The official route sheet will be sent when your application will be processed. The route is subject to the authorities' agreement. The out and back ways are marked by arrows of different colours.

Official controls are:

On the way out: start control at the castle park of RAMBOUILLET, then VIL-LAINES-LA-JUHEL, FOUGÈRES, TINTÉ-NIAC, LOUDÉAC, CARHAIX, BREST.

On the way back: additional controls at MORTAGNE-AU-PERCHE and DREUX.

A food stop is provided on the way out at MORTAGNE-AU-PERCHE. Sleep and food stops are provided at QUÉDILLAC on both ways, SAINT-NICOLAS-DU-PÉ-LEM on the way out and GOUAREC on the way back.

There may also be secret controls on both ways. Riders must stay on the official route. Please be aware that the insurance cover will be invalid if you deviate from the official route.

The organizers reserve the right to modify the above-mentioned route or checkpoints, especially in case the competent authorities deny the authorization to take a certain route. All riders and all support crews must everywhere and at any time act correctly towards the control personnel. Support crews must respect the instructions of the volunteers, otherwise participants might be sanctioned.

## Article 11 RESPONSIBILITIES AND INSURANCE

**Under all circumstances, riders must obey the French traffic law.**

It is expressly stated that cyclists participate in Paris-Brest-Paris Randonneur® ride at their own risk and that riders are not covered unless they have taken out an individual insurance including medical assistance and repatriation. **The participant asserts under the honour principle to be covered by insurance when registering.**

A « Responsabilité Civile - Défense & Recours » policy has been taken out by the organizers for the duration of the event, for all material or corporal damage caused to a third party by a participant.

This policy does not cover any damage to bike or equipment in case of fall, theft or deterioration. Personal insurance must be subscribed to cover these risks.

In any place riders should care for their personal belongings. The ACP cannot be held responsible in case of loss or theft.

## Article 12 RIDER TRACKING

A brevet card and an electronic tracking device will be distributed to each rider before the start. The rider must keep both in good condition. It is recommended to stick a recent passport picture on the brevet card (35 x 25 mm).

**Riders must always carry their brevet card and must personally ensure that their card is validated at each control, whether official or secret.**

Loss of both brevet card and tracking device, missing or incomplete validation (both manual and electronic), whether from an official or a secret control, will result in disqualification.

## Article 13 DEPARTURE OPERATIONS

### Delivery of documents:

Participants will receive their package the day before their departure. An additional distribution will be made on Friday afternoon for the Sunday starters.

### Start control:

It will take place at the castle park of Rambouillet, from 30 to 60 minutes before each official start. To avoid the crowd, please don't go to the start place earlier. Lighting and reflective vests will be checked at the start control.

**Beware:** A missing brevet card validation and a missing tracking device recording at the start will result in disqualification.

**Start:** As required by the police headquarters, riders will start in waves. For safety reasons, official vehicles will lead the riders through the first kilometres. It is forbidden to overtake them (offenders will be attributed a penalty).

## Article 14 OPENING AND CLOSING TIME OF THE CONTROLS

It is compulsory for each participant to pass through every control by respecting the closing schedules indicated on brevet cards. Opening hours will be also indicated but for information only. Only a serious material incident may be accepted as justification for late arrival, and the delay must be recovered at the latest within the next two controls.

## Article 15 HOMOLOGATION, DNFs AND FAILURE TO COMPLY WITH THE TIME LIMITS

Whatever the realized time, a brevet will not be homologated in less than

43h32 (this corresponds to an average speed of 28 km/h).

All participants who have ridden in compliance with the rules earn a medal with their official time. In case they have been attributed a time penalty, it will be included in the finishing time. The medal has been designed specifically for the 20<sup>th</sup> PBP Randonneur.

Riders who abandon must show their brevet card to a controller or another member of the organization, who will sign it and annotate it with « Abandon ». The abandoning rider should remove and keep the frame badge as well as the brevet card.

## Article 16 MEDICAL TEST

A medical test may be requested by the French State Secretary of Sport, which will bear the costs. Refusal to undergo this control or a positive test outcome will result in disqualification and will lead to sanctions in accordance with the regulations.

## Article 17 SUPPORT VEHICLES

Support vehicles are forbidden on the riders' official route. Riders who wish to have a support vehicle (even for only one control) must specify it at registration. A special route has been provided for support vehicles. Riders can meet their support vehicle only at the checkpoints and within 5 km from the checkpoints. Quédillac, Saint-Nicolas-du-Pélem and Gouarec, which are not checkpoints, don't welcome support vehicles.

Both the rider and the driver of the support vehicle must sign a solemn pledge whereby they assert having been informed about the authorized level of support that can be provided to the rider, that the support crew will comply with the present regulations and that noncompliance is subject to penalties.

SCALE OF PENALTIES	
Overtaking official vehicles at the start of the event	1 h
Violation of the French traffic law - Use of cell phone while riding	1 h
Drafting by someone not taking part in the event	1 h
Taking down signs before the end of the event	1 h
Environmental pollution	2 h
No lighting at night, or under conditions of poor visibility	2 h
Absence of (or hidden) high visibility vest at night	2 h
Refusal to obey controllers	2 h
Registered vehicle present on the official route although the driver pledged to follow the special itinerary	2 h
Incorrect behaviour of rider or support crew towards the controllers or the volunteers	5 h
Support given on the route, or in the control towns, by a non-registered vehicle	5 h

## Article 18 PENALTIES AND APPEALS

The Audax Club Parisien reserves the right to refuse entry to Paris-Brest-Paris Randonneur® and to disqualify riders in case of major transgressions. Official controllers will be clearly identified. Any violation of the regulations recorded by official controllers will be penalized according to the above scale.

As far as possible, riders will be informed of the attributed penalty either immediately or at the next checkpoint. Penalties will be noted in the brevet card. They apply to the overall time only.

Penalties will be cumulated in case of further offenses. No rider can be stopped because of penalties during the event.

It is explicitly stated that riders take part in the event solely at their own responsibility. Any rider passing his or her brevet card to another rider will be disqualified. This action absolves the organizers of responsibility in case of any accident suffered or caused by this other rider during the event. All complaints must be addressed within 10 days after the finish by registered mail to:

**Audax Club Parisien -  
Commission PBP  
40 rue Blanche  
FR-75009 PARIS**

## Article 19 ENVIRONMENT

All riders must respect the environment in the control towns and all over the route of the Paris-Brest-Paris Randonneur®. Riders will be liable for any damage noted.

It is strictly forbidden to litter on the road. Your eco-friendly behaviour benefits all riders, and the public image of randonneuring is at stake!

## Article 20 IMAGE RIGHTS AND LIBERTIES

Riders expressly authorize the organizers of the Paris-Brest-Paris Randonneur®, or their proxies such as partners and media organizations to use static or moving images on which they may appear and which have been captured during their participation in Paris-Brest-Paris Randonneur® for publicity purposes, including promotional material and/or advertising, throughout the world and

for the longest period provided by the law, regulations, and treaties in force, including any extensions that may be made to this period.

According to the French law on Informatics and Liberties of January 6, 1978, you have a right to access and rectify any personal information.

Through us, you may receive offers from other companies or associations. If you object to it, please let us know with your name, address and possibly your frame badge number.

## Article 21 UPDATING

The steering committee of the Audax Club Parisien reserves the right to modify these Regulations and if needed to decide about eventualities not foreseen in the present Regulations. It can also modify the conditions under which the event is run.

As far as possible, decisions or possible modifications will be brought to the attention of the participants:

- either by using the press, radio, and Internet, at the latest three days before the date of the event if a possible cancellation is foreseen
- or during the event by loudspeaker and posters

Information:

[www.audax-club-parisien.com](http://www.audax-club-parisien.com)  
[www.paris-brest-paris.org](http://www.paris-brest-paris.org)  
[contact@paris-brest-paris.org](mailto:contact@paris-brest-paris.org)



**Le Vélo d'une Vie**

**Alex SINGER**

**A bike for life**

53, rue Victor Hugo  
Levallois

@cyclesalexinger

# DIARY



## ► SATURDAY, JANUARY 7, 2023 Presentation of the 20<sup>th</sup> Paris-Brest-Paris Randonneur®

At 4:00 pm at the Espace Charenton - 323 bis rue de Charenton - 75012 PARIS

## ► FROM SATURDAY, JANUARY 14 AT NOON TO SATURDAY, MAY 27 AT NOON

Pre-registrations are open with a BRM or a RM >= 1200 km completed between 01/11/2021 and 30/10/2022, according to the following schedule:

**Saturday January 14 at noon**  
French time, start of pre-registrations with BRM 1000 or RM >= 1200 km

**Saturday, January 28 at noon**  
French time, start of pre-registrations with BRM 600

**Saturday, February 11 at noon**  
French time, start of pre-registrations with BRM 400

**Saturday, February 25 at noon**  
French time, start of pre-registrations with BRM 300

**Saturday, March 11 at noon**  
French time, start of pre-registrations with BRM 200

NB1 : any pre-registration not paid after 3 clear days will be cancelled.

NB2 : any pre-registration that has not been converted into a registration (incomplete or complete) will be cancelled on June 20<sup>th</sup>.

## ► BRM REQUIRED FOR PBP REGISTRATION

To register, you will have to complete between 31/10/2022 and 30/06/2023 a Super Randonneur brevet series: 200 km, 300 km, 400 km and 600 km.

A missing brevet can be replaced by a brevet of a greater distance. It is even possible to replace a BRM 600 with a BRM 1000. Only BRM and RM >= 1200 km will be considered.

## ► REGISTRATIONS OPEN ON SATURDAY, MAY 27, 2023 AT NOON FRENCH TIME

You registration will be OK after validation of your 4 brevets by the ACP.

## ► SUNDAY, JUNE 25, last day for a partial refund of your registration if you cancel.

## ► SUNDAY, JULY 2, registrations will be closed at 11:59 pm (French time).

## ► FRIDAY, AUGUST 18 / SATURDAY, AUGUST 19 / SUNDAY, AUGUST 20, 2023 Withdrawal of your documents

Friday from 2 pm to 7 pm or Saturday from 8 am to 7 pm (if and only if you start on Sunday), Sunday from 8 pm to 1 am (if and only if you start on Monday).

## ► SUNDAY, AUGUST 20 / MONDAY, AUGUST 21, 2023

Departures from the 20<sup>th</sup> Paris-Brest-Paris Randonneur®  
The cycles and the reflective vests will be checked before departure and can be checked throughout the event.

You will leave, in successive waves, from the park of the castle of Rambouillet.  
You can choose between several departures:

**Sunday 20 between 4:00 and 5:00 pm:**  
five 80-hour waves

**Sunday 20 5:15 pm:**  
90-hour wave for special cycles

**Sunday 20 5:30 to 9:00 pm:**  
fifteen 90-hour waves

**Monday 21 4:50 am:**  
84-hour wave for special cycles

**Monday 21 5:00 to 6:00 am:**  
five 84-hour waves

Historically, Monday departures see the highest rate of homologated.

## ► FROM TUESDAY 22 AROUND 11:30 AM TO THURSDAY 24 6 PM

Return of participants in Rambouillet who, after passing through the arrival control, will have showers, a meal and rest rooms available.

## ► THURSDAY 24 CLOSING CEREMONY

From 6:00 pm, a closing ceremony will welcome the very last finishers and will end with a buffet.

## ► END OF 2023

approved participants will receive at their postal address a label mentioning their time, to be stuck to the medal.

## ► IN JANUARY 2024, an award ceremony will be held

Espace Charenton - 323 bis rue de Charenton - 75012 PARIS.  
You will be able to withdraw your results documents.  
The remaining envelopes will be mailed during the following weeks.



# THE QUALIFYING BRMs IN FRANCE

**In these troubled times, Paris-Brest-Paris is like a ray of sunshine, which is the delight of hardened cyclists.**

To register for the PBP 2023, you will have completed each of the qualifying stages, having succeeded in the BRM 200, 300, 400 and 600 km approved by the Audax Club Parisien, and you will become at the same time a SUPER RANDONNEUR. To get there, you should have ridden a lot and much more than the distance of all these brevets.

You must not rest on your laurels. For adepts of greater distances, a brevet in July will be fine.

At Easter, if you want to prowl your endurance and your ability to ride at night, a Flèche Vélocio or a National Arrow is at your disposal (minimum 360 km in 24 hours) on routes you have chosen.

It is not forbidden, on the contrary, to double the qualifying brevets (or to do those that are organized in July). Any mile to get in the legs is beneficial.

**Have a look at the calendar of organizations: there is something for everyone, throughout France. Abroad, the Earth will rotate to the rhythm of BRMs, and this is good for the planet.**

Book the dates on your diaries right now without worrying too much about the weather: except snow or ice, it is better to ride in any weather. Nobody knows what the weather

will be at the end of August 2023 and, if there is one point on which none of the members of the PBP Commission will commit, it is this one.

So, you, the candidates for PBP, have only one thing to do: ride, again and again, for your pleasure but also for that of the organizers, French and foreign, who for several months have already contacted us, to know the conditions of organization in 2023.

Some are regular organizers: every year, they develop itineraries, even if PBP is not the supreme goal, or prefer, like ACP, to tirelessly take the same routes, to make them "classics".

For those who have drawn new paths, I have tried to bring the same rigor as my predecessors. Do not try to take a shortcut to reduce the mileage, you risk being caught by the "secret control" patrol.

For your safety during night brevets, do not forget about working lights, fluorescent strips and high-visibility clothing, because at night the faster you are seen, the better your safety will be.

After PBP, you will still have to compete for the "Randonneur 5000" reward; you will have already done more than halfway there, you will have to add a brevet of 1000 km, a Flèche Vélocio, one or more Flèches de France, all within four years.

After PBP, you will also have to

tackle the "Randonneur 10000" reward; you will have done a small part of the way, you will have to complete with a second series of BRM 200 to 1000 km, an RM 1200 km and more (other than PBP), a Flèche Vélocio or National Arrow, a BRM 600 km with more than 8000 m of elevation, all within 6 years. Good BRMs and good Paris-Brest-Paris to all cyclists and all controllers.

Didier INNOCENT  
Head of BRM France





# APPEAL FOR VOLUNTEERS

1 year before becoming Olympic territories, the Paris-Brest-Paris Randonneur® sites will have the chance to welcome up to 8,000 cyclists from 70 countries, enthusiasts, eager to make the round-trip Brest from Rambouillet in 90 hours maximum.

The role of the organizers is simply to allow everyone to realize HIS Paris-Brest-Paris, his dream, his challenge, his project; there will therefore be 8,000 PBPs to organize.

**At the heart of the system: the VOLUNTEER;** his smile, his pleasure to welcome and serve, his challenge to spend sleepless nights to live the Adventure and share it: so many essential qualities to keep an indelible memory of the 20<sup>th</sup> edition of Paris-Brest-Paris Randonneur®.

To know each other well, to try to assign you on missions that interest you, but also to respect the rules that are up to the organizers, thank you for devoting the necessary time to fill in the form available on the Instants Bénévoles platform:

<https://www.instantsbenevoles.fr>

**THE ACTIVITIES TO BE CARRIED OUT DAY AND NIGHT ARE NUMEROUS AND VARIED.**

From the welcome of participants to the distribution in the dormitories, through logistics, security assistance, reception at the catering tent, translation of requests, computer follow-up, the essential quality to become a volunteer on the PBP is to know how to welcome with enthusiasm!

## A COLLECTION PHASE BEFORE SELECTION AND ALLOCATION

All applications from volunteers wishing to join the Adventure have been collected since mid-September 2022.

In June 2023, the actual selection of applications will be realized. Selection according to the skills, availability, wishes and needs of the organizers.

**Specificity for the Rambouillet site: Only volunteers identified on this software platform will be able to intervene in organizational teams.**

# Happy PBP 2023!

You can apply on Instants Bénévoles website : <https://www.instantsbenevoles.fr>



# THE JERSEY

This jersey of the 20<sup>th</sup> Paris-Brest-Paris randonneur is 100% designed and manufactured in France by Noret, the sports couturier, located in Saint-Denoual in Brittany.



# PRESENTATION OF PARIS-BREST-PARIS

## Is it really useful to present Paris-Brest-Paris Randonneur, which will be held for the twentieth time in 2023?

Is it still necessary to present a cycling event that is known all over the world, across more than 70 countries and that will probably gather up to 8000 participants?

The Audax Club Parisien, which designed and set the example of the free pace brevets – the brevets that the whole world has come to organize according to the same rules, would say that trying to explain Paris-Brest-Paris Randonneur in the simplest terms would be a waste of time. And that it would be better to go straight to the organizational details of the 2023. And yet it may not be so. Why not?

To fully understand the spirit of Paris-Brest-Paris, we must go back to the basics. That is to say very far back, back to the birth of the bicycle, at the end of the 19<sup>th</sup> century. At that time, in 1891 to be exact, the first Paris-Brest and back – the velocipede race – took place.

Below you will find two visions of this first PBP: when one is in the lead and one finishes last. They show how everyone will live their own epic journey and personal adventure by participating. And are these two approaches, which both contribute to the great celebration of cycling, so different? For the ACP, nothing is less certain.

The first text is a tribute to Charles Terront who was the first to arrive. The stele erected for him in Versailles can be found at the bottom of the Picardy hill.

The second text is a tribute to an anonymous participant. He finished just before the deadline. He was one of the last participants, and his name was Paul Denise.



**Charles TERRONT**  
hero of the first Paris-Brest-Paris (1891)

The "national" cycling race Paris-Brest and back, as it was called at the time, was the event of the year 1891. It fascinated the whole of France. Created by Pierre Giffard to increase the sales of the daily newspaper Le Petit Journal of which he was the managing editor, the race allowed the newspaper to exceed a million copies printed every day. At the end of the 19<sup>th</sup> century, Paris-Brest and back constituted with Bordeaux-Paris, created a few months before it, the first wave of the great movement of sport promotion which, five years later, led to the opening of the modern Olympic Games.

This "French" event was opened without age restriction, sporting references or employment discrimination. The rules could not be simpler: to go from Paris to Brest on a bicycle and to return in the same way, within ten days. Thus, workers and bosses, teachers and students, farmers and lawyers, sportsmen and tourists, children of seventeen years old and middle-aged men all came together for the same event.

To be objective, it is necessary to underline that, in this pioneer race, there were those who were excluded. First of all, women had to wait until 1931 and for the first Paris-Brest-Paris Randonneur that would be organized by the Audax Club Parisien. Second, foreigners were only admitted in the following edition of 1901. And finally, people who could not afford to leave their job for ten days and who could not do so until the first paid vacations created in 1936.

In 1891, all without exception – whether they were assisted by equipment ma-

nufacturers or, like the vast majority who were left to their own devices to eat, rest, take care of themselves and repair the countless damages that their machines underwent – all of them were cheered along the road by a numerous, enthusiastic and astonished crowd.

Even if the weather was great for ten days, one must not forget the trappings of roads in poor conditions, lanterns for sole lightings and the unforeseen meetings. The machines were not assembled industrially, and they often came with nasty surprises. Dieting was in its infancy, as was the choice of clothing. There was very little information, on the way or whereabouts of each bicycle racer. Checkpoints were recorded via a simple signature. In a word, Le Petit Journal offered to the daring sportsmen the possibility of living an extraordinary adventure.

Out of the 576 pre-registered cyclists, 300 confirmed their commitment, 206 started the race, 106 went to Brest and a 100 returned to Paris within ten days and 98 were approved. All these courageous people proved that a bicycle, when used properly, allows you to travel far, for a long time, and without any fatigue other than the full days spent in contact with nature. If the twenty first ones were rewarded with a work of art, the others only brought back a medal and sunburns, in exchange for the five francs that the subscription had cost them.

Millions of randonneurs all over the world stemmed from this group of pioneers – a group that saw one man come out as a hero: **Charles TERRONT**. Former

champion of the "Grand Bi" and six days runner in England, he was 34 years old at the time. Paris-Brest and back needed a winner and it turned out to be him. As a true athlete, the man was the only one to take less than three days to ride 1200 km of the road that connects our capital to the great port of Ponant. This is why he deserves the homage that is paid to him with this humble stele today.

Charles was born in the Paris vicinity in 1857 and died in the suburbs of Marseilles in 1932. He was the first star of the French cycling sport. He not only became a celebrity across France but all over the world. One was set to discover and be amazed at how much the horizon was now reachable by mankind without a horse.

His performance was astonishing. First, it was so because of the unsuspected capacities of the human body to overcome such a long effort without rest. Then it was due to that very new means of transportation, chain-driven and with pneumatics which was already called a bicycle. Finally, his performance was enthralled by the fervour and the extremely warm and generous welcome that the inhabitants of the places he had been to on his journey gave him.

Now anyone who really wants to can complete the Paris-Brest-Paris. On the first stone, that Charles Terront and his 97 followers laid in 1891 also lay the values that the Audax Club Parisien defends and perpetuates.





## Paul DENISE

participant in Paris-Brest and back 1891

If there is one memorable Paris-Brest and back it is the first one in 1891. It had its champions like Terront or Jiel-Laval and ordinary people, simple amateurs of bicycle trips ride together; people who wanted to take advantage of the ten days that the rules allowed them.

Let's face it; these sporty tourists were not the average person. First of all, they were able to afford a bicycle that would hold up on those bad roads. Obviously, back then, leaving work for ten days was not allowed to workers. Also, we find participation of very young people, not yet settled people, or older people, but with sufficient means to do so. Also present, because it was their field, were the cycle mechanics; because they were used to travel as well as sales representatives; and because Paris-Brest took place during the school vacations, there were teachers. There were also annuitants and even a bailiff. Alex Joffé's beautiful film, *Les Cracks* comes to mind, in which the bailiff Robert Hirsch pursues the runner Bourvil. This bailiff was intriguing and here is his story. He was far from Charles Terront, but he too was a "crack".

His name was Paul Désiré DENISE and he was born in Paris on May 19, 1863. His parents Ferdinand and Clémence were married in 1860 in Boissy-sous-Saint-Yon, before coming to live in Paris. They ran a bakery at 22 rue de Buci where little Paul grew up.

Paul intended to choose a legal career path and in 1890 he became a young

bailiff at the Civil Court of the Seine. It was at this time that a news item would fascinate the whole of France, that of the disappearance of another bailiff, Toussaint-Augustin Gouffé, who had one of the biggest law firms in Paris. The case is known under the name of the "Gouffé case". It is indeed in an abandoned trunk near Lyon that the decomposed body of the respectable bailiff was found and identified.

The very young scientific police, directed by Commissioner Goron, took the case and meticulously investigated, finding the origin of the trunk. Quickly enough the pair of crooks who had committed the murder were identified: a kind of adventurer named Michel Eyraud and his mistress the beautiful Gabrielle Bompard had led the unsuspecting bailiff into a mortal trap.

Michel Eyraud who had fled to Havana was extradited and guillotined on February 3, 1891, while Gabrielle Bompard spent about twenty years in prison after having pleaded hypnotization. This story, full of twists and turns, could be concluded by the meticulous gathering and analysis of clues in the manner of Sherlock Holmes. It fascinated the numerous readers of *Le Petit Journal* for an entire year.

It seems as if one has strayed from the subject at hand, but two details are to bring us closer to it. First, the vacant office of the bailiff Gouffé, 148 rue Montmartre, was bought, precisely by Paul Denise. Then *Le Petit Journal*, which held its readers in sus-

pense with the story of the bloody trunk, decided to strike a blow. A big blow means going beyond the news, to touch upon the extraordinary and crush the competing newspapers. And the brilliant idea of its managing editor Pierre Giffard was to organize a great national race of velocipedes: that race would be Paris-Brest and back.

And of course, what do you think Paul Denise decide, who was a dynamic man in the prime of his youth and who didn't doubt? He applied for the race and, on July 12, 1891 *Le Petit Journal* registered him with the number 414.

Many early participants did not follow up. But it wasn't Paul Denise's case. He read the rules well and understood that the deadline was 10 days. He intended to use them all. Without a stable or trainer, in complete autonomy, he took his time, ate with great appetite and was a showman to the numerous spectators along the road, explaining to them that he was the new bailiff who had replaced the bailiff from the Gouffé case headlines who had died in the bloody trunk. As the *Revue du Sport Vélocipédique* wrote in its portrait of several participants: Paul Denise from Paris had a "joyful disposition". It is so true that the journalist of *Le Petit Journal* noted, during the passage to Morlaix (return), that "Saint-Genieis and Denise highly claimed their place of last by a cheerfulness of good nature".

Knowing that on the morning of the tenth day there were still four com-

petitors who were close to the finish line, the organizers added five hours overtime. Paul Denise finished 95<sup>th</sup> in 244 hours and 40 minutes. Laurent, the 98<sup>th</sup> and last, ran across the line with his crank broken in his hand. He was approved with a ten days and five hours' time. And there was a great celebration on Wednesday September 16, 1891 on the boulevard Maillot.

Paul Denise who loved adventure left one year after his little trip to Brittany to work as a bailiff, in Indochina, at the court of Saigon and began a political career which led him to become a deputy in 1919. This ascent, no matter how much he deserved it, would undoubtedly not have been possible had his sister Josephine not married

in 1903 a very well-known politician under the 3<sup>rd</sup> Republic, deputy, senator and then minister of the Navy, Camille Pelletan.

Back in France after his Asian escapade, Paul Denise got married in Nice in 1909 to a young woman from Rouen, Alice Anty, who was involved in one of the first women's movements, the Union of Women of France. Then he settled as a lawyer in Draguignan. Both would go through the Great War with a lot of courage, she as a nurse-major and he, already over fifty years old, as a lieutenant in the 112<sup>th</sup> infantry regiment.

They were both awarded the Legion of Honor (Knights): Paul in 1919 and Alice in 1921.

Paul Denise was then elected deputy of the Var and also perpetuated the memory of Camille Pelletan, his brother-in-law who died in 1915. He did so until his own death on July 28<sup>th</sup>, 1936 in Paris.

He was just a participant of 1891; one of the many of the first Paris-Brest; one among those of all Paris-Brest.

**In 2023 you will be able to do Paris-Brest-Paris the Charles Terront way, Paul Denise's way, your own way or an in-between. It will be your personal choice. It is your freedom as a cyclist. Whatever your motivation, the Audax Club Parisien intends to respect it and hopes, if you are not already there, to add you in the Great Book of those who have one day completed Paris-Brest-Paris Randonneur. 22615 names have made it in that book from 1931 to 2019. So be the next one.**

**But do not forget that, whether through Charles Terront's eyes or Paul Denise's, Paris-Brest-Paris is first and foremost a huge popular festival, one that puts the French on their doorstep to cheer you on, applaud and support each of you, without distinction of any kind amongst those thousand cyclists. So, see you soon!**

Alain Collongues  
*Audax Club Parisien*

# PARIS-BREST-PARIS TRENDS AND FIGURES

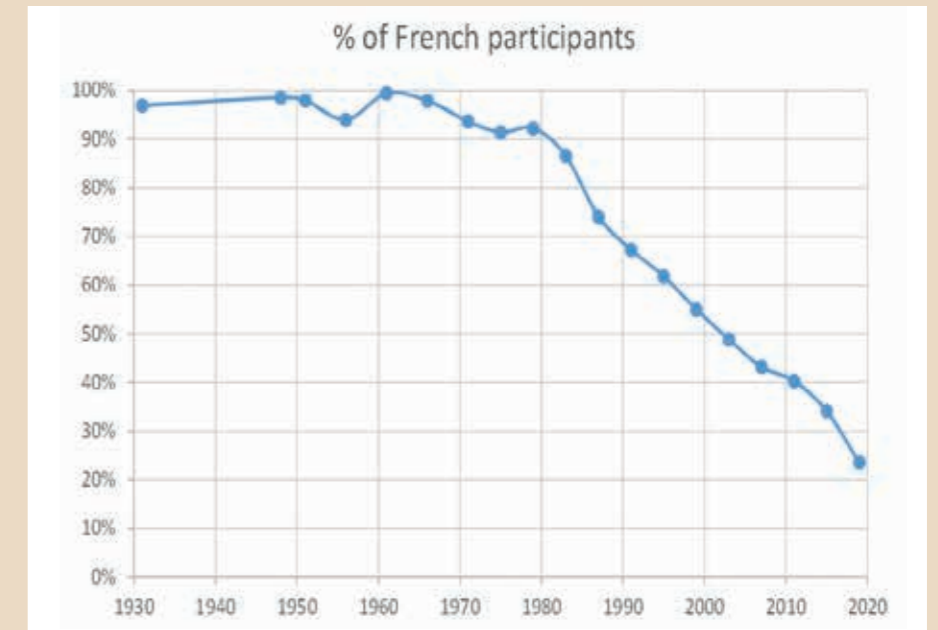
On the eve of the twentieth edition, the ACP suggests analysing the trends of Paris-Brest-Paris through three indicators measured with the 46704 registrations that have been recorded since 1931 and which constitute our database. Our data is made of proportions of French people, women and finally these people's average age.

## Globalization of Paris-Brest-Paris

For its first seven editions, Paris-Brest-Paris was a French event. Then, it became an international event, first slowly with the Belgians, the Dutch, the British and then with the Scandinavians and the Americans. Today PBP reaches all continents with more than 70 nationalities.

THE FIGURES ARE AS FOLLOWS:

Edition	% of French participants
1931	96.88%
1948	98.54%
1951	97.97%
1956	93.95%
1961	99.42%
1966	97.86%
1971	93.63%
1975	91.36%
1979	92.24%
1983	86.48%
1987	74.06%
1991	67.27%
1995	61.79%
1999	54.98%
2003	48.85%
2007	43.18%
2011	40.29%
2015	34.10%
2019	23.51%



The toppling of PBP making it an event open to many countries dates back to 1983. It is the result of the creation of the Brevets Randonneurs Européens by Robert Lepertel in 1976. They became worldwide certificates following this Paris-Brest and the internationalization of the quadrennial continued to grow. French participants became a minority by 2003 and now only represent a quarter of the registered participants.

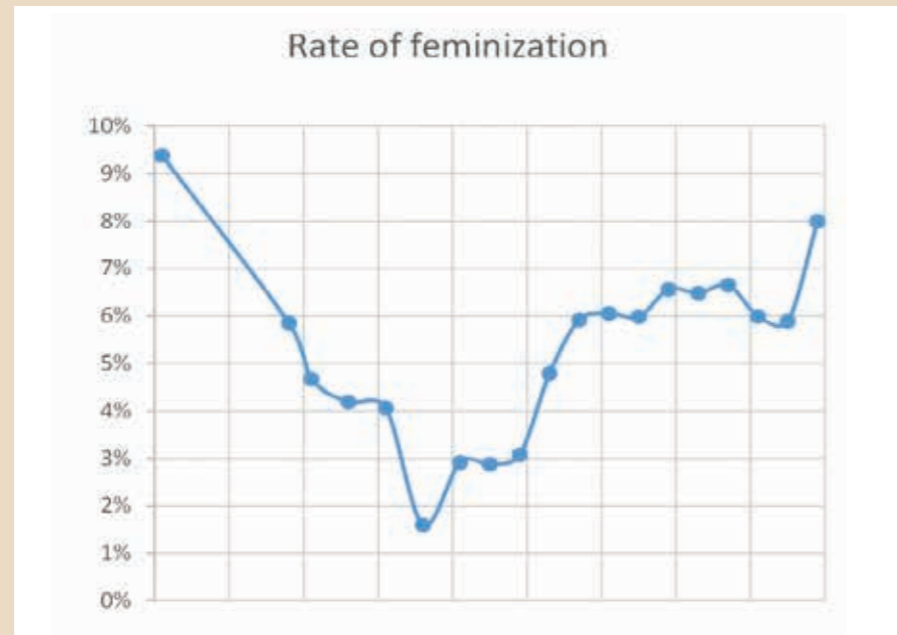
The trend has been clear and linear since 1987. This trend is set to continue in 2023 with the opening of PBP to new countries. However, it is likely to slow down a little, first because at the current rate the proportion of French participants will soon be close to zero, and secondly because the ACP decided to reserve a quota of spots to the French only, so that all those who wish to enrol will be satisfied despite the surge in enrolment. It is to be hoped that these 2500 places will be taken in 2023.

Average rate of French participants  
**51.75%**

## Feminization of Paris-Brest-Paris

What is there to say about the figures expressing the proportion of registered women for Paris-Brest-Paris during the 19 editions other than to note how low it remains, if not very low?

Edition	Rate of feminization
1931	9.38%
1948	5.85%
1951	4.67%
1956	4.19%
1961	4.07%
1966	1.60%
1971	2.92%
1975	2.88%
1979	3.08%
1983	4.78%
1987	5.91%
1991	6.05%
1995	5.98%
1999	6.56%
2003	6.48%
2007	6.65%
2011	5.99%
2015	5.89%
2019	8.00%



The first observation is that the proportion of women has never recovered the level of the initial edition – that of 1931 – when there were 6 women out of 64 registered participants.

The explanation is obvious for those who know the history of the bicycle. The slow fall in the rate of feminization, from 1931 until the 1960s, is due to the progressive decrease of the infatuation for the tandems which led to the end of their manufacturing. Indeed, most of the women at the time were registered alongside their husband on the two riders' machine with a few exceptions such as Jeanne Masson or Paulette Vassard. But

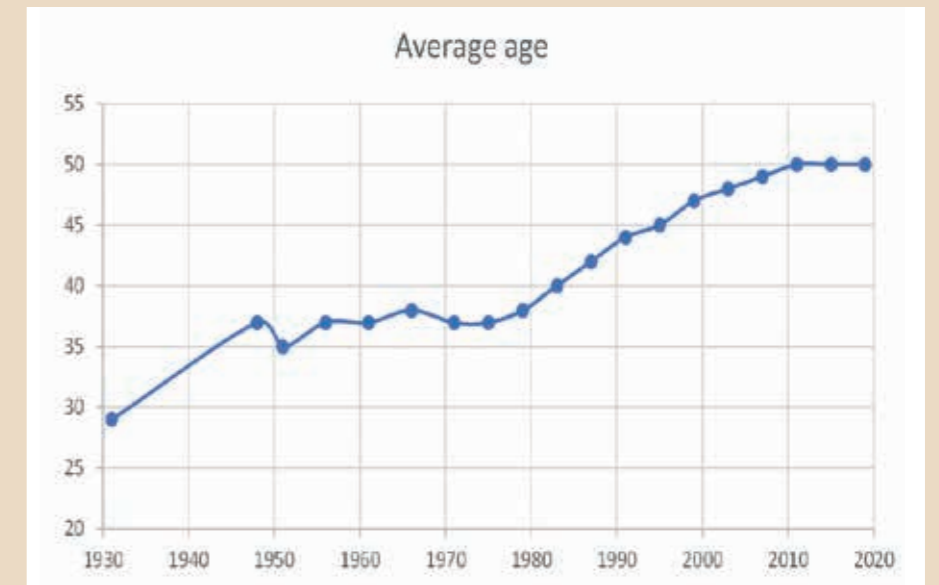
why did the superior machine of the first paid vacations barely survived with the arrival on the market of motorized machines – even worse than the bicycle? Let sociologists analyse this.

After the 1966 low of 1.60%, there was a slight upward trend with a first plateau at around 3% in the 1970s and a second plateau at around 6% from 1987 to 2015. Is the 2019 figure of 8% the beginning of a third plateau or the beginning of a more definite rise towards parity? The second hypothesis seems more likely, judging by the figures from the first pre-qualifying BRMs. But this needs to be confirmed.

## Age of registered participants for the Paris-Brest-Paris

A classic image is that war veterans are often seen as old people. One has to make an effort to imagine that at the time of the fights these men were young, and sometimes much younger than today's combatants. This is exactly the case of the Paris-Brest-Paris participants.

The ACP now has the birth dates of 98.5% of the registrants in the 19 editions of Paris-Brest-Paris, from 1931 to 2019. Therefore, it is possible to do a simple statistic in order to observe how their average age has evolved.



THE FIGURES ARE AS FOLLOWS:

Edition	Average age
1931	29
1948	37
1951	35
1956	37
1961	37
1966	38
1971	37
1975	37
1979	38
1983	40
1987	42
1991	44
1995	45
1999	47
2003	48
2007	49
2011	50
2015	50
2019	50

Let's put aside the year of the PBP inception when only the youth was tempted by the novelty of the challenge. Of course, there were no repeat offenders, and PBP will never again find such youth. Then it is probable that those of 1948, who would have left in 1941 if PBP had taken place, would have been thirty years old rather than 37.

The rest is surprisingly stable until 1979 with an average age of 37. The slight ageing trend of +2 years, in 1983 and above, has a simple explanation: the FFC/FFCT convention agreement forbidding the organization of races under the aegis of the FFCT, thus closing the door to young people, or at least pushing them to open the door to recently created cyclo-sportives (cyclo-sporting events). Officially, PBP was not a race, but those who knew it well admitted that it looked like one.

Then the participants got older with a depleting pool of new blood. The average age increased almost linearly from one edition to the next, reaching

50 in 2011. Later on, the arrival of new participants, most often foreigners, stopped this slow degradation and stabilized the average age at 50 for the last three editions.

Will the curve bend in 2023 to slowly return to previous values? It is difficult to say, but several elements point in this direction: the retirement of the last old French riders, the massive arrival of young foreigners, the opening of PBP to other federations including triathletes, and perhaps, finally, the arrival of young French men and women, often not members of any cycling organization.

The fact remains that the overall average age of 47 years is abnormally high for a sporting event of the difficulty of Paris-Brest-Paris. Between now and 2031, which will be the year of the centenary of Paris-Brest-Paris Randonneur, there will be three editions to bring this age down to a value that is no longer that of a veteran.

**The twentieth edition will undoubtedly bring its share of surprises. Will we see the confirmation of the increase in female registrations, which could finally reach 10% as in 800 women? Will there be an end to the fall in French registrations and a rise to 30%, if the 2500 spots reserved for the French out of the 8000 are filled? Finally, will the average age, which cannot rise forever, confirm the current average of 50 years old or will it begin to decrease? See you in a few months and the answers will follow suit.**

Average age of registered people  
**47**

Alain COLLONGUES  
Audax Club Parisien



# WOMEN OF THE 1<sup>ST</sup> PARIS-BREST-PARIS

**It is necessary to think back to the first Paris-Brest-Paris Randonneur (1931).**

**Two associations existed alongside one another for 10 years: the UACP (Union des Audax Cyclistes Parisiens, future UAF) which has organized the Audax brevets at controlled pace under the guidance of road captains and the ACP (Audax Club Parisien) which has organized the Randonneurs free pace brevets.**

These two associations have the same origin, but for reasons that shall not be explained in this document, they have diverged and are constantly competing against one another. Moreover, they were supported by media outlets which were also in competition: L'Auto for the Audax headed by Henri DESGRANGE and Cyclo-Sport for the Randonneurs, managed by Maurice BENOIST.

The only Paris-Brest and back organized until 1931 was that of the riders. It was created in 1891 by Pierre GIFFARD who also directed a well-known newspaper at the time, called Le Petit Journal. It was ferociously attacked by DESGRANGE's newspaper which was called Le Vélo which became L'Auto (the ancestor of L'Equipe). DESGRANGE, before creating the Tour de France in 1903, began his venture by swallowing the patronage of the riders' Paris-Brest in 1901.

Organized every ten years, this Pa-

ris-Brest was a race split into two categories of participants like the Tour de France: bike racers and 'tourist-routiers' (road-tourists). The second category was not very interesting for the public who only had eyes for the leaderboard and it slowly went downhill.

It was then that the president of the UACP, André GRIFFE, managed to convince DESGRANGE that the Audax could perfectly replace the road-tourists on a route like that of the Paris-Brest-Paris. This is how the first Audax controlled pace Paris-Brest-Paris was decided, under the patronage of the director of L'Auto.

The president of the ACP, Camille DURAND, did not appreciate this initiative and very quickly decided to create the first Paris-Brest-Paris Randonneur, therefore at a free pace, with the support of two smaller newspapers: Cyclo-Sport and L'Echo des Sports.

Therefore, there were three PBP in 1931: the runners', the Audax's and the Randonneurs'. Muzzled or intimidated by DESGRANGE most of the newspapers of the time, whether national or regional, only spoke about the first two.

The Audax's and Randonneur's regulations differed on many points. One point however is essential for the subject at hand: the PBP of the

Audax was not open to women, whereas that of the Randonneurs' did not exclude them. To be sure to hit the nail on the head, the Audax's rules even forbade tandems. Nothing but bikes and nothing but men! However, women had participated for some years in the other UACP brevets and several excellent cyclists were active members of the club. What had gotten into DESGRANGE? Perhaps the same thing that in the 1940 debacle would make him exhort women to have a lot of children to chase away the invader. Henri DESGRANGE was a strange man, "anti-dreyfusard" (Dreyfus affair), patriot and phallicrat (male chauvinist) to the highest degree!

The result was that the women who wanted to do PBP and felt capable of doing so turned, of course, to the Randonneur formula, the time limit of which was 96 hours; thus, a bit longer than that of the Audax which granted a 90-hour leeway for the latecomers in the peloton. Four women hit the road partnering with their husband on tandems and two women using their own bicycle. Who were those courageous women who, despite DESGRANGE's opprobrium lined up for the event on Wednesday, September 2 at 10:00 PM, from the Porte Maillot?

**Here they are, in alphabetical order, as they were included in the Great Book of Paris-Brest:**

**Germaine DANIS**  
rode tandem with her husband Jean.

Germaine, 28 years old at the time, was born in Sainte-Savine near Troyes. She worked with her husband in their hosiery store. They were very active members of the 'Groupe Cyclotouriste Troyen'. They finished first in the mixed tandems in 88h10. They are part of the rare winners in 1931 who were not Parisians. In fact, the only other provincials were the men's tandem from Le Mans composed of Jules LEGEAY (49) and Auguste DESMOTS (63). The latter, born on February 7, 1868, is the oldest of all the PBP Randonneur winners.

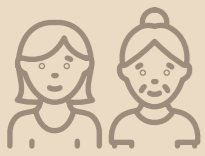
**Georgette DUBOIS**  
rode tandem with her husband Étienne.

Georgette, 33 years old at the time, was born in Paris, she worked with her husband who was a cycle mechanic and had the task of assembling the wheels. They lived in Le Perreux (east of Paris). They were both UACP members and might have hoped of doing the PBP Audax had there not been a ban on women and tandems. This led

them to take on the PBP Randonneur. They finished fourth and last of the mixed tandems in 91h50. Georgette died shortly after her husband who was killed accidentally in 1944. She won't ever sing the famous "curé du village" song as she used to do so well at the CT Perreuxiens meetings.

**Claire GORGEON**  
rode tandem with her husband Alexis.

Claire, 41, was born in Les Molières (south-west of Paris), she was a seamstress while her husband was a carpenter. They lived in Paris on the Butte aux Cailles. They too were UACP members and finished in 91h30. Winner of the 1929 Audax 1000 brevet in tandem, Claire GORGEON was famous for being the first woman to obtain the supreme title of complete Audax (pedestrian, swimmer, rower and cyclist).



## WOMEN OF THE FIRST PARIS-BREST-PARIS



Beside

**Jeanne MASSON,**  
Fonds B. Déon. Musée d'Art  
et d'Industrie de Saint-Etienne

**Juliette PITARD,**  
Source : Gallica BNF 1



### Jeanne MASSON rode a solo bike.

Jeanne, 31 years old, born GRAILLOT in Bazolles in the Nièvre, she was married to a mechanic named Henri MASSON, who was not known as a cyclist. They divorced in 1942. She was always referred to as Madame MASSON.

She was very appreciated in the world of bicycle touring and rode a lot. In 1929 she completed the 1000 Audax brevet, but her club was not grateful to her. She finished PBP Randonneur 35 minutes out of time due to a mechanical incident despite the help of a 20-year-old kid from Gambetta Cyclotouriste, Maurice GANAYÉ, and her performance, like that of GANAYÉ, was not homologated.

No overtime allowed in this rough past! Mrs. MASSON succeeded in doing an exceptional feat over time by getting twenty Audax brevets of 400 km homologated between 1925 and 1946; this was her favourite distance. Like her friend Claire GORGEON, she became a complete Audax - the second in the list of winners. She died in Ivry-sur-Seine at the end of 1981.

### Juliette PITARD rode tandem with her husband Louis PITARD, the famous cycle builder of the 15<sup>th</sup> district.

Juliette, 38 years old, was born in Paris under the name of Juliette GANIER, she was in charge of the cash register and accounting in the store. They were members of the ACP. Juliette GANIER rode the Paris-Brest-Paris with her first boss, Pierre DESVAGES (while Louis was a worker in the bicycle store) unofficially so in 118h18, thus proving the seriousness of the DESVAGES cycles.

In 1931 the PITARD tandem finished easily in 88h35. They became the first repeat offenders of Paris-Brest, since they hit the PBP road again twice after the war, in 1948 and in 1951. The PITARD tandems were therefore as excellent as the DESVAGES tandems. Juliette died in 1979 in the Vaucluse, a few years before Louis.



Paulette Vassard,  
who was admired by all  
Photos Match-L'Intran.

### Paulette VASSARD rode on a solo bike.

Paulette, 35 years old at the time, was born and living in Paris. She was an office worker. Paulette VASSARD (Pauline for the civil status) came into the cycling world by marrying in 1921 René DE BOUBERS whose elder brother André DE BOUBERS was a very dynamic president of the FFSC (the FFCT ancestor) from 1926 to 1929. Much like Jeanne MASSON, she rode a lot and divorced her husband. It seems that the couples who do not function in tandem have some difficulty going the distance.

Like Claire GORGEON and Jeanne MASSON, she completed the 1000 km Audax in 1929. She too was a member of the UACP and wanted to do PBP so much that she falls back on the Randonneur formula. Unlike Mrs. MASSON, she finished within the time limit and in 93h25. She was the first woman in a long history of women cyclists to homologate Paris-Brest-Paris. It took

twenty more years, in 1951, for other women on a solo bike to finish. Her son Pierre VASSARD did Paris-Brest-Paris in 1971 under the colours of the CT Longjumeillois, and I remember finishing my first PBP with him. Paulette VASSARD died in 1980 in Mayet in the Sarthe.

**They were six courageous women and pioneers to all the women who would hit the road that undulate between Paris and Brest. They had not chosen the easy way, since this Paris-Brest-Paris 1931 had occurred under a stormy weather. Despite these dreadful weather conditions, out of the 60 Randonneurs who started the cycling event, 44 finished it when out of the 81 Audax, only 29 came back to Paris. Finally, Henri DESGRANGE, by refusing to accept women in the Audax formula of the Paris-Brest-Paris did them a great service. Think about them in a few months.**

Alain COLLONGUES  
Audax Club Parisien



# ROUTE PROJECT

TOTAL KM	PARTIAL KM	Locality crossed Boundary of departments	Road
0.0	0.0	<b>RAMBOUILLET</b> Parc du Château	D936
10.0	10.0	SAINT-LÉGER-EN-YVELINES	
18.3	8.3	CONDÉ-SUR-VESGRE	D983
26.3	8.0	<i>Yvelines - Eure-et-Loir</i>	
27.0	0.7	FAVEROLLES	
32.8	5.8	COULOMBS	
33.6	0.8	LORMAYE	
35.0	1.4	D983 O D26	→ D26
49.0	14.0	TREMBLAY-LES-VILLAGES	
60.5	11.5	CHÂTEAUNEUF-EN-THYMERAIS	D140
65.0	4.5	SAINT-MAIXME-HAUTERIVE	
69.5	4.5	JAUDRAIS	
77.5	8.0	SENONCHES	D20
86.7	9.2	<i>Eure-et-Loir - Orne</i>	D8
88.2	1.5	NEUILLY-SUR-EURE	
97.4	9.2	D8 X D918	→ D918
100.5	3.1	LONGNY-AU-PERCHE	D8
119.0	18.5	<b>MORTAGNE-AU-PERCHE</b>	D912
119.7	0.7	Food (Carré du Perche)	D931
130.0	10.3	SAINT-JOUIN-DE-BLAVOU	
132.7	2.7	D931 X D27	→ D27
141.0	8.3	BLÈVES ← D3	→ D16
150.0	9.0	LA FRESNAYE-SUR-CHÉDOUET	
164.0	14.0	ALENÇON D27 - D112 - D955	D955
167.0	3.0	SAINT-GERMAIN-DU-CORBÉIS	D30
172.4	5.4	<i>Orne - Sarthe</i>	D21
176.0	3.6	GESNES-LE-GANDELIN	
180.5	4.5	ASSÉ-LE-BOISNE	D106
181.6	1.1	D106 X D15	→ D15
182.4	0.8	SOUGÉ-LE-GANELON	
188.6	6.2	SAINT-PAUL-LE-GAULTIER	
193.0	4.4	<i>Sarthe - Mayenne</i>	D119
198.5	5.5	AVERTON	
203.0	4.5	<b>VILLAINES-LA-JUHEL</b> Checkpoint (Mairie)	D113
208.6	5.6	LOUPFOUGÈRES	
213.3	4.7	La Croix Barbe D113 X D147	→ D147
214.4	1.1	HARDANGES	
221.0	6.6	LE RIBAY	
225.2	4.2	CHARCHIGNÉ	D33
232.0	6.8	LASSAY-LES-CHÂTEAUX (bypass) D34 O D33	
239.0	7.0	CHANTRIGNÉ	
244.0	5.0	AMBRIÈRES-LES-VALLÉES	
258.5	14.5	GORRON	
266.0	7.5	LEVARÉ	
276.4	10.4	SAINT-ELLIER-DU-MAINE	
277.7	1.3	<i>Mayenne - Ille-et-Vilaine</i>	D806
278.0	0.3	LE LOROUX	
285.0	7.0	LAIGNELET	
286.8	1.8	D806 O D706	D706 ←
289.8	3.0	D706 O N12 - Rue de Bretagne	→
292.5	2.7	<b>FOUGÈRES</b> Checkpoint (Lycée Guéhenno)	
297.0	4.5	LÉCOUSSE N12 O D812	D812 ←
300.5	3.5	ROMAGNÉ	
309.5	9.0	SAINT-JEAN-SUR-COUESNON	
314.0	4.5	SAINT-AUBIN-DU-CORMIER	
318.6	4.6	GOSNÉ	→ D26
323.0	4.4	ERCÉ-PRÈS-LIFFRÉ	
327.9	4.9	D26 X D106	→ D106
334.0	6.1	Near ST MÉDARD-SUR-ILLE → D91	D106 ←
345.7	11.7	D106 X D637	→ D637
347.1	1.4	Near HÉDÉ-BAZOUGES	D637
353.5	6.4	<b>TINTÉNIAC</b> Checkpoint (Collège Briant)	D20

TOTAL KM	PARTIAL KM	Locality crossed Boundary of departments	Road
353.5	6.4	<b>TINTÉNIAC</b> Checkpoint (Collège Briant)	D20
362.0	8.5	BÉCHEREL	
364.5	2.5	D20 X D220	↑ D220
372.0	7.5	MÉDRÉAC	
378.5	6.5	<b>QUÉDILLAC</b> Food & sleep (salle de sports)	D220
381.3	2.8	La Prévotais D220 X D166	D166 ←
384.9	3.6	D166 X D3166	→ D3166
387.0	2.1	SAINT-MÉEN-LE-GRAND	D220
388.6	1.6	D220 X D764	→ D764
389.5	0.9	<i>Ille-et-Vilaine - Côtes-d'Armor</i>	D764
393.2	3.7	D764 O D76	↑ D76
402.9	9.7	SAINT-LAUNEUC	
406.9	4.0	D76 X D16	D16 ←
416.5	9.6	LAURENAN	
422.3	5.8	PLÉMÉT (centre)	
423.5	1.2	D16 O D792	↑ D16
425.5	2.0	LA PRÉNESSAYE	
435.3	9.8	<b>LOUDÉAC</b> Checkpoint (Lycée St Joseph)	D41
441.5	6.2	TRÉVÉ	
445.7	4.2	GRÂCE-UZEL	
449.6	3.9	D41 X D7	→ D7
449.9	0.3	D7 X D2.35	D2.35 ←
450.7	0.8	D2.35 X D35	D35 ←
452.0	1.3	D35 X D53	→ D53
453.2	1.2	D53 X D76	D53 ←
456.0	2.8	MERLÉAC	
461.7	5.7	SAINT-MARTIN-DES-PRÉS	
465.2	3.5	D53 X D44	D44 ←
468.9	3.7	D44 X D767	→ D767
470.5	1.6	CORLAY	D790 ←
473.0	2.5	D767 X D69	D69 ←
475.5	2.5	CANIHUEL	D4
482.0	6.5	<b>ST NICOLAS-DU-PÉLEM</b> Food & sleep	VC4
484.9	2.9	VC4 X D790	→ D790
488.5	3.6	PLOUNÉVEZ-QUINTIN	
490.2	1.7	D790 X D49	→ D49
495.4	5.2	SAINT-LUBIN	
499.7	4.3	D49 X D23	→ D23
504.2	4.5	MAËL-CARHAIX	
506.1	1.9	D23 X D49	↑ D49
510.2	4.1	La Croix Neuve	
512.8	2.6	<i>Côtes-d'Armor - Finistère</i>	D166
513.7	0.9	D166 O D787	↑
514.9	1.2	<b>CARHAIX</b> Checkpoint (Lycée P. Sérusier)	
516.9	2.0	CARHAIX-PLOUGUER (centre)	D764
519.7	2.8	D764 X D769	→ D769
527.3	7.6	POULLAOUEN	
534.8	7.5	D769 X D769A	D769A ←
538.1	3.3	HUELGOAT	VC
544.1	6.0	VC X D764	→ D764
548.0	3.9	Near LA FEUILLÉE	
552.6	4.6	Col du Trévél	
567.6	15.0	SIZUN	
576.7	9.1	Le Queff	
584.9	8.2	LANDERNEAU (centre)	D712
588.7	3.8	D712 X D159	→ D159
592.4	3.7	D159 X D712	→ D712
596.9	4.5	GUIPAVAS (centre)	
602.1	5.2	BREST (entrance) Rue de la Villeneuve	
603.1	1.0	Rue du Doujacq	
603.7	0.6	Rue Choiseul	
604.3	0.6	<b>BREST</b> Checkpoint (Lycée Kérichen)	

TOTAL KM	PARTIAL KM	Locality crossed Boundary of departments	Road
604.3	0.0	<b>BREST</b> Checkpoint (Lycée Kérichen)	
606.1	1.8	Place de Strasbourg, Rue de Quimper	
608.6	2.5	GUIPAVAS Rue de la Gare	
610.3	1.7	LE RELECQ-KERHUON Bd L. Maissin	
611.8	1.5	Albert Loupe bridge	
614.3	2.5	PLOUGASTEL-DAOULAS	D33
619.3	5.0	LOPERHET	VC
624.5	5.2	DAOULAS	D770
629.1	4.6	HÔPITAL-CAMFROUT	
636.3	7.2	LE FAOU	
647.9	11.6	PONT-DE-BUIS-LÈS-QUIMERC'H	VC
650.3	2.4	SAINT-SÉGAL	VC
652.7	2.4	VC X D48	D48 ←
653.9	1.2	D48 X VC	→ VC
658.3	4.4	PLEYBEN	VC
663.4	5.1	VC X D48	→ D48
665.7	2.3	LE CLOÏTRE-PLEYBEN	
671.6	5.9	PLONÉVEZ-DU-FAOU	VC
679.8	8.2	LANDELEAU	D17
681.9	2.1	D17 X N164	D17 ←
682.0	0.1	D17 X D217	↑ D217
685.4	3.4	CLÉDEN-POHER	
686.9	1.5	D217 O ← (N164) → VC25	VC25
691.0	4.1	Pont Guennou VC25 X D48	↑ D48
692.5	1.5	D48 O D264	D264 ←
695.3	2.8	CARHAIX-PLOUGUER Bd Jean Moulin	
697.1	1.8	<b>CARHAIX</b> Checkpoint (Lycée P. Sérusier)	
698.4	1.3	O D787	→ D787
699.1	0.7	D787 O D264	D264 ←
699.8	0.7	<i>Finistère - Côtes-d'Armor</i>	D2164
706.1	6.3	La Pie	→ D11
708.6	2.5	PAULE	D85 ←
712.6	4.0	GLOMEL	D3
716.2	3.6	D3 X VC	→ VC
720.1	3.9	ROSTRENNEN	D2164
725.4	5.3	PLOUGUERNÉVEL	
731.6	6.2	<b>GOUAREC</b> Food & sleep (salle Bel Air)	D5
739.3	7.7	<i>Côtes-d'Armor - Morbihan</i>	D15
741.3	2.0	Near SILFIAC	
741.8	0.5	D764 X D15	D15 ←
749.3	7.5	CLÉGUÉREC	
754.0	4.7	D15 O D764	↑ D15
760.0	6.0	PONTIVY	D768A
765.6	5.6	D768A O D768B	D768B ←
767.4	1.8	SAINT-GÉRAND	
768.4	1.0	D768B X D322	D322 ←
771.5	3.1	CROIXANVEC	→ VC2
772.6	1.1	<i>Morbihan - Côtes-d'Armor</i>	
775.3	2.7	HÉMONSTOIR	D69
782.2	6.9	<b>LOUDÉAC</b> Checkpoint (Lycée St Joseph)	D778
791.5	9.3	LA CHÈZE	D14
798.7	7.2	PLUMIEUX	D66
801.0	2.3	D66 X D793A	→ D793A
801.5	0.5	<i>Côtes-d'Armor - Morbihan</i>	
802.0	0.5	D793A O D793	↑ D793
810.5	8.5	MÉNÉAC	→ D305
817.3	6.8	<i>Morbihan - Côtes-d'Armor</i>	D66
819.5	2.2	ILLIFAUT	
828.5	9.0	LESCOUËT-SUR-MEU	
829.8	1.3	<i>Côtes-d'Armor - Ille-et-Vilaine</i>	D220
832.5	2.7	SAINT-MÉEN-LE-GRAND Rue L. Bobet	
834.5	2.0	D59 O D166	D166 ←
839.5	5.0	D166 X D220	→ D220
842.3	2.8	<b>QUÉDILLAC</b> Food & sleep (salle de sports)	D220
848.7	6.4	MÉDRÉAC	

TOTAL KM	PARTIAL KM	Locality crossed Boundary of departments	Road
848.7	6.4	MÉDRÉAC	D220
854.9	6.2	D220 X D20	↑ D20
858.7	3.8	BÉCHEREL	
867.3	8.6	<b>TINTÉNIAC</b> Checkpoint (Collège Briant)	D637
873.5	6.2	La Villeneuve (near HÉDÉ)	
875.1	1.6	D637 X D106	D106 ←
887.1	12.0	Near ST MÉDARD-SUR-ILLE → D91	D106 ←
892.8	5.7	D106 X D26	D26 ←
902.3	9.5	GOSNÉ	D812
906.9	4.6	SAINT-AUBIN-DU-CORMIER	
920.5	13.6	ROMAGNÉ	
924.0	3.5	LÉCOUSSE D812 O N12	↑
928.2	4.2	<b>FOUGÈRES</b> Checkpoint (Lycée Guéhenno)	
930.9	2.7	Rue de Bretagne O D706	D706 ←
933.9	3.0	D706 O D806	→ D806
935.6	1.7	LAIGNELET	
943.1	7.5	<i>Ille-et-Vilaine - Mayenne</i>	D33
944.4	1.3	SAINT-ELLIER-DU-MAINE	
954.6	10.2	LEVARÉ	
962.6	8.0	GORRON	
976.6	14.0	AMBRIÈRES-LES-VALLÉES	
982.1	5.5	CHANTRIGNÉ	
988.1	6.0	LASSAY-LES-CHÂTEAUX (centre)	
995.6	7.5	CHARCHIGNÉ	D147
999.8	4.2	LE RIBAY	
1006.6	6.8	HARDANGES	
1007.6	1.0	La Croix Barbe D147 X D113	D113 ←
1012.2	4.6	LOUPFOUGÈRES	
1017.7	5.5	<b>VILLAINES-LA-JUHEL</b> Checkpoint (Mairie)	
1022.6	4.9	AVERTON	
1028.1	5.5	<i>Mayenne - Sarthe</i>	D15
1038.6	10.5	SOUGÉ-LE-GANELON	
1039.4	0.8	D15 X D106	D106 ←
1040.6	1.2	ASSÉ-LE-BOISNE	D21
1044.9	4.3	GESNES-LE-GANDELIN	
1048.4	3.5	<i>Sarthe - Orne</i>	D30
1054.1	5.7	SAINT-GERMAIN-DU-CORBÉIS	D955
1055.6	1.5	ALENÇON D955 - D438 - D27	D27
1069.1	13.5	LA FRESNAYE-SUR-CHÉDOUET	
1077.6	8.5	BLÈVES	D3 ←
1077.8	0.2	<i>Sarthe - Orne</i>	D27
1084.6	6.8	PERVENCHÈRES	
1086.1	1.5	D27 X D931	D931 ←
1088.8	2.7	SAINT-JOUIN-DE-BLAVOU	
1099.0	10.2	<b>MORTAGNE-AU-PERCHE</b> Checkpoint	D8
1117.4	18.4	LONGNY-AU-PERCHE	D918
1120.7	3.3	D918 X D8	D8 ←
1129.7	9.0	NEUILLY-SUR-EURE	
1131.4	1.7	<i>Orne - Eure-et-Loir</i>	D20
1140.4	9.0	SENONCHES	
1153.6	13.2	MAILLEBOIS D939 X D20	↑ D20
1165.4	11.8	CRÉCY-COUVÉ	
1172.4	7.0	D20 X D311	→ D311
1174.9	2.5	VERNOUILLET Rue de la Messe	
1176.9	2.0	<b>DREUX</b> Checkpoint (Palais des Sports)	D929
1181.4	4.5	D929 X D152B	D152B ←
1184.2	2.8	MÉZIÈRES-EN-DROUAI (Marsauceux)	
1194.4	10.2	LES PINTHIÈRES	D101
1196.4	2.0	FAVEROLLES → D983	D152B ←
1198.7	2.3	<i>Eure-et-Loir - Yvelines</i>	D80
1205.9	7.2	HERMERAY (Béchereau)	D107
1212.4	6.5	POIGNY-LA FORÊT	
1214.4	2.0	D107 X D936	→ D936
1219.0	4.6	<b>RAMBOUILLET</b> Parc du Château	

T  
U  
O  
Y  
A  
W

K  
C  
A  
B  
Y  
A  
W

Distance: 1219 km

Difference in height: 11750 m

Legend X : junction O : roundabout ← ↑ → : turn left, straight ahead, turn right



August 2023.

Since the last PBP session in 2019, it has been a so long journey through pandemic and other sad situations... And even the situation is improving, some randonneurs will miss our favourite rendezvous because of sanitary restrictions, economic or geopolitical situation. We wish them to stay safe and to be able to join the next edition in 2027.

BRM are still growing worldwide, and you could have the chance to ride with new nationalities between Paris and Brest during the next summer. Albania, Slovakia, Türkiye, Uruguay and Vietnam are the newcomers, compared to 2019. We wish them a great success and many finishers.

**We will have the pleasure to meet again our worldwide randonneur fellows at Rambouillet in**

Of course, growth can't be possible without women and men involved in the BRM organization, especially the ACP representatives who are managing the BRMs in their country. During the last 20 years, I've been in touch on a daily basis with all of them and they are doing a great job! Of course, many of them retired during this two decades and I would like to thank them again. And I don't forget the 7 magnificents who are still on the deck after more than 20 years... and some near to 40 years as ACP representative as Francesc Porta Torras and Jose Luis Garcia Rodriguez who were part of the BRM founders in 1983 with Bob Lepertel and they are still there... congratulations!

I wish you all a great training during the coming months and enjoy riding all over the world!

Jean-Gualbert FABUREL  
Worldwide BRM manager

## Australia



*Audax Australia is a small but enthusiastic club with over 1,330 members across all States and Territories. Audax Australia completed over 760,000 km for the 2021 Audax season, down on years past due to the COVID pandemic but still a great effort by our riders. We have a huge calendar of rides running all year round (e.g. 62 x 600 km, 11 x 1000 km BRMs and 14 x 1200 km LRMs for 2023 PBP year), plus over 7,000 Permanent brevet routes. Dirt (single track), Gravel (unsealed roads) and Populaire brevets are also catered for. One of our favourite events is the Fleche (ridden in all regions) - every second year in Victoria we finish at the statue of our former patron Sir Hubert Opperman (winner of the 1931 PBP) at his birthplace in the small country town of Rochester. Audax Australia warmly welcomes randonneurs from overseas - come and visit us to do some of our rides.*



Audax Australia

## Austria

Die 20. Auflage von PBP wird für viele von uns ein großartiges Erlebnis und eine besondere Lebenserfahrung wer-



den. Wir Österreicher sehnen uns immer wieder danach, alle vier Jahre bei der Olympiade der Randonneure dabei zu sein. Seit dem Jahre 1994 organisieren wir in Österreich Brevets, die uns auf abwechslungsreiche Strecken und in landschaftlich schöne Gebiete führen. Neben mehreren Strecken der obligatorischen Brevetserie, haben wir auch einen anspruchsvollen 1.000 km Brevet, der uns über den höchsten Berg Österreichs führt. So haben wir eine gute Grundlage für PBP.

Rambouillet wir freuen uns auf ein Wiedersehen. Ich wünsche den Organisatoren und Teilnehmern gutes Gelingen.

*The 20<sup>th</sup> edition of PBP will be a great experience and a special life experience for many of us. We Austrians are always happy to be at the Olympics of the Randonneurs every four years. We have been organizing brevets in Austria since 1994, which lead us to varied routes and scenic areas.*

*In addition to several routes of the obligatory brevet series, we also have a demanding 1,000 km brevet that takes us over Austria's highest mountain. So, we have a good basis for PBP.*

*Rambouillet, we look forward to seeing you again. I wish the organizers and participants every success.*

Ferdinand JUNG  
Randonneurs Autriche

## Belgium

In deze onzekere tijden zijn we blij dat er toch nog de zekerheid is dat Paris-Brest-Paris elke 4 jaar op de kalen-

der staat. Het is niet alleen een sportief hoogtepunt voor veel randonneurs maar ook een moment waarop we de verbondenheid tussen volkeren kunnen tonen. En dat is in deze wereld van toenemende onvrede misschien wel het belangrijkste wapen om tegenstellingen te overwinnen en polarisatie te bestrijden. In België kijken we dus enorm uit naar de 20<sup>e</sup> PBP. We kijken er naar uit om met al onze collega's uit meer dan 50 landen aan de start te staan van dit hoogfeest van de lange-afstandsfietser. We wensen alle deelnemers veel succes en willen de organisatoren uitdrukkelijk danken om deze ervaring eens te meer mogelijk te maken.



En ces temps incertains, nous sommes heureux qu'il y ait toujours la certitude que Paris-Brest-Paris figure au calendrier tous les 4 ans. Ce n'est pas seulement un temps fort sportif pour de nombreux randonneurs mais aussi le moment où l'on peut montrer le lien entre les peuples. Et c'est peut-être l'arme la plus importante pour surmonter les contradictions et combattre la polarisation dans ce monde de mécontentement croissant. Donc, en Belgique, nous attendons avec impatience le 20<sup>e</sup> PBP. Nous sommes déjà impatients de joindre nos collègues venant de plus de 50 pays pour le départ de cette grande fête du cycliste de longue distance. Nous souhaitons beaucoup de succès à tous les participants et tenons spécialement à remercier les organisateurs grâce à qui cet événement est rendu possible.

*In these uncertain times, we are glad that there is still the certainty that Pa-*



ris-Brest-Paris is on the calendar every four years. It is not only a sporting highlight for many randonneurs but also a moment when we can show solidarity between peoples. And that, in this world of growing discontent, is perhaps the most important weapon to overcome divisions and fight polarisation. So, in Belgium, we are hugely looking forward to the 20<sup>th</sup> PBP. We are looking forward to being at the start of this high festival of long-distance cycling with all our colleagues from more than 50 countries. We wish all participants the best of luck and would like to explicitly thank the organisers for once again making this experience possible.

Frank STEENPUT  
Randonneurs.be

## Bulgaria



Първо участие в Париж-Брест-Париж през 1999 г., като представителят за България Димитър Балански е с най-много участия: 6 поредни. Първо в Централна и Източна Европа 1200+ събитие през 2001 г., общо 18 издания на CBC оттогава, като помощник-представителят Лазар Владиславов е с най-много завършени LRM 1200+ брeвети: 33. Богат календар с общо 24 старта, от които 1 на 1000, 2 на 600, 3 на 400 и т.н., 140-170 хиляди километра годишно, което на глава от населението никак не е малко. През годините България се движи между 20-то и 30-то място в класирането на държавите организатори. Това са основните жалони в рандоньорското движение в България. Българските рандоньори очакват с нетърпение поредния празник на колeздeнeтo на дълги разстояния: ПБП 2023!

First participation in Paris-Brest-Paris

in 1999, with the representative for Bulgaria Dimitar Balanski having the most participations: 6 in a row. First in Central and Eastern Europe 1200+ event in 2001, a total of 18 editions of SVS since then, with assistant representative Lazar Vladislavov having the most completed LRM 1200+ brevets: 33. A rich calendar with a total of 26 starts, of which 1 - 1000k, 2 - 600k, 3 - 400k, etc., 140-170 thousand kilometres per year, which per capita is an achievement. Over the years, Bulgaria has moved between the 20<sup>th</sup> and 30<sup>th</sup> place in the ranking of the organizing countries. These are the main milestones of the randoneering movement in Bulgaria.

Bulgarian randonneurs are looking forward to the next big festival of long-distance cycling: PBP 2023!

Audax Randonneurs Bulgaria

## Denmark

I mere end 25 år har danske randonneurer cyklet brevet'er på kryds og tværs ad cykelvenlige veje gennem det kønne danske landskab. I 2022 har forventningens glæde til det kommende PBP igen motiveret de danske randonneurer. Men selv om der har været en stigning i aktivitetsniveauet kan det fortsat mærkes, at mange af de erfarne og ældre ryttere er på vej ud af sporten. Audax Randonneurs Danmark forsøger derfor løbende at fange interessen hos nye ryttere: Forsøg med små film fra brevet'erne på YouTube og Intro-brevet'er, for nye ryttere, hvor erfarne Randonneurer hjælper og vejleder de ny gennem deres første brevet'er er et par eksempler. Der har altid været en del kvinder i den danske Audax-verden, og heldigvis ser vi fortsat en del kvindelige ryttere (men vi vil gerne tiltrække endnu flere). Vores 'Seniorbrevet'er' på 100 km for de ældre ryttere er fortsat populære. Med disse initiativer er vi sikre på, at der også fremover vil være danske ryttere klar til at tage godt imod de udenlandske deltager, der får lyst til at slå et smut omkring Danmark for at køre en brevet.

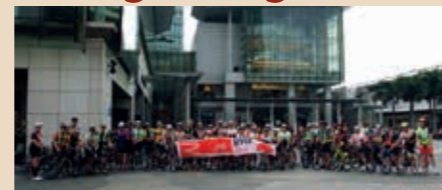
For more than 25 years Danish Randonneurs have been riding brevets, enjoying the beautiful countryside and bicycle

friendly environment. This year the Danish Audax-community has once again been bustling with anticipation of the upcoming PBP - that very special event that is like no other. But even the increase in activity cannot conceal that many of the old-timers are retiring. Audax Randonneurs Danmark has therefore launched several initiatives to attract new riders: short video clips on YouTube and the concept of "Intro-brevets" for newcomers where experienced randonneurs help and guide them through their first brevets are examples of these initiatives. There have always been some keen and very capable female riders in Denmark, and we are glad to see female riders consistently showing up at our events (we would, however, still like that number to increase). Our 'Senior Brevets' of 100 km targeted at older riders are still popular.

With these initiatives, we are sure that, even in the coming years, there will be Danish Audax-riders ready to welcome you and make you feel at home, if you decide to come to our part of the world to ride a brevet.

Anders Ulrik Kristoffersen  
ACP Representative for Danmark

## Hong Kong



成立於2013年, Randonneurs Hong Kong將於來年舉辦200km, 300km and 400km 長途騎乘活動。我們誠意邀請你來香港參與RHK所舉辦的活動。體驗富香港特色的路線, 穿越繁華的都市和翠綠的郊。

Established in 2013, Randonneurs Hong Kong (RHK) will organize 200 km, 300 km and 400 km brevets in 2023. You can enjoy the Hong Kong-style route in Hong Kong, which passes through both the city skylight and the countryside during the brevet. We look forward to seeing all of you in Hong Kong!

Kevin Chan  
For Randonneurs Hong Kong

## India

ऑडैक्स इंडिया रैडोनियर्स के बारे में: भारत में पहला ब्रेवेट, 200 किलोमीटर का बीआरएम, 31 जनवरी 2010 को मुंबई में आयोजित किया गया था। अगस्त 2010 में, दविता टाटे ने ब्रेवेट के आयोजन का बीड़ा उठाया, जिसकी शुरुआत भारत के पहले ओवरनाइट ब्रेवेट, 400 किलोमीटर के बीआरएम से हुई। 15 रैडोनियर्स ने 2011 में पहली बार पीबीपी में भारत का प्रतिनिधित्व किया और 300 ने 2019 संस्करण में शुरुआत की। पीबीपी में भारत की भागीदारी प्रत्येक संस्करण के साथ बढ़ी है जो भारत में ब्रेवेट की बढ़ती लोकप्रियता और ग्रैंड में भाग लेने के उत्साह का प्रतिनिधित्व करती है। रैडोनी - पीबीपी। रघु विशाल ने 1 नवंबर 2020 को ऑडैक्स इंडिया की कमान संभाली और 11-12 सितंबर 2021 को पूरे भारत में आयोजित शताब्दी बीआरएम-200 में 4,700 से अधिक सवारों की रिकॉर्ड भागीदारी का समन्वय किया। 2010 में 2 स्थानों से, भारत में अब 2022 में 90+ स्थानों में ब्रेवेट आयोजित किए गए हैं। मार्ग उच्च गति वाले राजमार्गों से लेकर भव्य ग्रामीण इलाकों के मैदानों, सुरम्य तटीय पाठ्यक्रमों और यहां तक कि पूरे भारत में पर्वत श्रृंखलाओं पर कुछ कठिन चढ़ाई तक विविध हो गए हैं।

The first brevet in India, a 200 km BRM, was conducted in Mumbai on 31<sup>st</sup> Jan 2010. In August 2010, Divya Tate took the lead in organizing Brevets, starting with India's first overnight Brevet, a 400 km BRM. 15 randonneurs represented India at PBP for the first time in 2011 and 300 started in the last edition in 2019. India's participation at PBP has grown with each edition which is representational of the growing popularity of brevets in India and the enthusiasm to participate at the Grand Randonnée - PBP. Raghu Vishal took the helm of Audax India on 1<sup>st</sup> Nov 2020 and coordinated a record participation of over 4,700 riders in the centenary BRM-200 organised across India on 11<sup>th</sup>-12<sup>th</sup> September 2021. From 2 locations in 2010, India now has brevets organised in 90+ locations in 2022. The routes have grown diverse from high-speed highways to gorgeous countryside plains, picturesque coastal courses and even some tough climbs up the mountain ranges across India.

Audax India Randonneurs

## Ireland

The PBP adventure for Ireland started in 1983 with one rider present. This en-



thusiastic and adventurous soul had to complete all qualifiers outside of Ireland, as at the time there was no possibility of doing so at home. Despite this the seed was sown and from here on interest in randonneering slowly grew and despite a lull in the late 1980's/early 1990's, we are now able to run events 12 months of the year and in every corner of the country.

As interest grew, we were able to run longer events ourselves and get to meet fellow cyclists from all over the world, whilst having adventures in other countries too. We are looking forward to meeting and riding with fellow randonneurs from many nations along the roads of Normandy and Brittany in August 2023.

Paul O'Donoghue  
Audax Ireland

## Israel

החלצה לכב PBP מילארשי 2007, ומייס מלונו, מילארשי 3 ופתתשה 2019 ב, החלצה. הנידמה יבחר לכב מיעובמ לארשיב מיטוורבה. תוירבדמו, חלמה מי, ופצב תרניכה, לשמל מורדה. טוורב ללוק, הנש לכב מיטוורב תרדס מימיקמ ונא. מינש 4 לכ 1200 טוורבו 1000. ה, תישדוח הביכר מימיקמ ונא, מיטוורבל פסונב. מישדח מיבכורל ונלש טרופסה תא מיגיזמ ונא. ריצק לט.

Israeli riders successfully participated in every PBP since 2007. 3 Israelis participated in PBP 2019, and all finished successfully. The Brevets in Israel offer diverse scenery, Like the Sea of Galilee in the north, the Dead Sea, and the deserts of the south. We offer a full SR series every year, with 1000 km and 1200 km brevets every 4 years. In addition to the brevets, we do a monthly ride where we welcome new riders to our sport.

Tal Katzir  
Israeli Randonneurs

## Japan



2002年に日本で初めてBRMが開催されて以来日本のブルベは発展を続け、現在では日本各地の25のクラブが年間450以上のBRMイベントを開催しています。1200km以上のLRMイベントも定着してきました。ベテランから若い世代まで、幅広い年齢層のランドヌールとランドヌーズが、この素晴らしいスポーツを楽しんでいます。ACPをはじめとする世界中のランドヌールの団体に感謝するとともに、さらなる成功を祈念いたします。日本の、そして世界のブルベでお会いできるのを楽しみにしています。

オダックス・ジャパン会長  
古久保 進

Since the first BRM was held in Japan in 2002, Japanese brevets continued to grow and, today, 25 clubs in various regions of Japan organize more than 450 BRM events per year. 1200 km+ LRM events have also become well established. Randonneurs and randonneuses of all ages, from veterans to the younger generation, enjoy this wonderful sport. We would thank ACP and other randonneering organizations around the world for your support and wish you continued success. We look forward to seeing you in the brevets of Japan and all around the world.

Susumu Furukubo  
President of Audax Japan

## Lithuania

Lietuva – žalias lygumų kraštas šiaurės Europoje, viena iš trijų Baltijos šalių. Tai šalis, išsaugojusi daug natūralios gamtos





# PARIS-BREST-PARIS WORLDWIDE

kraštovaizdžių, miškų, ežerų ir upių bei turinti ypatingai gražų Baltijos pajūrį. Brevetai Lietuvoje labai populiarėja, 2022 m. brevetuose mynė 387 dalyviai, tai jau penktas Audax sezonas.



Lithuania is a green land of plains in Northern Europe, one of the three Baltic States. It is a country that has preserved many natural landscapes, forests, lakes and rivers and has an especially beautiful Baltic Sea seaside. Popularity of brevets in Lithuania is increasing, we had 387 participants in 2022, for this fifth season.

Randonneurs Audax Lithuania  
[www.brevetait.lt](http://www.brevetait.lt)

## Macao



澳門分部可能是地球上面積最小的Randonneurs分部。澳門，葡萄牙建築與高度集中的現代酒店區僅一橋之隔，中西文化交匯之地。在緊鄰中國的澳門騎行，緊致濃縮的街景目不暇給。隨著車輪，自然與現代的景觀讓你擴展視野，延伸想象。

The Macao (Macau) branch would be the smallest Randonneurs branch in size. However, Macao is a place where east meet west, and by a bridge Macau and Portuguese style buildings and renowned and popular hotels are closely connected.

Cycling in Macao, right next to the mainland China, you can enjoy stunning views of the nature and street views of the city at the same time, it will definitely be beyond your imagination.

Randonneurs de Macao

## Malaysia



ARM's humble beginning started in 2016 with small steps which had only 2 Brevets in a year with a total of 612 finishers. But as of 2020 we have successfully garnered an exponential growth of 1676 finishers. Our first PBP outing was in 2019 with 30 participants and almost 50% success rate. With this, Malaysia has become the fastest growing « Randonneur » country and propelled ARM to be the #1 ranking Randonneur Club in the world.

Besides the meticulous planning, preparation and organising of the events, the success rate is also helped by the beautiful but challenging scenic routes of Malaysia. As the country is blessed with an awesome backbone of mountain and hill chain called the Titiwangsa Range which starts from neighbouring Thailand all the way to our most southern state Johor. At the same time, this mountainous backbone has provided our routes with loads of climbs and insane elevation. On record we have a BRM 300 route with 7400 m elevation gain.

Our weather is also another big challenging factor our riders love to face. Along our routes, we have experienced 42-degree Celsius heat waves and it can suddenly turn into a torrential rain with flooding and when we hit the highlands, we can suddenly get as low as 9-degree Celsius temperature. With these challenges ahead, we would like to welcome everyone and keep having fun Randonneuring in Malaysia.

Sam Tow  
Randonneurs Malaysia

## Portugal



Encontramo-nos novamente no PBP! Os Randonneurs Portugal nasceram em 2011 com o desafio de construir os alicerces para uma comunidade portuguesa de Randonneurs. Doze anos passaram! No PBP 2023 teremos um grupo de Randonneurs portugueses, grande em espírito Randonneur, onde valores como a segurança, o companheirismo e o espírito não competitivo são partilhados e valorizados. No PBP 2023, os "verdes fluorescentes" (apelidados por utilizarmos sempre coletes refletivos) marcarão presença! Até Breve(t)

Randonneurs Portugal were born in 2011 with the challenge of building the foundations of a Portuguese randonneuring community. Twelve years went by! For PBP 2023, we will have a group of Portuguese Randonneurs, great in randonneuring spirit, where safety, companionship, and a non-competitive practice are shared, valued, and cherished. At PBP 2023, "the neon greens" (nicknamed for permanently wearing reflective vests), will be there! All the best from us @ Randonneurs Portugal

Pedro Alves  
Randonneurs Portugal

## Romania

În România, deși ciclismul de anduranță este încă în anii tinereții, împlinind abia 9 sezoane, totuși a devenit un fenomen. După ce la PBP, în 2019, România a fost națiunea cu cea mai mare creștere privind participarea de la o ediție la alta, sperăm ca și la ediția aniversară, cea

de-a 20-a, din august 2023, mulți cicliști români să fie prezenți la start. Ne dorim să fim parte a sărbătorii ciclismului de anduranță mondial care va fi în cadrul monumentului acestei ramuri sportive, care reprezintă "jocurile olimpice" ale ciclismului de anduranță, ce au loc din 4 în 4 ani. Franța, venim!



In Romania, although endurance cycling is still in its youth years, completing only 9 seasons, it has nevertheless become a phenomenon. After at PBP, in 2019, Romania was the nation with the largest increase in participation from one edition to another, we hope that in the anniversary edition, the 20<sup>th</sup>, in August 2023, many Romanian cyclists will be present at the start. We want to be part of the celebration of world endurance cycling that will be within the monument of this sports branch, which represents the "Olympic games" of endurance cycling, which take place every 4 years. France, here we come!

Randonneurs Romania

## South Korea

2009년 한국 란도너스가 창립된 이후 한국에서 스포츠로서의 사이클링은 엄청난 성장을 했습니다. 점점 증가하는 회원 수로 미루어 볼 때, 스스로의 힘으로 장거리를 달리는 란도너스가 확실히 '포함'되어 있습니다. 전국 곳곳의 24시간 편의점, 저렴한 모텔, 숙박하는 경치 그리고 연중 대부분의 날씨가 자전거 타기에 좋아서 놀라운 일이 아닙니다. 2023년 한국 란도너스는 63개의 BRM 이벤트를 개최할 예정입니다. 모든 코스는 안전하고 길 찾기에 용이하도록 신중하게 설계되고 검토됩니다. 자세한 내용은 홈페이지(www.korearandonneurs.kr)를 참고하세요. 한국의 길 위에서 만나요!

Cycling as a sport has developed enormously in South Korea since the foundation of Korea Randonneurs in 2009. Jud-

ging from the ever-increasing number of club members, long-distance self-supported activities like rando are definitely "in". It's no wonder with the abundance of 24-hour convenience stores, cheap motels, breathtaking scenery, and a climate perfect for riding most of the year. In 2023 Korea Randonneurs will organize and run 63 BRM events; the courses are carefully designed and checked for safety and navigational convenience. For more information visit our website at [www.korearandonneurs.kr](http://www.korearandonneurs.kr). See you on the road in South Korea!

Korea Randonneurs

## Spain Basque Country



En los últimos cuatro años, la bicicleta ha aumentado considerablemente en todos los lugares convirtiéndose en un medio de transporte; paseos, afición por el deporte desplazamientos, un medio limpio y sano, el ánimo de una actividad física con los amigos y el aumento de más pruebas ciclistas populares, ha hecho que la bicicleta en el País Vasco como en el resto de España y otros lugares, cada vez más, se llenan las carreteras de ciclistas, y las pruebas de largo recorrido están en la mente de muchos. Pero a pesar de todo el aumento, la prueba reina sigue siendo la Paris-Brest-Paris, ilusión de muchos, y al alcance de un grupo algo selecto, gracias a la constancia y motivación. En el País Vasco esperamos una participación similar a la de la última edición. Para algunos el recuerdo del recorrido, el público durante tres días por las carreteras, el contacto humano, hace que muchos

esa nostalgia la quieran repetir, para otros es su primera experiencia. Desde aquí ánimo para todos y a prepararse con mucha motivación para la 20<sup>ª</sup> edición de esta gran prueba de fondo como es la gran Paris-Brest-Paris.

In the last four years, the bicycle has increased considerably in all places becoming a means of transportation; walks, love of sports displacements, a clean and healthy environment, the spirit of a physical activity with friends and the increase of more popular cycling tests, has made the bicycle in the Basque Country as in the rest of Spain and other places, more and more, the roads are filled with cyclists, and the long tests tour are on the minds of many. But despite all the increase, the queen test remains being the Paris-Brest-Paris, illusion of many, and within the reach of a somewhat select group, thanks to perseverance and motivation. In the Basque Country we expect a participation like that of the last edition. For some, the memory of the journey, the public for three days on the roads, human contact, makes many want to repeat that nostalgia, for others it is their first experience. From here encouragement for everyone and to prepare with great motivation for the 20<sup>th</sup> edition of this great long-distance test such as the great Paris-Brest-Paris.

José-Luis GARCIA-RODRIGUEZ  
AC Internacional

## Switzerland



«PBP ist wie das Leben im Zeitraffer.»  
«PBP is like life in fast motion.»  
« PBP est comme la vie en accéléré. »  
--- Bela Takacs aka Rocketman (Finisher PBP 2019)

\* Bonne route \* Gute Fahrt \* Buon viaggio \* Buen viaje \* Have a good ride \* Jó utat \* Счастливого



## PARIS-BREST-PARIS WORLDWIDE

пути \* Καλό ταξίδι \* Pri-  
voščite si dobro potovanje \* よい旅を\*

**Thomas Bühler**  
Audax Suisse

### Taiwan



台灣終年氣候宜人，有美麗的海岸線、綿延的丘陵和超過三千公尺高的高山，非常適合自行車長途騎乘，我們在台灣主辦了200公里、300公里、400公里、600公里、1,000公里、1,200公里、24小時360公里及超級600公里的長途騎乘活動，我們誠摯地邀請您來共同參與。

阮耀樟

Taiwan has beautiful coastal lines, rolling hills as well as 3,000+ meters high mountains and year-round comfortable weather. It is a very good place for long distance cycling. Here in Taiwan, we organize 200K, 300K, 400K, 600K, 1,000K, and 1,200K brevets, and National Arrows. We sincerely invite all of you to ride with us.

**Yao-Chang (Jack) RUAN**  
Randonneurs Taiwan

### The Netherlands



Nederlanders zoeken uitdagingen en de fiets is daarbij een prima middel. Er worden zo'n 30 Brevetten (lange afstandsritten) per jaar georganiseerd. Het terrein is binnen Nederland vooral vlak, maar de wind speelt vaak voor lastige tegenstander. Diverse dijken, tot 30 km lengte, maar ook polderlandschappen en heuvelachtige gebieden, leveren voldoende uitdagingen. Als dat niet

voldoende is, zijn er in het altijd nabije buitenland meer uitdagingen te vinden. Ook in 2023 zal een ruim aanbod van Brevetten gefietst kunnen worden. Een complete serie van 200, 300, 400 en 600 km geeft uitzicht op deelname aan Paris-Brest-Parijs (augustus 2023).

The Dutch are looking for challenges and the bike is a fine medium to find that. Every year about 30 Brevets (long distance rides) are organized here. The tracks are mainly flat, but the wind is a firm opponent. Several dikes, up to 30 km, polders and hilly area's offer a lot of challenge. Is that not enough, just across the always near borders is more to find.

Also, in 2023 several Brevets will be organized. Including some complete series of a 200, 300, 400 and 600 km. This can be used to qualify for Paris-Brest-Paris in August 2023.

Go for the challenge.

**Gerrit Schotman**

ACP representative for The Netherlands

### United Kingdom

Audax UK sends its warm regards and best wishes to Audax Club Parisien and its organising partners for the success of the forthcoming 2023 Paris-Brest-Paris. As the international randonneur community continues to come back together after the rigours imposed by the covid pandemic, we know that PBP will be an affirmation of the randonneur spirit from across the globe.

Our own London-Edinburgh-London 1540 km LRM event with over 1600 riders in 2022 has shown the demand and enthusiasm for grandes randonnees. Moving on from that, randonneurs across the UK are currently preparing their plans and entering their PBP qualifying events in large numbers. There are many who are hopeful of coming together with riders from other nations at Rambouillet in August.

One of the great joys of LEL in 2022 was the effort put in by the Audax UK volunteers who supported the riders in their quest. We know that the volunteers who make PBP possible will also be wor-

king hard to support riders in a role that is taxing but also rewarding, and will be deserving of the gratitude of riders. We wish these volunteers the best.



**Chris Crossland**  
Audax UK

### United States



America is fortunate to have an enthusiastic randonneuring community and broad expanses to ride in. In 2022, RUSA offered 924 events, plus thousands of permanent routes for members to ride when they choose.

Our brevets and permanents take you through pastoral villages in New England, into alligator country in Florida, past glaciers in Alaska, in the shadow of a volcano in Hawaii, down the seal and whale dotted Pacific Coast, past saguaro cacti in Arizona's Sonora Desert, and over the 3,600 m Continental Divide in the Colorado Rocky Mountains.

In 1988, inspired by PBP, Boston-Montréal-Boston became the first American 1200k. Since then, US organizers have created thirty 1200 km and longer grand randonnées in diverse locales, each with its own style. Eight were held in 2022, including three new ones. Riders can come back to ride their favorites again, or find an event new to them each year.

Our randonnées appeal to a wide range of riders, from the novice to the accomplished, from 100 km events to mixed-surface brevets, our ACP Flèche Nationale and RUSA team events, and mountainous climbing challenges. Come join us for any of these!

The first US entrant to Paris-Brest-Paris

was in 1901. This year, several hundred US randonneurs will make their way to Paris for this iconic event. PBP has held a special place for American randonneurs, and 2023 will be no exception.

**John LEE ELLIS**  
For Randonneurs USA

### Uruguay

Somos un país pequeño con una gran tradición de amor por el ciclismo. Nuestro pueblo es hospitalario, viviendo en un ambiente tranquilo y con bellos paisajes repletos de naturaleza y locales históricos. Uruguay es seguro, con un clima agradable y con buenas rutas. Un destino preferido por millares de cicloturistas que buscan caminos para contemplar la belleza de una vida simple y bellas playas. El espíritu de empatía y libertad que son características de un Randonneur son la base desde la creación de esta nación. Sean siempre bienvenidos a Uruguay.

We are a small country, but with a great tradition of love for cycling. Our people are hospitable, living in a peaceful environment with beautiful landscapes full of nature and historical sites. Uruguay is safe, with a pleasant climate and good roads. Favourite destination for thousands of cycle tourists looking for routes to contemplate the beauty of simple life and beautiful beaches. The spirit of empathy and freedom that are characteristic of a randonneur are the foundations on which this nation was created. You are always welcome in Uruguay!

Randonneurs Uruguay

[www.paris-brest-paris.org](http://www.paris-brest-paris.org)

ORGANIZED BY **Audax Club Parisien**

**PARISBRESTPARIS**

R A N D O N N E U R SE DÉPASSER. PARTAGER. RÊVER...

