



International Archives Week Challenge

CYCLING

2021

CYCLING

PROLOGUE

The Historical Archives of Celje (Slovenia) and the Town Archives of Ieper (Belgium) again took the initiative and organized a project that has brought together several archives from the European Union as part of the 2021 International Archives Week. The call for participation triggered 16 archives from 16 European Union countries to take part in the project, each highlighting and presenting in detail one document in detail. The central theme of this year's project is cycling.

The International Council on Archives has called on the archives from around the world to celebrate this year's International Archives Week from Monday 7 to Friday 11 June 2021. Under the slogan "Empowering Archives", archives from around the world are encouraged to emphasize the significant role of archives in our societies. It is through networking and collaboration that we can empower our profession and institutions, protect invaluable resources and information as well as ensure that citizens can protect their rights.

Once again we tried to find a topic of interest to everyone. In 2020, our focus was on documents from 1820; this year, we searched the archives for notable pieces of material heritage on cycling. In the past, the bicycle was a symbol of mobility, progress, communication and a means of transportation for traveling long distance; in addition, the bicycle established itself as a symbol of freedom.

Cycling connects people and countries, and it pleases us that the partner archives responded to our call. As was the case in the past, the participating archives provide archival services at various levels. However, although our institutions serve different purposes, these differences enrich us.

The selection of materials about cycling was at the discretion of individual partners. In turn, each presented item sends out a unique message. These range from the bicycle serving as a symbol of technological development and social status to being associated with sports, transportation and even war. In addition, bicycles also had a social function. It comes as no surprise that the presented documents and archival materials differ considerably in terms of their physical appearance, reflecting the social diversity well.

The project would not have been possible without the support of our partners and colleagues. We want to thank them all for their prompt response, the reproductions and the information. Together we are stronger and more efficient! It is our hope that this project will enhance our cooperation and help achieve a greater recognition for the role archives play in modern society.

Abbreviations

- A/** ARCHIVE
- R/** REFERENCE
- T/** TITLE
- D/** DESCRIPTOR

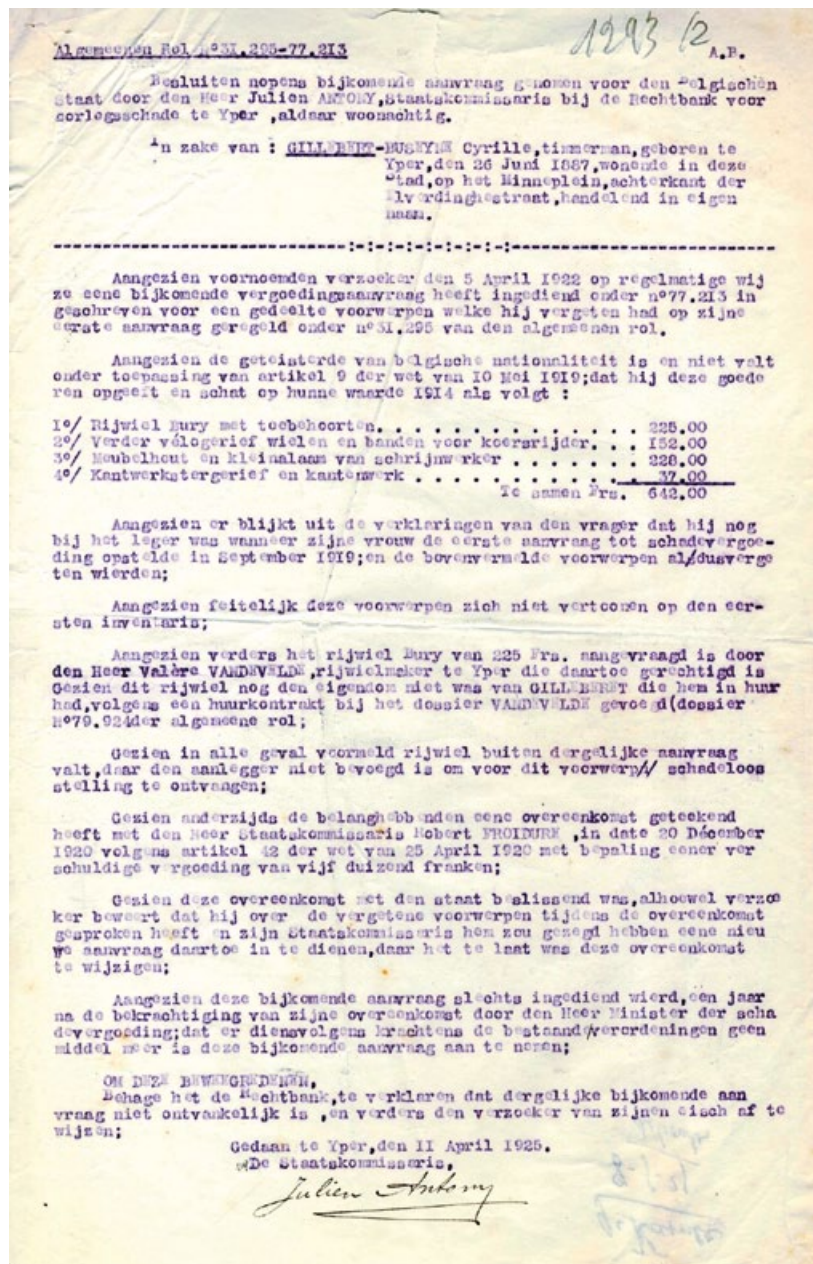
01-16 STAGES

Archives in alphabetical order of partner countries

- A/** Styrian Provincial Archives, Graz / Steiermärkisches Landesarchiv
- R/** AT-StLA-OBS-Graz-Gf-G-A-7-002
- T/** Advertisement for Albl's Bicycle Factory and Bicycle Riding School in Graz, 1893
- D/** In late 19th century, cycling clubs in Graz were booming. To meet the demand, industrial production of bicycles was set up. Benedict Albl was born in Carinthia. He trained as a mechanic and opened a shop for sewing and washing machines in Graz. In 1888, he started to produce bicycles. Johann Puch, who became a famous bicycle manufacturer, worked in Albl's factory early into his career. In 1891, the bicycle brand Meteor was introduced. In 1895, the factory was renamed Graziosa Fahrradwerke. In addition to bicycle production, Albl ran a Bicycle Riding School in Graz for those wanting to learn how to operate a bike. Albl's factory closed in 1906.



- A/** Town Archives of Ieper, Ieper / Stadsarchief Ieper
- R/** Julien Antony, 1ste reeks, 1293
- T/** 11 March 1925: Draft ruling by Julien Antony, state commissioner at the war damages tribunal at Ieper.
- D/** Julien Antony rejects the claims made by Cyrille Gillebert, a carpenter at Ieper. Gillebert claimed an extra 225 francs for a bicycle of the famous brand "Bury" as well as 152 francs for cycling equipment, wheels and tires for a race bike. It turns out that he did not own the bike, but had only leased it from Valère Vandevelde, a bicycle repairer, who had recently moved from Poperinge to Ieper. The claim for the other goods was rejected, because Gillebert already received 5000 francs in 1920. After the Great War, the war damage tribunal at Ieper treated around 100.000 cases. After around 1914, the bicycle was the main means of transport for the common people; in numerous cases, those suffering damage were compensated for the loss of their bicycles and bicycle equipment.



- A/** Central State Archives, Sofia / Централен държавен архив
R/ CSA, fonds 3K, inventory list 7, unit 409, sheet 284
T/ Cyclist Dimo Zaimov, postcard, 1907
D/ Dimo Zaimov was a Bulgarian cyclist from the town of Gabrovo, a member of the Gabrovo United Cycling Society (founded on 10 May 1905), as well as the Touring Club de France. In 1907, upon the Balkan Exhibition in London, he traveled from Gabrovo to London and back by bicycle, covering a distance of 7891 km in 51 days. The document includes a postcard, which is part of an album donated by Dimo Zaimov to the Bulgarian prince Ferdinand I (1887–1918), portraying the cities he visited during his journey from Gabrovo to London and back.



ДИМО ЗАИМОВЪ

ОТЪ ГАБРОВО (БЪЛГАРИЯ).

DIMO ZAIMOFF (GABROVO, BULGARIE).

(ЧЛЕНЪ НА ГАБРОВСКОТО СЪЮЗНО КОЛОЕЗДАЧНО ДРУЖЕСТВО И ЧЛЕНЪ НА TOURING CLUB DE FRANCE).

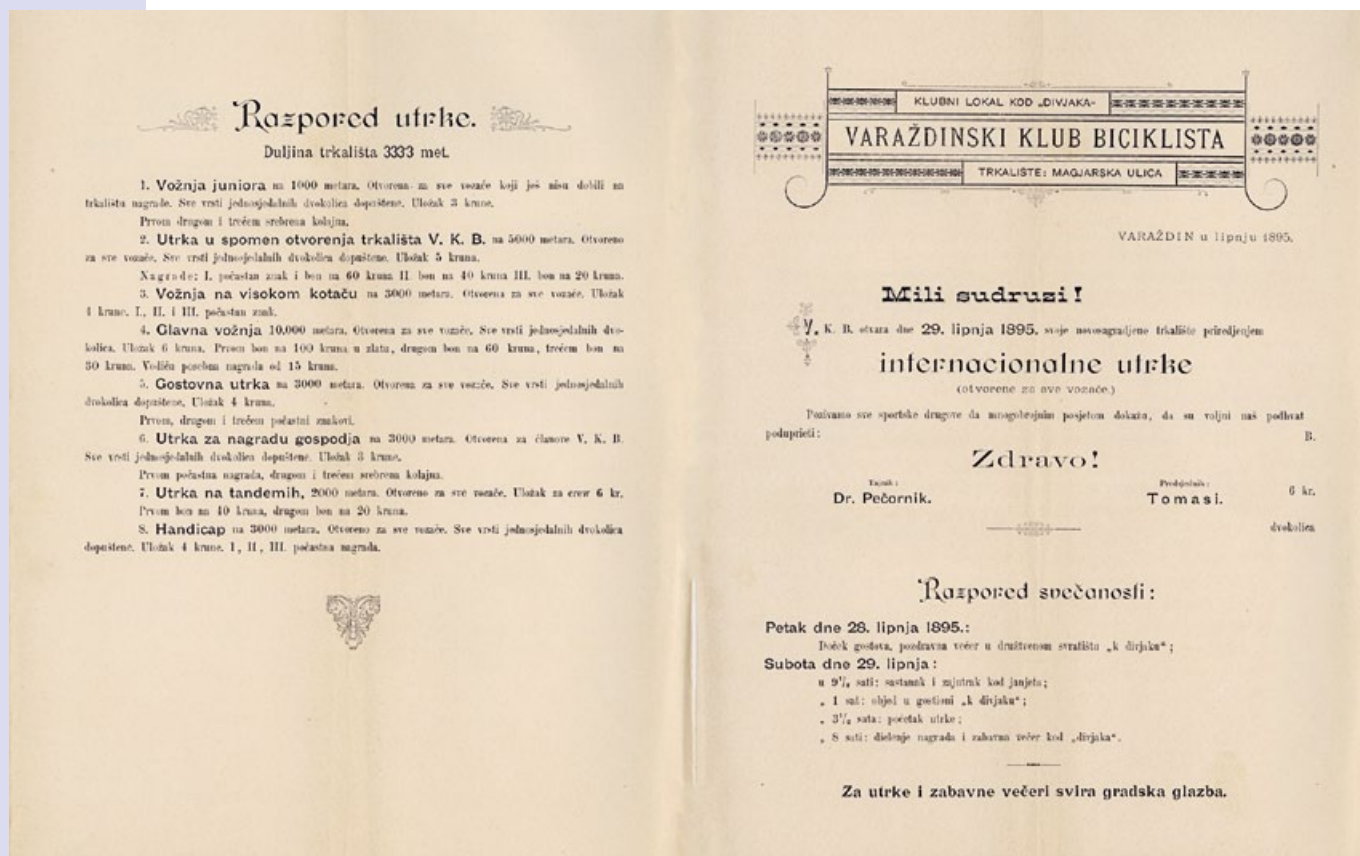
ПРЪПЖТУВАЛЪ СЪ ВЕЛОСИПЕДЪ ПРЪЗЪ 1907 Г. ПО
 СЛУЧАЙ **БАЛКАНСКАТА ИЗЛОЖБА ВЪ ЛОНДОНЪ :**

ГАБРОВО (GABROVO), ПЛОВДИВЪ, СОФИЯ (SOPHIA), РУСЕ. БУКУРЕЩЪ (BUCAREST), ПРЪДЕЛЪ, БУДА-ПЕЩА, ВИЕНА (VIENNE), ПАСАУ, НЮРЕН-БЕРГЪ, ДУРЛАХЪ, КАРЛСРУЕ, ФРАНКФОРТЪ, КЪОЛНЪ, АХЕНЪ, ЛИЕЖЪ, БРЮКСЕЛЪ (BRUXELLES), АНВЕРСЪ, ГАНДЪ, ОСТЕНДЕ, ДУВРЪ, ЛОНДОНЪ (LONDRE); НЮХАВЕНЪ, ДИЕПЪ, ПАРИЖЪ (PARIS), ДИЖОНЪ, ПАНТАРЛИЕ, ЛОЗАНА, ЖЕНЕВА (GENEVE), СИМПЛОМЪ, МИЛАНО, ВЕНЕЦИЯ (VENISE), ТРИЕСТЪ, ФИУМЕ, ЗАГРЕБЪ (AGRAM) БЪЛГРАДЪ (BELGRADE), СМЕДЕРЕВО, НИШЪ, ПИРОТЪ, ЦАРИБРОДЪ, СОФИЯ (SOPHIA), ПЛОВДИВЪ, ГАБРОВО (GABROVO) — 6777 К. М. ЗА 51 И ПОЛОВИНА ДНИ (JOURS) И 1114 К. М. ЗА РАЗГЛЕЖДАНЕ ГРАДОВЕТЪ, ВСИЧКО (TOTAL) 7891 К. М.

D. Zaimov

- A/** State Archives in Varaždin, Varaždin / Državni arhiv u Varaždinu
- R/** HR-DAVŽ-16. Gradsko poglavarstvo Varaždin - Varaždin (1850-1918), redovni spisi 6644/1895.
- T/** 10 June 1895: The program of the grand opening of the racetrack and the first international bicycle race in Varaždin
- D/** The Varaždin Cycling Club was founded in 1894. The following year the Club arranged

a 3,333-meter bicycle racetrack. The grand opening took place on St. Peter and Paul's day (29 June), when the first international race was organized. The city administration supported the event with 100 crowns. The races were held in eight disciplines, including a 10,000-meter race. All cycling societies from the area of the former Austro-Hungarian monarchy were invited to the opening of the bicycle racetrack in Varaždin.

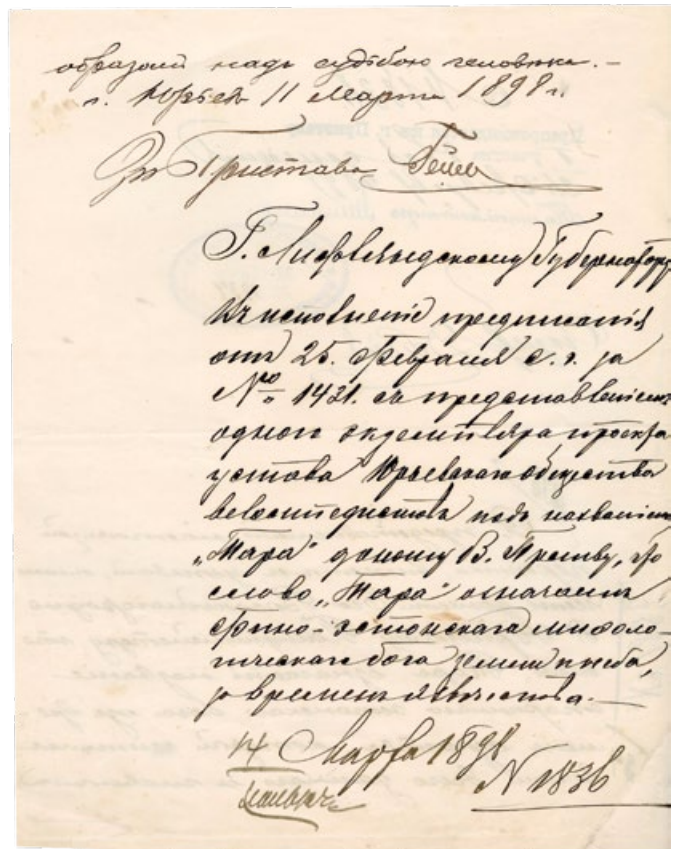
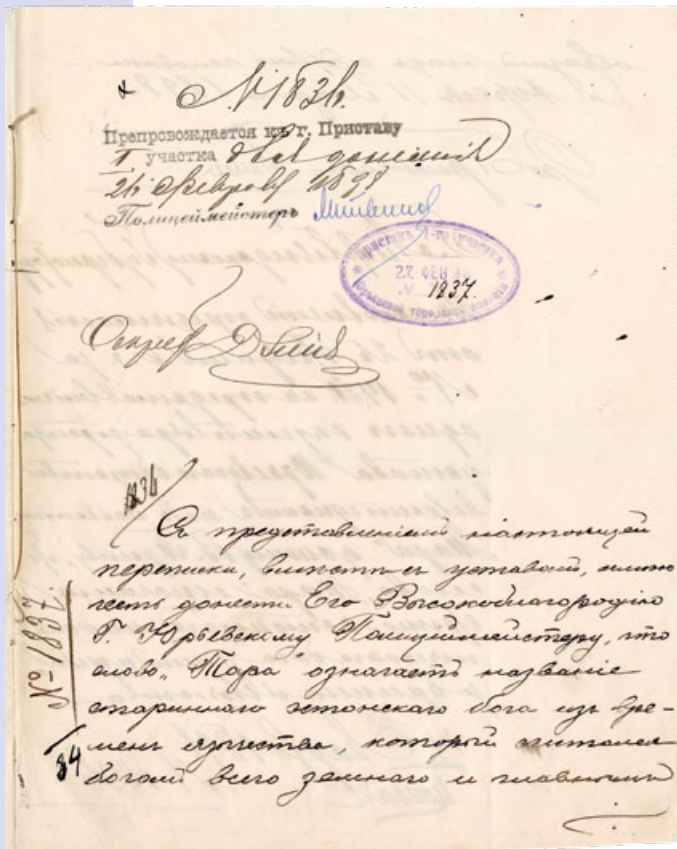


- A/** Cyprus State Archives, Nicosia / Κρατικό Αρχείο
R/ Secretariat Archives - Minute Papers: SA1/1613/1936
T/ Police Gymkhana, 1936
D/ A photograph portraying a tandem bicycle, ridden by two police officers at a Police Gymkhana (location of skill-based contests), during a 1936 celebration at the Limassol District stadium.



- A/** National Archives in Tartu, Tartu / Rahvusarhiiv Tartu
R/ RA, EAA.325.1.326
T/ Letters concerning the foundation of the Taara cycling club in Tartu, 1898
D/ On 25 February 1898, the governor of Livonia asks the chief of police in Tartu what the word "Taara", which had been suggested as a name for a cycling society in Tartu, actually means. This enquiry somehow shows the suspicion of the Russian authorities towards Estonians. A police officer explains on 11 March that Taara was the name of an Estonian god from pagan times. The explanation

about the origins of an old god was suitable to the authorities as the god was not an active one and therefore there was no need to accuse the cyclists of any form of sectarianism. On 14 March an official reply was sent to the governor. The cycling society "Taara" was founded by young intellectuals and operated in the university city of Tartu from 1898 to 1944. The first cycling society in Tartu was founded already in 1888; a year later the first society in Tallinn appeared. During the years 1891-1895 other cycling societies were founded in smaller Estonian towns such as Viljandi, Rakvere, Pärnu, Paide and Võru.



- A/** Sports Museum of Finland (Archives), Helsinki / Urheilumuseo
- R/** Archives of Cycling Finland. Participants in the Helsinki 1952 Olympic Games by country (Va4).
- T/** 29-31 July 1952: Competitor cards of track cycling at 1952 Helsinki Olympic Games.
- D/** Competitor cards of men's sprint medallists: Winner Enzo Sacchi of Italy, second Lionel Cox

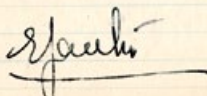
of Australia and third Werner Potzernheim of Germany. Birth dates, previous major results and signatures of competitors, photographs and results of competitions in which they participated. Lionel Cox also participated in men's tandem race and won gold with Russell Mockridge. Track cycling events took place on the Helsinki Velodrome.

Ciclismo
al velodromo N°85

Sacchi, Enzo Italia


Date di nascita: 6-1-1926

Principali risultati: Champion du Monde
1951.

Formula: 

1 km aika-ajo, kultamitali

Valkuerä	1:n	12,4
1. välierä III	1:n	12,0
2. -- I	1:n	12,1
Loppuerä	1:n	12,0



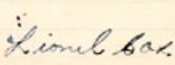
Cycling N°9

Track, sprints and tandem.

Cox, Lionel Australia

Date of birth: 5-12-1930

Best times:
12 seconds. 220ms.


Signature: 

1 km erä-ajo hopeamitali

I alkuerä	1:n	11,9
1. välierä II	1:n	12,5
2. -- II	1:n	11,6
Loppuerä	2:n	

Tandem ajo, kultamitali

Valkuerä	1:n	11,4
1. välierä III	1:n	11,1
2. -- I	1:n	11,0
Loppukilp.	1:n	11,0



Radfahren N°191

Bahnrennen

Potzernheim, Werner; Deutschland


Geburtsdatum:

Beste ergebnisse:

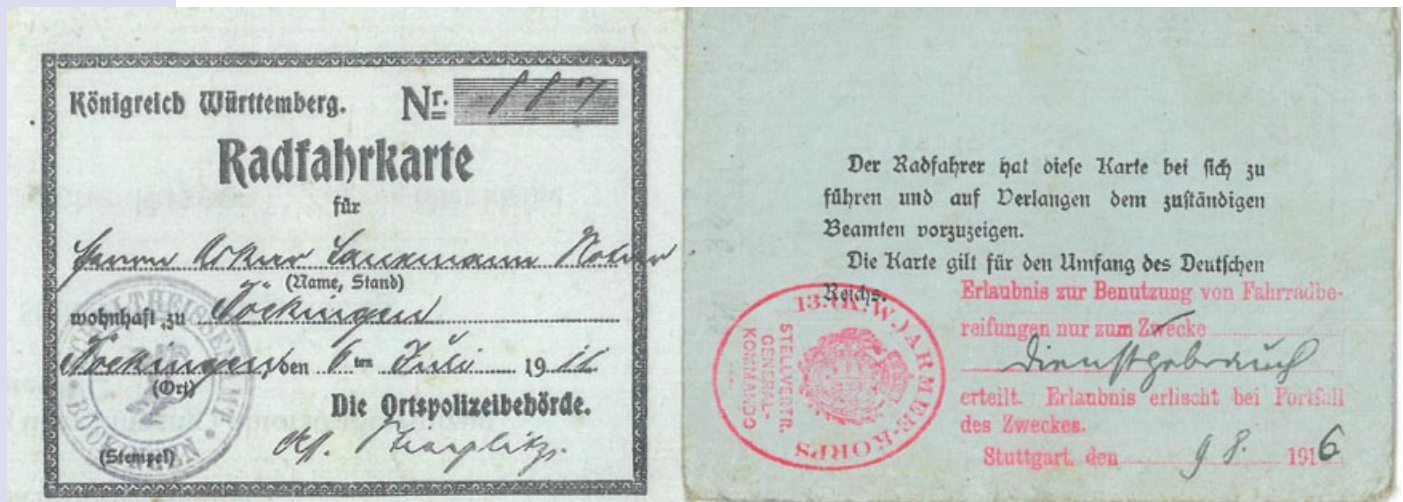
unterschrift:

1 km erä-ajo, pronssimitali

I alkuerä	2:n	
I karsitukset	1:n	11,7
1. välierä IV	1:n	11,6
2. -- I	3:s	
Karsitukset	1:n	11,6
Loppuerä	3:s	



- A/** Heilbronn City Archives, Heilbronn / Stadtarchiv Heilbronn
- R/** E002-496
- T/** 6 July 1911–8 August 1916: Permit to drive a bicycle for Oskar Lauxmann
- D/** A permit to drive a bicycle no. 887, issued by the kingdom of Württemberg for the notary public Oskar Lauxmann from Böckingen near Heilbronn in 1911. Cyclists were obliged to have the permit on them and to produce it to an officer if required. In 1916, during the Great War, the authorities in Stuttgart added a stamp on the back of the licence, which entitled the licence bearer to spare tyres for professional purposes only.

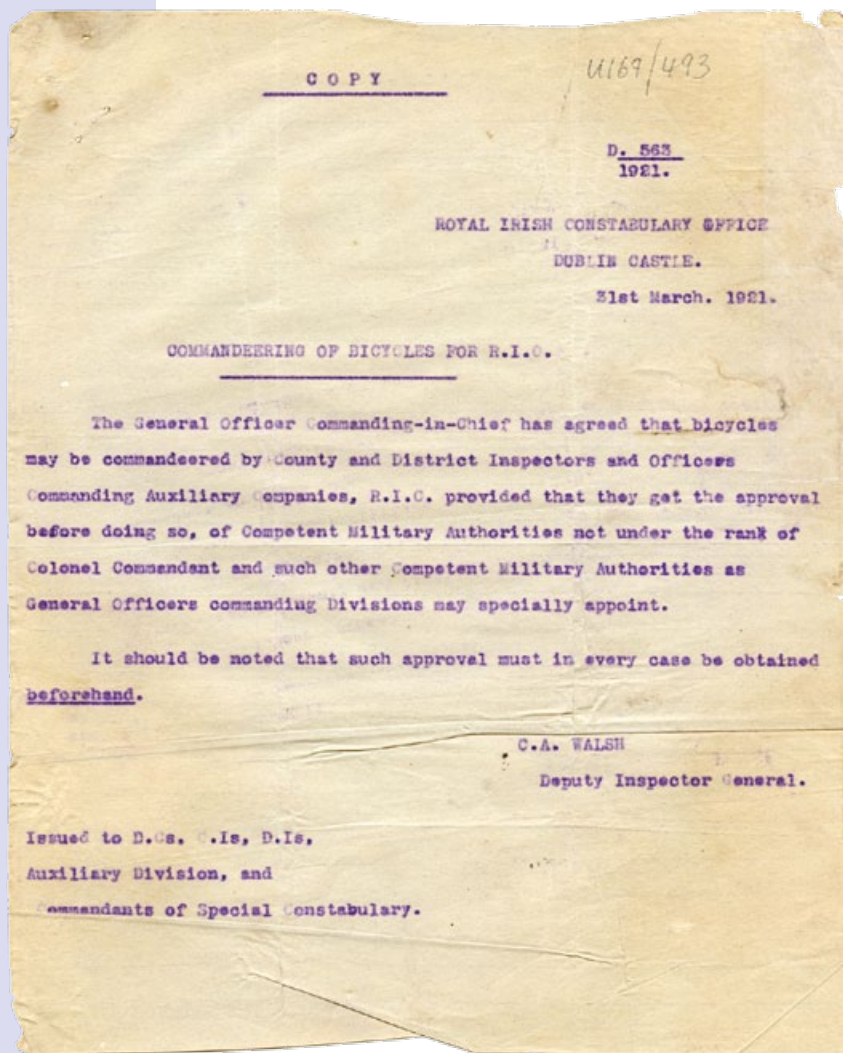




- A/** The Hungarian National Archives Bács-Kiskun County Archives, Kecskemét / Magyar Nemzeti Levéltár Bács-Kiskun Megyei Levéltára
- R/** HU-MNL-BKML-XIII-6-a
- T/** Boy on tricycle, 1894
- D/** Picture showing a 10-year-old boy Katona Béla Jr. He was from a popular, wealthy citizen family

of Kecskemét. His grandfather Zsigmond was a socially engaged pharmacist and pomologist. As an adult, Béla collected family documents and donated them to the archive. The first bicycle appeared in Kecskemét in 1888. Cycling was a sporting and pastime activity for the rich elites, and there were even fewer children who owned a bicycle.

10 IRELAND



- A/** Cork City and County Archives, Cork / Chartlann Chathair agus Chontae Chorcaí
- R/** Siobhán Lankford Archive, IE 627/U169
- T/** 31 March 1921: Copy of a letter from C.A. Walsh, Deputy Inspector General of the Royal Irish Constabulary, to lower ranks, concerning the commandeering of bicycles for the RIC. Approval of competent military authority is required before commandeering.
- D/** Siobhán Lankford was a senior Irish Volunteers (Óglaigh na hÉireann) commander in the North of County Cork, during the Irish War of Independence (1919-1921). The document is a copy of an official Royal Irish Constabulary memorandum that was intercepted by the Volunteers and copied on to commanders such as Lankford. The capture of such a document illustrates the success of the Volunteers in the intelligence war against British forces. The document indicates that the British administration was attempting to prevent the illegal seizure of bicycles by police. This was probably intended to avert the further alienation of the civil population from the British authorities. Bicycles were the principal means of transportation for the population, at a time when privately owned motor vehicles were rare. The Irish War of Independence was a bitter and widespread conflict, and police forces were involved in devastating reprisals against the civil population, such as the burning of Cork City in December 1921.



- A/** State Archives of Trieste, Trieste / Archivio di Stato di Trieste
- R/** Direzione di polizia, Società, fasc. 316
- T/** 31 May 1906, Sketch of the Cycling Club Trieste coat of arms
- D/** Sketch of the Cycling Club Trieste coat of arms sent to the i.r. Luogotenenza del Litorale di Trieste for their approval. The Cycling Club of Trieste was established on 27 October 1905.

Both men and women were allowed to join it. Its aims, as stipulated by the Statute, were to promote cycling as a competitive sport and a leisurely activity; to organize music events, drama performances, opera concerts, dance and family events; to bring together its members and promote their culture by creating a social network for dance parties and weekly gatherings; to open a circulating library exclusively for members.

- A/** Luxembourg City Archives, Luxembourg / Archives municipales de Luxembourg
R/ LU 11 NS_ 636_17.7
T/ 22 May 1940: Requisition of men's bicycles for the German military government
D/ On 10 May 1940 German forces arrived in Luxembourg City and subsequently occupied the whole country, which was incorporated in the German Reich as part of the "Gau Moselland". Only two weeks after their arrival, the German occupiers tried to confiscate buses, cars and bicycles for the German army, which at this point was already heavily undersupplied. More than 200 bicycles from 14 bicycle shops, which was the whole of the city's stock, had to be delivered to the occupying forces. By June, even members of the city administration had to give up their bicycles. American forces liberated the city of Luxembourg on 10 September 1944.

Oberfeldkommandant
Mil.Verw.Abtlg.,Verw.

LU 11 NS_636.17.7

O.U. 22.5.40.
Feldpostnummer 16 114.

An

die Stadt L u x e m b u r g z.H. des Herrn Pol.Kommissars Kaiser
L u x e m b u r g.

Beilage: 1 Verzeichnis.

Ich ersuche, die Fahrräder für Männer, die sich bei den auf der beiliegenden Liste aufgeführten Firmen befinden, s o f o r t für die Heeresverwaltung zu beschlagnahmen, sowie sofort den Vollzug dieser Anordnung und die Zahl der bei den einzelnen Firmen beschlagnahmten Fahrräder sowie deren üblichen Handelspreis fernmündlich mitzuteilen.

Der Oberfeldkommandant:
I.A.

Dr. Günter
Kriegsverwaltungsrat.

Dem Herrn Bürgermeister Hochwohlgeboren hier beehre ich mich vorstehende Requisition der Oberfeldkommandantur in Luxemburg nach Erledigung ergebenst zu übermachen. Eine Abschrift des an die Ersuchsstelle eingesandten Verzeichnisses liegt bei.

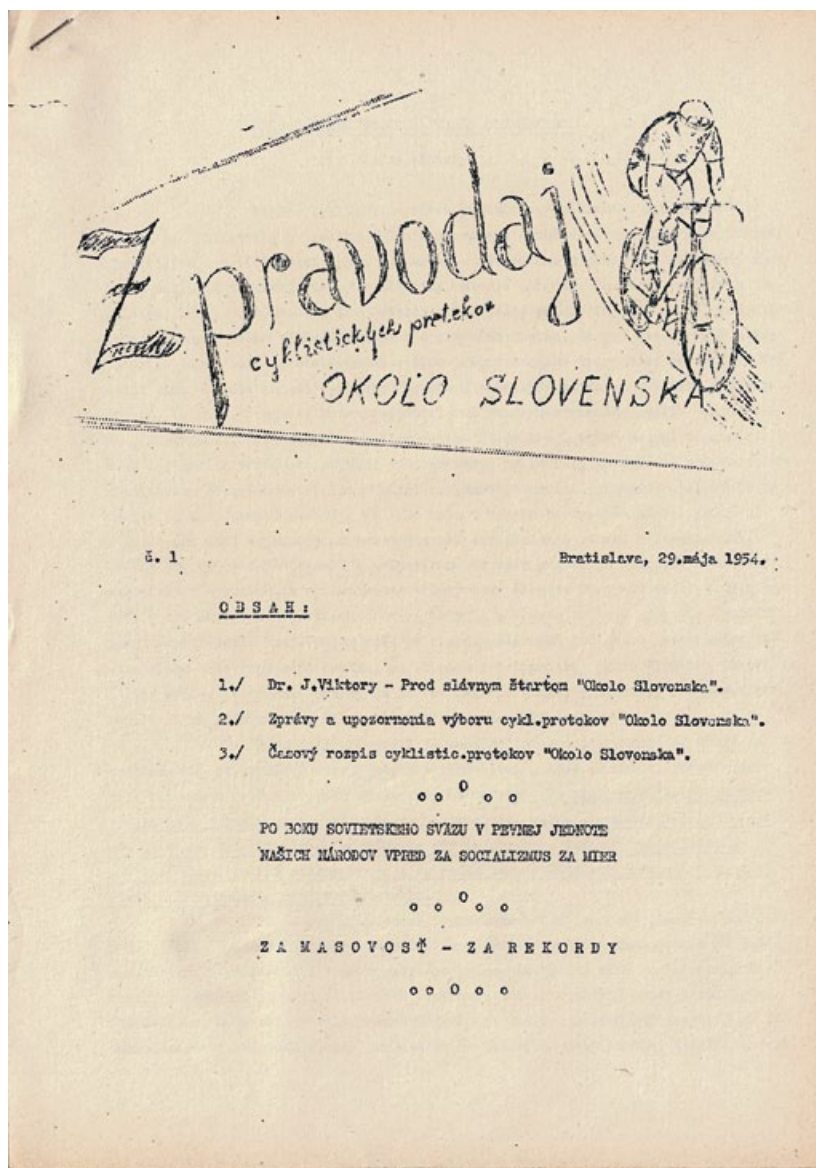
- A/** National Archives of Malta, Rabat / L-Arkivji
Nazzjonali ta' Malta
- R/** Josie Ellul Collection
- T/** Boy with Bicycle (not dated)
- D/** This photo forms part of the Josie Ellul Collection. Josie Ellul (1907-1985) was an amateur photographer, operating since the late 1930s. A significant part of his collection comprises portraits. The composition of this photo, including the child oiling the bicycle's chain as well as the sheet that serves as a makeshift backdrop, indicates a rather original approach to the somewhat rigid studio portraits common during that period.



- A/** Zeeland Archives, Middelburg / Zeeuws Archief
- R/** Historical-Topographical Atlas of Veere, Inventory 2870/nr 420
- T/** 10 June 1986: Pupils of the "De Wegwijzer" elementary school at Serooskerke cycle across the storm surge barrier "Oosterscheldekering" in Zeeland.
- D/** Highest grade elementary school pupils in the municipality of Veere cycle across the storm surge barrier under construction. By doing so, they unofficially became one of the first users of the connecting road between Noord-Beveland and Schouwen-Duiveland is a popular stretch for bicycle races, e.g. "De Ronde van Midden Zeeland". Since 2013, the Dutch "Head-Wind Cycling" championship has taken place on this stretch; and on 5 July 2015, the second stage of the "Tour de France" finished at Neeltje Jans. This pillar was part of a surge barrier in the eastern

Scheldt, which opened on 4 October 1986. The barrier is world-famous for its hydraulic ingenuity. It is part of the Delta Works meant to protect The Netherlands from future flooding. In case of a storm surge or spring-tide, the slides in the barrier are lowered to keep out the sea. The nine-kilometre road across the barrier connecting Noord-Beveland and Schouwen-Duiveland is a popular stretch for bicycle races, e.g. "De Ronde van Midden Zeeland". Since 2013, the Dutch "Head-Wind Cycling" championship has taken place on this stretch; and on 5 July 2015, the second stage of the "Tour de France" finished at Neeltje Jans.

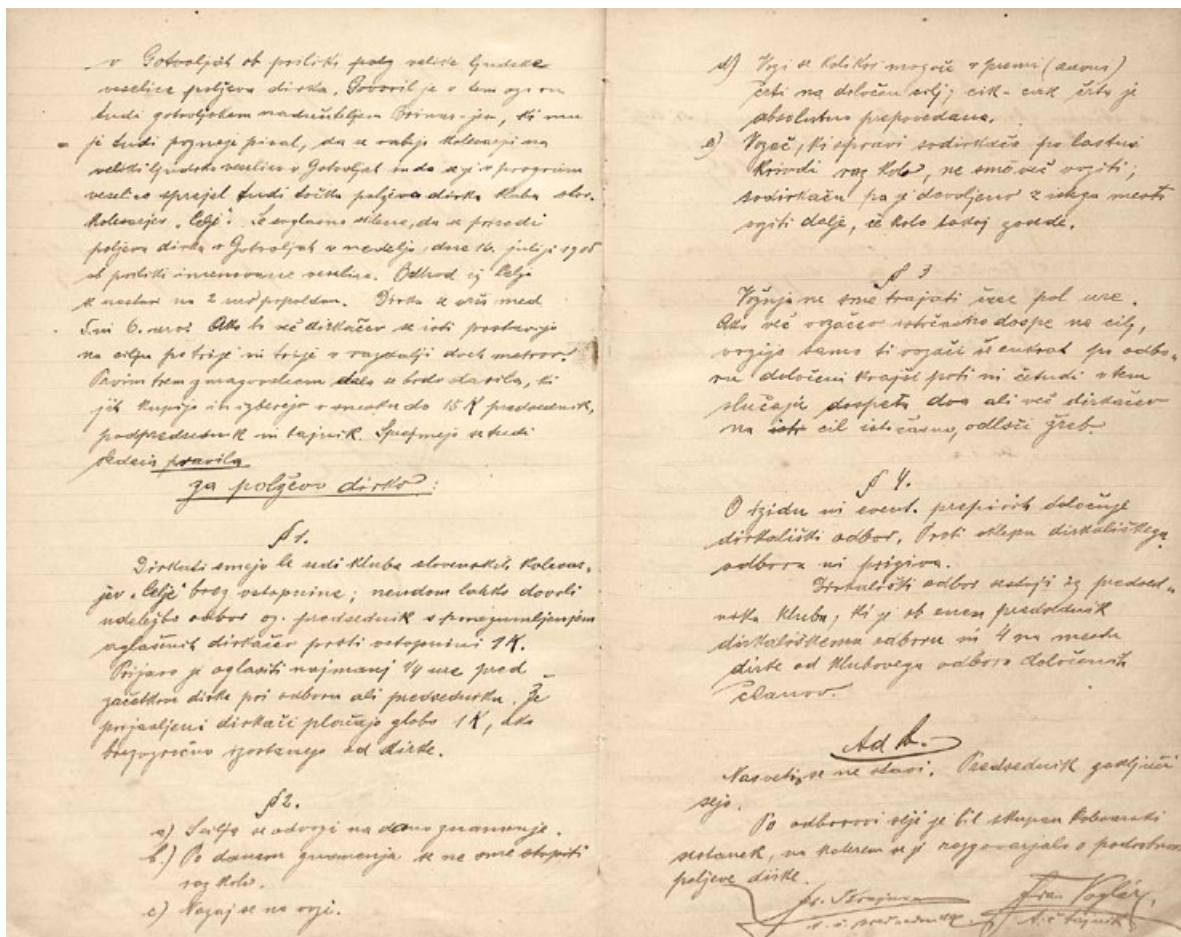




- A/** Slovak National Archives, Bratislava / Slovenský národný archív
- R/** Slovenský výbor telesnej výchovy a športu, folder 75, inventory no. 73
- T/** 29 May 1954: Cover page of the first issue of the "Tour of Slovakia" road cycling race bulletin
- D/** To celebrate the tenth anniversary of the Slovak National Uprising against Nazi powers occupying Slovakia in 1944, the Slovak Committee for Physical Education and Sport organized the first road cycling stage race called the "Tour of Slovakia" ("Okolo Slovenska"). The 1,200 km race started in Bratislava on 19 June 1954 and finished there on 26 June 1954. Out of 79 riders, 66 crossed the finish line. The winner was Karol Nesl. The Committee released two short editions of the bulletin with basic information about the upcoming race. As a race, the Tour of Slovakia has survived to the present day.

- A/** Historical Archives Celje, Celje / Zgodovinski arhiv Celje
- R/** SI_ZAC/0974_00002 Klub slovenskih kolesarjev Celje, Book of Club Records (1903–1927)
- T/** Rules for the cycling snail race in Gotovlje near Celje, 1905
- D/** At its meeting dated 12 July 1905, the Slovene Cyclers' Club Celje laid down the rules for the "snail race" in Gotovlje near Celje. The very detailed rules stipulated that the slowest cyclist had to complete the race in under half hour, and zigzag driving was prohibited. In addition to the sporting and social motives of organized cycling

of that time, the competition also shows the funny side of cycling from the past. The cycling "race" was part of the local countryside festivities. The later minutes of the club reveal that eight competitors had attended the snail race. The slowest cyclist was Professor Jošt, who won a polished cup as a prize. In Celje, German cyclists founded the Cillier Radfahrer Verein as early as 1886. Starting in 1891, their Slovene counterparts initially cultivated organized cycling within the Celje Sokol (Falk) society, an independent cycling association. Klub slovenskih kolesarjev Celje was established in 1903.



FINISH

Impressum:

International Archives Week Challenge
CYCLING

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Celje / Ieper

June, 2021

#IAW2021

International Archives Week 2021

7-11 June 2021

Bratislava

Celje

Cork

Graz

Heilbronn

Helsinki

Ieper

Kecskemét

Luxembourg

Middelburg

Nicosia

Rabat

Sofia

Tartu

Trieste

Varaždin

#IAW2021
International
Archives Week 2021
7-11 June 2021

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Graz
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Leper
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Rabat
Sofia
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Varaždin

