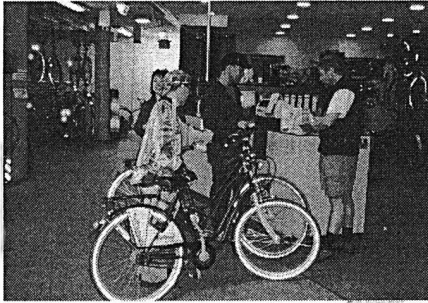


Cycle History 13
Proceedings of the 13th International Cycling History Conference

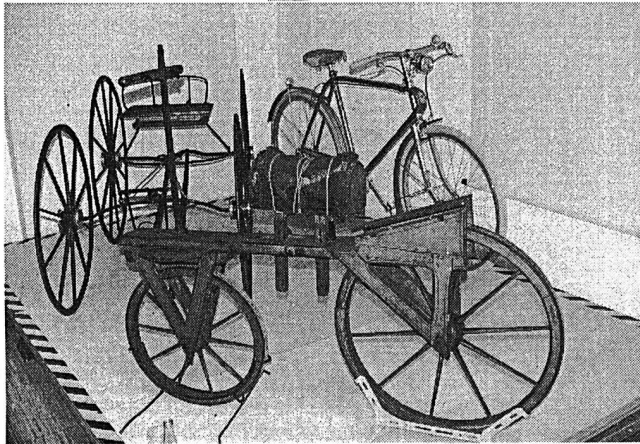


中央駅正面の地下にある3200台収容できる駐輪場「ラドステーション」。ここで1日6ユーロ（740円）のレンタルサイクルを借りる

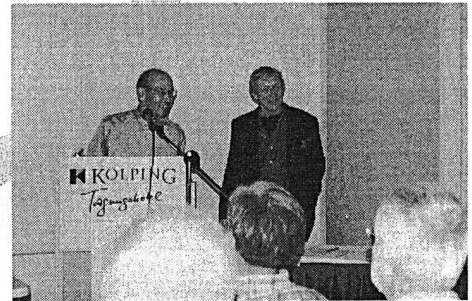


ミュンスターの中央駅でレンタルサイクルを借りて、市内歴史地区の石畳を走る。この広場は、許可のない自家用車は進入禁止だった

オランダ・ナイメーヘンにある自転車博物館「ペロラマ」の館長、モエド氏は、収納物持ち込みでオランダ自転車史を発表した



日本の自転車レース史について英語で20分間講演して、質問を受ける中村氏。右は、事務局長のラビンシュタイン博士



第13回国際自転車歴史会議

主催は、ドイツミュンスター市のウェストファリッシュウィルヘルム大学。担当部長は、ミヒャエル・クルーガー教授。運営はルディカー・ラビンシュタイン博士。

メーンスポンサーは、シマノ・ヨーロッパ、ドイツとオーストリアにおけるシマノの販売を担当しているポール・ランゲ社。サブスポンサーは、ドイツ銀行、ケトラー社、ティップトップ。会場はミュンスター市の中央にあるコルピンホテル。

9月10日は出席者のための説明会。11日9時30分から開会挨拶。あいさつは運営のラビンシュタイン博士。スポンサーを代表してシマノ・ヨーロッパのファン・フリート氏、ADF C（ドイツ自転車連盟）の常任理事でECFの会長でもあるハンクローカー氏。11～13日の3日間、9カ国・24人が講演。今後は、2003年オーストラリア・キャンベル、'04年オーストリア、'05年米国の順に開催することが決定している。

町として知られている。

今回の歴史会議は、9月10日に受け付けがあった。参加者は延べ60人ほどで、大学の研究者15人、博物館関係者5人、個人の歴史研究者10人、スポーツ関係者10人、ジャーナリストなどであった。国別ではドイツ30人、イギリス9人、日本6人、オランダとアメリカ各4人ほかであった。11日にはまず、開会挨拶等セレモニーがあり、そのあと研究発表が始まった。

研究発表を行なったのは26人で、今回はスポーツを研究する大学の主催だったのでその関係の発表が多く見られた。

発表は英語で行なうのが原則だが、フランス語の人もいた。初日にはシマノ・ヨーロッパのハンス氏より「欧州における自転車レースのデューラ・エース30年の歴史」と題して、デューラ・エースの誕生からヨーロッパの、主にプロチームにスポンサードしてきたプロモーション活動についての発表があ

った。

また日本からの唯一の発表者である私は「日本の自転車レースの歴史」と題して13日に行なった。

日本の自転車に関する情報は、これまであまり発信されておらず、欧米の人たちにとって日本は未知の国というイメージが強いとのことなので、こうした機会に少しずつでも情報発信することは、自転車博物館を名乗るものとしての責任と思われる。

私のプレゼンテーションの反応としては、オランダのモエド氏が「私たちは日本の自転車事情を知る機会が少なく、今回発表してくれたのは良かった」と喜んでくれた。

パリ在住の自転車史研究者、小林恵三氏は今やフランス人と言ってもいいほどで、日本のことを発表するのは日本在住の人が適任とも語った。

イギリスのマンチェスターからきたストリート氏は、「5年前に世界選手権のために競技場が完成

Cycle History

13

Proceedings of the 13th International Cycling History Conference

Muenster, Germany, 12–14 September 2002

Edited by Nick Clayton and Andrew Ritchie

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Front flap illustration: Detail of woodcarving in the St. Salvador Cathedral in Bruges, Belgium, showing child with three-wheeler (illustration provided by Jan Králik)

Back flap illustration: Vianzone Littorina Autarchica 900 bicycle with laminated wood frame (illustration provided by Giuseppe Genazzini)

Frontispiece illustration: Page from an article about the Muenster conference by Nakamura, Hiroshi, published in the Japanese periodical *Cycle Sports*, November 2002.

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Bund Deutscher Radfahrer, BDR
International Veteran Cycling Association, IVCA
and all staff and volunteers who devoted their time to the success of the Conference

Welcome Speeches

1. by Bernd Strauss,
Dean of the Faculty of Psychology and Sports
Science, Wilhems University, Münster

Dear guests from all over the world, Director of the Institute of Sport Science, Michael Krueger, Rüdiger Rabenstein:

As the Dean of our Psychology and Sport Sciences faculty, I would like to welcome you to the International Cycle History Conference, held in the pretty old town of Münster.

This international conference is one of the highlights in a series of conferences of sport sciences which are taking place here in Münster this year; a series which also includes conferences on sport psychology and sport sociology. I am very happy to see that all of Rüdiger's efforts have apparently been successful in drawing an international audience of bicycle experts from all over the world to Münster.

Reading your time schedule and contents, I am very impressed with the variety of the discussion about bicycles. You have probably already noticed that Münster is a real bicycle town, so this conference fits well into the philosophy and image of Münster.

My impression, as a citizen of Münster who has been living in this lovely town for three years, is that Münster is the capital of bicycling in Germany. I have never before seen such a large number of bicycles, at the market and in the streets and consequently, for the last two years, in my garage and in my house.

I am sure that this conference will be a great success and I wish you fruitful days here in Münster.

2. by Hans van Vliet,
Director of Marketing, Shimano Europe

When we received the invitation to support the conference, it was the second time that Shimano had been invited. Last year, the conference was organised in Sakai, Japan, our hometown, and we were in a position to host you partly at the Shimano headquarters, and partly at our educational bicycle museum.

Here in Germany, we also welcome you on behalf of the Lange team, who have represented Shimano in the German market for more than 30 years; we are pleased that they share with us the same aim of supporting the history of the bicycle. During the conference I will present an inside report, drawing on the history that we at Shimano have experienced in the European road racing scene, and the technical and design lessons we have learned in practice during the last 30 years. The consumer interest for products in the future will not just be product oriented, but will become more emotionally driven. We will have to understand and research the values for and from companies with elements that have touched the soul. History, and the way companies and industries take care of their heritage, are important issues, which will generate the additional value that distinguish both products and companies from each other.

Based on this perspective, and the importance of drawing attention to that magnificent machine called the bicycle, the work you are presenting during this conference will be of major value. It is therefore a great pleasure to support the conference, and we are confidently expecting that your work, and the contributions from the speakers, will contribute and generate the attention that the bicycle needs as a modern solution for mobility, transport and health issues. Thank you for your attention.

3. by Otto Beaujon,
President IVCA (International Veteran
Cycling Association)

First of all, the ICHC should express its thanks to Shimano Europe and to Paul Lange, importers for Shimano in the German-speaking countries, for their sponsorship of this conference. Without their support, the conference would hardly have been possible.



**WESTFÄLISCHE
WILHELMS-UNIVERSITÄT
MÜNSTER**

Mr. van Vliet has enjoyed a long career with Shimano, and as such he and I have a long-standing relationship. He has always taken a broad view and always worked in the best interest of both the bicycle in general and of his employers, the Shimano company. Mr. Van Vliet has in the past staged a number of European Bicycle Design Contests, for which he invited both cycle engineers and famous designers from other disciplines (car designers, for example) to shape their fantasies of the bicycle of the future. In the name of Shimano, Hans van Vliet has always supported the principle of noblesse oblige, — nobility has its implicit obligations — supporting cycling initiatives of every sort. It is an honour to have Hans here to tell us about the recent history of the Dura Ace product line.

Looking Back Lets Us See Ahead More Clearly

4. by Horst Hahn-Klößner, Executive Director, ADFC

Over the course of its long history, the bicycle has been declared dead many times. Many have tried their best to choke the life out of the bicycle. Opel, Mercedes, and Sachs put all their energy into the automobile; the bicycle industry tried to make the bicycle cheaper, and merely made it shoddier. The planners invented the bicycle path to free the roadway for fast cars. In the 1950s, progressive planners transformed any empty space they could find, including bicycle and pedestrian pathways, into parking spaces, but it is just as impossible to take away from people the enjoyment of riding a bicycle as it is to ruin their taste for ice cream or French fries.

The bicycle has been experiencing a renaissance since the 1970s. When the countrywide All-German Bicycle Club (ADFC) was founded to give effective voice to the interests of the new bicycle movement, spokesmen for the German automotive association announced that the new popularity of the bicycle was probably just a fad. I am happy to say that they were

wrong again. The ADFC is still here. It now has more than 107,000 members, and there are even cities in Germany in which considerably more than the national average of 12% of all distances travelled are travelled by bicycle. And there is a growing bicycle movement throughout Europe which has come together to form the European Cyclists' Federation (ECF), which I speak to you today as the President of.

The bicycle is very much alive and well. This can be seen from innovations in bicycle technology, perhaps also from the expanding field of special-purpose bicycles. Ideas for promoting the bicycle, stimulated by the Velocity Conferences, have taken concrete form, and some of them have already been implemented in “bicycle-friendly” cities, in Germany and in the European network of “Cities for Cyclists.” German transportation policy planners finally seem to have recognized the importance of the bicycle in transportation policy, and the Bundestag and the German Federal Government have issued a “National Bicycle Transportation Plan.”

The bicycle obviously has qualities that cannot be replaced by other means of transport, or by other technologies. The bicycle has proven to be a lightweight, environmentally friendly vehicle which can be produced and operated without consuming vast amounts of non-renewable resources. It is a vehicle ideal for fast, flexible and healthy mobility over short distances. It remains an important focus of various sport activities. And more and more people are spending their leisure time, their weekends, or their vacations in the saddle. It is important to the ADFC to study the history of the cycle and of cycling, and for this reason I have gladly accepted the invitation to say a few words of greeting to you here today. Looking back lets us see ahead more clearly.

In this spirit, I wish you all the best for the 13th International Cycle History Conference here in the bicycle city of Münster and hope that stimulating presentations and honest discussions will lead to further enlightenment concerning the past of cycling, for this is the basis on which the ADFC and the ECF are working today toward cycling's future.

5. Reflections on the First International Conference of Cycling History, Glasgow, 1990

by Nick Clayton

Rüdiger has asked me to say a few words about the origins of the Cycle History Conferences, and my reasons for initiating the first one back in 1990. I pride myself on a poor memory, but in the case of veteran cycling I can pinpoint my initiation to 2 September 1980. A friend called asking if I would ride a penny-farthing in the Knutsford Great Race the following Sunday. If the answer was yes, then training would commence the next evening. The race was great fun, I met Glynn Stockdale, and we soon got involved in the UK veteran-cycle world represented even then by many small local clubs. It soon became apparent that in contrast to early motorcars, relatively little was known about the history of the ordinary bicycle and its many makers. We began collecting literature, photographing and recording surviving machines and visiting as many museums and private collections as time would allow. This resulted in a small monograph, listing UK makers of ordinaries, published in 1984, followed by a similar enquiry into the boneshaker. Rare machines often appeared publicly only at the annual National Rally of Veteran-Cycle Clubs, and as the main purpose of that event was to visit as many pubs as possible in the course of the day, little time was left for discussing cycle history with those having similar interests. The annual International Rally, then and now, presented similar constraints — lots to talk about, but no time in which to do so.

In 1990, the late John Pinkerton organised the International Rally in Glasgow and I asked him about allowing time in the schedule for a discussion group. This did not appear to be practical, so instead Glasgow Transport Museum offered their facilities for a conference, in parallel with the rally, for those whose primary interest in old cycles was not just the riding of them. Glasgow was 1990 European City of Culture and the council kindly gave our embryonic cultural venture the princely sum of £300. I planned to have the Meyer-Guilmet bicycle shipped over from Paris as an exciting centrepiece, but the dream was stillborn when the Musée des Arts et Métiers demanded an advance of £3,000 for its transportation. Only five papers were read at the conference, but forty people attended and were evidently keen to extend the experiment. Nadine Besse and Hans Lessing stepped forward to take up the baton, personally organising

well-funded conferences in the next two years. Since then, an unbroken chain of volunteers has carried us onwards. Without financial provision, we relied on Andrew Millward to collate the Glasgow papers for a permanent record. Since then, the Proceedings, heroically published for the past ten years by Rob van der Plas, have become perhaps the major legacy of Glasgow, and I find myself making use of them regularly, and on an increasing basis.

I have with me Chris Rich's video of my 1990 talk, but will spare you. I happily droned on about the Meyer-Guilmet bicycle for 45 minutes, which probably explains why the paper has never been widely quoted — everybody was asleep. I shall take the hint and let Hans Lessing tell you about what has happened since.

6. About the International Cycle History Conference (IHC)

by Hans-Erhard Lessing

Nicholas Clayton has not yet mentioned — in a typical case of British understatement — that he has been the intellectual driving force behind our conference, and also the editor of *The Boneshaker* quarterly magazine, both of which are platforms for a fresh look into the technological, cultural, social and sports history of cycling. Here a serious search for historical truth takes place, e.g. always quoting sources, which needs not hide beneath academic events. Quite the contrary! Let me emphasize some of the high spots of the Conference:

- The IHC is international, whereas the academic historians of technology in Europe are unwilling to organize under a European roof.
- The IHC is open to non-academics, collectors, hobby historians, museum professionals and restorers — and has the best experiences therefrom.
- The IHC finances the book series *Cycle History*,* containing the conference Proceedings, which is now the reference for anybody who

* **Publisher's Note:** If that were only true... In fact, the conference has never had funds to do that. The expenses are advanced entirely by the publisher, and only a small portion is recovered in the form of sales (including to conference organizers).

wishes to learn about the current state of cycling historiography.

In contrast to academic historians, the ICHC does not shy away from researching patriotic priority claims and revealing these with absolute frankness. Very often, delegates have debunked the nationalistic fakes of their own nation. The list of successes contains names like De Sivrac, Kirkpatrick Macmillan and Leonardo da Vinci, who have been freed from quite incredible legends.

The less spectacular work of the ICHC is important, too, and equally rewarding. Whilst automobile historians make no headway because they have run short of problems, the historiography of cycling is still in its infancy and it will take some time before newspaper readers will learn from the motoring pages that the bicycle is the legitimate father of the automobile,

and that the son inherited everything. In the history of sport cycling, Rüdiger Rabenstein's monograph is the first serious German book since World War II.

Many publications on cycling history are full of migrating errors since their authors rely on secondary literature, in turn drawing on the accumulated conclusions of the previously published literature. You will be interested to hear that the Veteran-Cycle Club prints an error list for every cycling book published in English. Anyone planning to write a book on cycling has to face a list of his errors the length of which depends on the depth of his research. Thus, here is an entirely white spot on the map of historiography, and contributors to the ICHC fill this steadily with an investigative ardour coming close to that of a detective from Scotland Yard.

Thank you very much for your attention.

Publisher's Note:

The name of the city where this conference was hosted is variously spelled Münster (German spelling) or Muenster (English spelling). In fact, the letter "ü" in German stands for a contraction of the letters "ue". Similarly, the letters "ä," and "ö" stand for "ae" and "oe" respectively. As for the pronunciation of these letters, "ü" is pronounced much like the french "u" (as, e.g. in the word "*tu*"), "ä" is pronounced much like the English "ea" in the word "health," and "ö" is pronounced much like the French "*eu*" (as, e.g. in "*beurse*").

Editors' Preface

This 13th International Conference on the History of Cycling saw us return to Germany for the first time since Neckarsulm, ten years ago. During the intervening decade, German interest in cycle history has expanded dramatically and the quality of scholarship is evidenced in the new format *Der Knochenschüttler*, now equal to any veteran cycle journal in the world.

The organisation of the Conference, while many contributed, was as usual, down to the enthusiasm and energy of one individual, in this case Dr. Rüdiger Rabenstein. As a member of the Sports Science Department at Münster's Wilhelms University, Rüdiger announced a sports theme for the conference, and appropriately Shimano, world leader in cycle sport equipment, and their German agents, Paul Lange of Stuttgart, were the generous sponsors of the event.

Speakers and attendees all stayed at the Kolping Conference Center in central Münster, where the conference also took place, so no time was wasted in moving between sessions. Post-match discussions over coffee are always the most fruitful seeding ground for future research, providing opportunities for making contacts and discovering hard to find information. By imposing a strict time schedule, Rüdiger managed to include all the speakers in one stream, thus avoiding parallel sessions, which have in the past made for difficult choices.

The impression that the city of Münster made on overseas visitors was one of delight and amazement, in particular the municipal love affair with the bicycle. To see thousands of students, and others, sailing along the dedicated car-free promenade, around the city's core, made those of us from Manchester, Tokyo and Buffalo wonder why this scene could not be replicated in our own home towns. The bicycle 'garage' at the train station must be the biggest and best equipped in the world — a place where one can not only store one's bicycle, but also rent, buy, or have a

bicycle repaired, leaving it confidently in complete security.

As has become the norm at these events, the inner man was fully catered for, usually at the local "Bierkeller," and a particularly rowdy final banquet was held, with national songs and party pieces. One of the co-organisers of the proposed 2004 Vienna Conference made a notable contribution with his Jew's harp. On the first evening, we were welcomed in a royal fashion at the Mayor's Reception in the famous Hall of Peace, where the 30 Years' War had been resolved in 1648.

In our own conference room, nearly half the speakers chose sports or sport-related topics, while the range of subjects covered a wide historical and geographic spread. It would be invidious to nominate any particular man of the match, but having a particular interest in the brief boneshaker era, I was fascinated to learn that a Chinese delegation to France, in July 1866, may prove to have made the earliest witness observation of the new velocipede on the streets of Paris.

Concerning these Proceedings, Ian Boal was unable to be present to read his paper on the history of Critical Mass, so this awaits a future conference, while Jacques Graber, who missed the previous year, presented his latest findings on the Lefèbvre bicycle, which have already been published in Volume 12.

British spelling and usage has been adopted in this volume. One of the editors (Nick Clayton), whilst attending all but two of the preceding Conferences, has successfully managed to avoid the real work in the past, and would emphatically pay tribute to his predecessors in this role. Particular praise should go to Rob Van der Plas, who has shouldered the uncommercial burden for so long. His reward will be the admiration of generations to come.

Nick Clayton and Andrew Ritchie

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