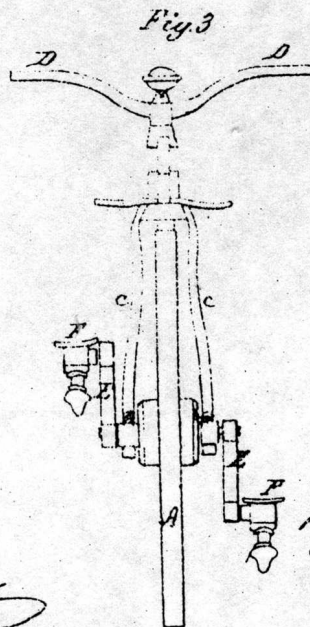
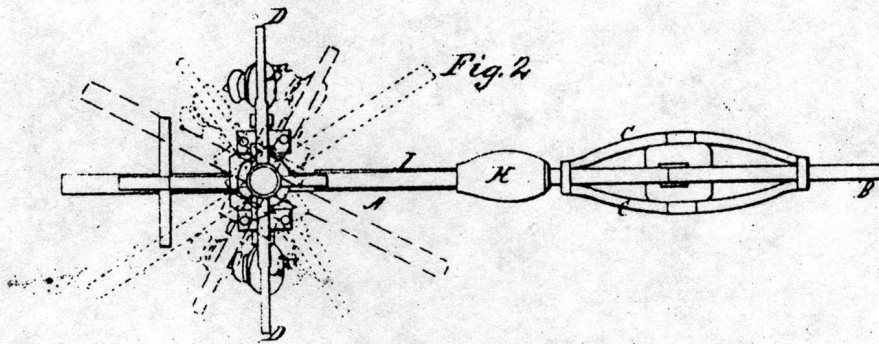
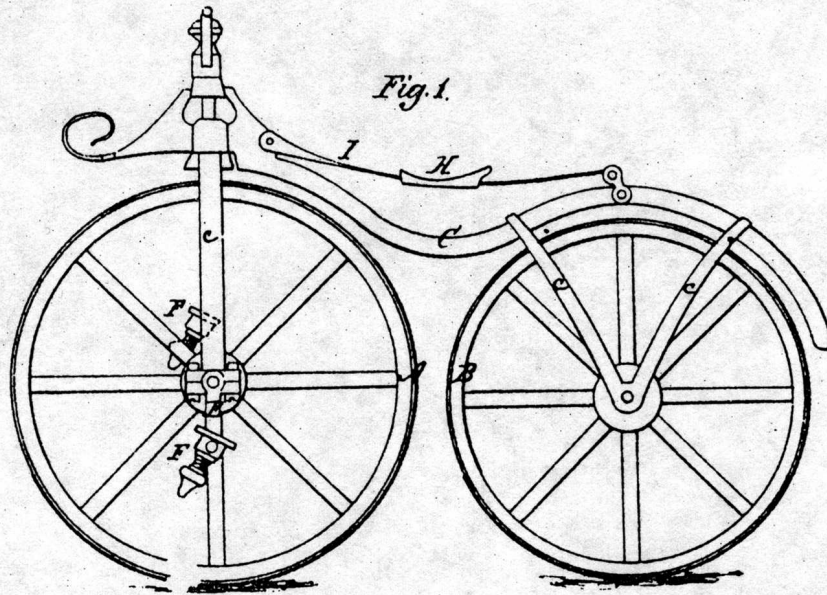


Cycle History 15  
Proceedings of the 15th International Cycling History Conference

P. LALLEMENT.  
VELOCIPÈDE.

No. 59,915.

Patented Nov. 20, 1866.



Witnesses  
at the office of Libbitt  
John H. Shumway

Inventor:  
Pierre Lallement  
By  
John E. Earle

# Cycle History

# 15

Proceedings of the 15th International Cycling History Conference

Vienna, Austria, 1–4 September 2004

Edited by Rob van der Plas

Published by Van der Plas Publications / Cycle Publishing, San Francisco

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Printed in the United States of America

Published by:  
Van der Plas Publications / Cycle Publishing  
1282 7th Avenue  
San Francisco, CA 94122, USA  
E-mail: [con.tact@cyclepublishing.com](mailto:con.tact@cyclepublishing.com)  
Web site: <http://www.cyclepublishing.com>

Distributed or represented to the book trade by:  
USA: Midpoint Trade Books, Kansas City, KS  
UK: Orca Book Services, Poole, Dorset  
Australia: Tower Books International, Frenchs Forest, NSW  
Continental Europe: <http://www.fahrradbuch.de>

Cover design: Rob van der Plas, based on an illustration of a Barták hand-and-foot-cranked high-wheel, provided by Jan Králik

Front flap illustration: Vélocio (Paul de Vivie), photo provided by Raymond Henry

Back flap illustration: Sawyer Quadricycle, illustration provided by Nicholas Clayton

Frontispiece illustration: Lallement patent drawing, provided by Bruce Epperson

Index prepared by: Frank J. Berto

**Publisher's Cataloging in Publication Data**

Van der Plas, Rob (Ed.) Cycle History 15: Proceedings of the 15th International Cycling History Conference  
ISBN 978-1-892495-51-8

I. Title; Proceedings of the 15th International Cycling History Conference

Includes biographical information and index

Library of Congress Control Number 2005930945

## Goodbye to Rüdiger Rabenstein

On Monday December 6th 2004, Dr. Rüdiger Rabenstein died after a serious illness in the circle of his family at the age of 60. We all feared and anticipated the worst after Rüdiger did not attend the conference in Vienna last September, and learned that he suffered from leukemia.

It is nearly impossible to name all of Rüdiger's merits for cycling and cycling history. Cycling was the passion of his life.

At first, "Rabi," as he was called by his friends, had been a racing cyclist himself—he was a track specialist and won the famous Silver Eagle amateur race of Cologne in the 70s. He studied sports in Cologne, and later became a university instructor for the science of sports in Münster. He himself published more than 50 essays about cycling history, the highlight being his book from 1991, *Radsport und Gesellschaft* (Cycle Sport and Society).

In the 1990s, Rüdiger started to attend the conferences of the ICHC, and in 2002 he organised the meeting in Münster himself. In 2003 he also organised — together with Velorama — the exhibition "RadRennSport" with historical objects about bicycle racing.

Besides his scientific occupation with cycling, Rüdiger did many jobs in the actual racing scene. He organised races and looked after young cyclists. He also made statistics for the annual *Velo*.



In the last years, he concentrated more and more on announcing races, such as amateur six-day races and important German road races, including the Sachsentour.

Rüdiger was especially proud when he, together with other enthusiasts, succeeded in getting the Giro d'Italia to Münster in 2002.

Rüdiger Rabenstein is survived by 2 children from his first marriage. He had remarried only a few years ago, and finally started to enjoy life again.

We will miss him, not only because of his merits, but also because of his friendly and helpful character. His death is a great loss.

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## Editor's Preface

The 15th International Conference of Cycling History was held in Vienna, Austria, 1–4 September 2004. Ably organized by long-time conference participant Zita Breu and other Museum staff, it was hosted by Technisches Museum Wien, the Vienna Museum of Technology.

The organizers had assembled a rather eclectic variety of evening distractions, ranging from a trip to the zoo, which failed to impress some of us, to a trip underground to trace the filming of the film that made Vienna famous: Carol Reed's "The Third Man," based on the screen play by Graham Greene, in which the real action is played out in the underground world of Vienna's sewer system. (Well, actually, as we learned, it was just an underground river, though one in open connection with the sewer system...) The evening program, as well as our rather scattered accommodations, also gave us some first-hand experience with Vienna's superb public transport system.

All presentations were given in the museum's lovely Art-Deco auditorium—a size too big for us perhaps, but very pretty and well-equipped. It was particularly gratifying to be able to welcome some new faces to the conference (and, unfortunately, to note the loss of some old familiar faces)

Although there were some alarmingly "light-weight" papers presented at the conference itself, I was, as editor and publisher of these Proceedings, impressed with the final result: There was more than enough real substance to justify publishing yet another 160-page volume. As has so often been the case in the past, serendipity seems to have provided a couple of focal points that most of us had not realized when the program was first announced.

Thus, we finished up with a remarkable "cluster" of papers on the subject of market monopolization in the North American market, with contributions by Bruce Epperson, Patrick Chen, and Paul Rubenson.

Other memorable presentations include Glen Norcliffe's work on the geographical construction of technology in the Coventry Bicycle Complex, a subject close to the heart of any economic or geographic historian.

Paul Shrivastava picked up on a subject first introduced by Iain Boal at the 2000 Conference in Japan with his presentation on efforts to define the bicycle in a more global socio-technological context.

Nick Clayton took on the task of evaluating the achievements of Willard Sawyer in the light of the modest number of machines ever built by the Dover quadricycle pioneer.

Papers by Walter Ulreich, Renate Franz, Mikko Kylliäinen, and Jan Králik highlighted the histories of people who made an impact on their own country's history of cycling, exposing their work to an international audience.

Nicholas Oddy presented his work on the "forgotten period" in bicycle history: the first 20 years of the 20th Century.

Dealing with the same period, though extended by three more decennia, Duncan Jamieson looked at world travel and bicycle touring during the first half of the 20th Century, while John Green presented some "living history" by tracing the history

Getting around in Vienna: fast and convenient public transport, shown here (but also lots of cyclists, though not shown here).



of the Cambridge bicycle shop of John Howe, and Raymond Henry highlighted some of the achievements of Paul de Vivie, better known as Vélocio, who was instrumental in the development of derailleur gearing.

Roger Street entertained us with his presentation on the early velocipede in Ireland, concluding that there really had been such a thing.

Volker Briese looked at children's scooters with and without seats, and presented them in the light of Drais' original "Laufmaschine."

Unfortunately, Kazuzuke Koike's presentation about bicycle testing methods in Japan was not received in time for inclusion in these Proceedings. Regrettably, also several other good papers could not be included due to the Editor's (i.e my) failure

to properly communicate with their authors. These include two papers on the subject of recumbent bicycles, by Michael Grützner and Marko Lathinen respectively, as well as contributions by Boris Brovinsky and Valentina Ljubic. My sincere apologies to all involved.

Overall though, I think we can once again point to a successful conference, and a volume of Proceedings that contributes significantly to the understanding of the history of cycling.

Finally, I would like to thank Nicholas Clayton for providing the Rabenstein obituary, and Frank Berto for providing the index for this volume (as he had also done for several earlier volumes).

Rob van der Plas