



CONCOURS DE MACHINES

6th edition / 23-26 June 2022

Roubaix, France



Concours de Machines - Returning to the tradition

The Concours de Machines was created in the beginning of the last century as an event to show that artisan bicycles are in no way inferior to bikes produced by large manufacturers. To the contrary, with many ideas and innovations and due to the tailor-made approach, artisan bicycles would usually even exceed any series bike.

In order to prove the point and to put the bikes to the test, tough parcours were designed and riders had to master them in the fastest way possible, winning points for performance of bike and riders, being penalized for mechanical defects as small as a loose screw.

After the Concours was discontinued at the end of the 1940s it came back to life for the first time again in 2016 with the objective to build light and versatile randonneur bikes, a theme repeated in 2017 and 2019 along Paris-Brest-Paris. The scope of technical innovation was even broadened during the Concours of 2018 and 2021, taking the competition off the road and into the mountains and bikepacking adventures.

In 2022 we want to bring the Concours de Machine to Roubaix in the tradition of the first events of the last century. Build light, resilient and versatile bikes that will be tested on one of the toughest parcours out there, the cobbles and hills of Flanders and of course Paris-Roubaix.

We have prepared a tough one-day stage of more than 200 km which will require riders to start before sunrise, hence autonomous lighting will be required. They will need to carry everything that will get them through the stage, such as tools, spares, rain gear etc., and a technical commission as well as a jury will evaluate the bikes before, during, and after the race.

The bike that delivers the best balance between light weight, technical innovation and performance will win the competition. In order to win, participants need to ride fast, build light, make it to the finish line without getting lost, convince the Jury and pass the Technical Control before and after the race.

There can only be one overall winner and one podium but during this competition we will also evaluate and recognize frame building specific details with specific price categories, such as

- Lightest bike of the competition (only those who cross the finish line intact will count, a coefficient for size of the rider will be applied)
- Best paint job (an independent expert will evaluate design but also quality and execution)
- Highest skilled craftsmanship (for best finishing of joints - brazing / lugs / TIG / carbon / bambou / wood etc.; choice of material - tubes, diameters etc.)
- Prettiest seat tube cluster
- Smoothest cable routing

There will be additional prizes for the most innovative solutions for

- Holding and storing carry on luggage
- Integration of lights
- Suspension elements - “best cobble killer”
- Anti-theft protection

And we will award the

- Best racer (to the winner of the race - the rider, not the frame builder)
- Crowd Favorite “Le chouchou du public” (based on Public Vote)
- Frame builders’ choice - La reconnaissance des pairs (prix des cadresurs)

So far this is all very much in line with previous editions of the Concours. For 2022, however, **it will be mandatory that the participating bike is ridden by a woman**. Women’s racing is picking up traction and is exciting to watch. The first Paris-Roubaix professional women’s race underlines that. Yet there is so much room to grow and develop. We want to show that there is a lot to gain from building bespoke high-performance bicycles specifically for women, hence this edition of the Concours de Machines is entirely dedicated to female pilots.

The number of participants is limited to 30 entries - first come first served.

It will be mandatory to deliver a build document with the bike that depicts the process of the fabrication, explains the choice of materials and components and shows an adequate and realistic market price of the bike (underlining the ability to produce the same bike again if a customer demands it).

Event schedule

- Arrival - 22/06/2022
- Jury and Technical Control - 23/06/2022 at LaFraise Cycles 9am to 8pm
- Race day - 24/06/2022 start at 5am, Post race drinks at the Old Velodrome at Velo Club de Roubaix, Showers will be open to the riders
- Social ride and Expo Set Up - 25/06/2022 in the morning
- Expo Saturday - 25/06/2022 12pm to 6pm
- Fiesta - 25/06/2022 8pm (TBD)
- Expo Sunday - 26/06/2022 9am to 6pm
- Trophies - 26/06/2022 4pm

The participating bike will have to ...

- ... be adapted to different types of roads of the north of France : paved, gravel, cobbles, wet and dry
- ... ride hilly terrain with short but steep climbs
- ... ride during night time
- ... be able to carry the necessary means to repair any mechanical problem (a mechanical issue that can not be fixed by means of onboard equipment leads to disqualification)
- ... carry spare clothes / rain gear, water and basic food supply to last the day
- ... accommodate a navigation device or navigation tools to follow a GPS trace

Mandatory Equipment

(not meeting the requirements means disqualification)

Bicycle set-up

- A frame and a fork
- A handlebar with a stem or a similar system instead of a stem
- A removable and adjustable saddle with an attachment system to the frame
- Two wheels with rims and hubs and a secure release and attachment system
- A drive train with pedals and cranks
- A freewheel and transmission
- Independent brakes for front and rear wheel

Tools and maintenance equipment

The bike needs to hold tools and maintenance equipment for 5 mandatory operations:

- repair a puncture or a cut in a tire and re-inflate the wheel, whether it is mounted tubeless or with an inner tube.
- repair the transmission element (chain, belt, cardan...)
- adjust the gear shifting system, replace an element to keep it operational, for example a cable.
- adjust the position on the bike (height and back of the saddle, tightening of the handlebars, stem, brake levers) and adjust the headset.
- replace and retighten a spoke, even on the transmission side, and remove a wheel.

SÉCURITÉ

- front (1000 lumens minimum) and rear lighting for night riding: permanent autonomy
- a first aid kit
- Plates or signs on the frame and helmet to identify rider:
 - ◆ First name, last name
 - ◆ Blood type

- ◆ Contact number to call in case of an emergency

NAVIGATION

GPS or smartphone : 12 hours of autonomie

PARCOURS

Departure: LaFraise Cycles, 117 rue Montgolfier, 59100 Roubaix

Arrival: Vélodrome de Roubaix, 130 Av. du Parc des Sports, 59100 Roubaix

First draft <https://www.openrunner.com/r/13740326> - to be reviewed and reduced to about 210 km

To avoid riding too much in urban areas, the parcours heads out north and east and into the area of the Tour of Flanders and its mythical cobbled hills, then go to the rather steep Monts de Frasnes, will head south to join the Paris-Roubaix course and finish at the velodrome. The goal is to alternate paved roads, rolling gravel and cobblestone paths. The terrain will not be too technical to allow for a higher average speed.

There will be checkpoints with one or two surprise tests to show that you actually carry all the tools needed for the most common repairs.