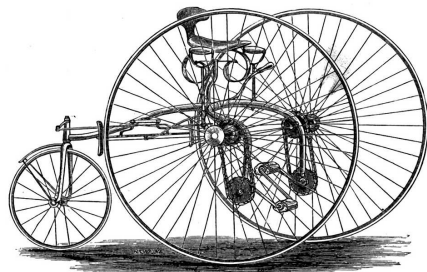


CYCLE HISTORY 17
PROCEEDINGS OF THE 17TH INTERNATIONAL CYCLING HISTORY CONFERENCE





CYCLE

HISTORY 17

**PROCEEDINGS OF THE 17TH INTERNATIONAL CYCLING
HISTORY CONFERENCE**

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Frontispiece illustration: Ladies' cycles by James Starley, designed for side-saddle riding. The female rider is Miss Ellen Parvin, of Coventry. The bottom photo shows Starley's first ladies' bicycle design. (Source: *Bartleet's Bicycle Book*, 1931)

Half-title page illustration: Coventry Machinists's Cheylesmore Club tricycle, c. 1880

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THE CONTRIBUTORS

Edward Albert raced bicycles for twenty-five years with marginal success and is now an avid collector of vintage lightweights. He is Professor Emeritus of Sociology at Hofstra University, where much of his research dealt with the sociology of sport. He continues to ride too much for his own good.

Frank Berto started writing about bicycle gearing in the mid-1970s and became interested in bicycle history some twenty years later. He's particularly proud of his book *The Dancing Chain* (see <http://www.thedancingchain.com> and <http://www.cyclepublishing.com/cyclingbooks/dc.html>). He currently rides a 30-speed Moulton New Series.

Jonathan Botkin is a mechanical engineer working in the field of solar energy in the San Francisco Bay Area. He is, at times, cyclist, book collector, and amateur historian. He can be contacted at oddbotkin@yahoo.com.

Nick Clayton stood in for Reg Harris at short notice in a charity penny-farthing race in 1980 and discovered a late, life-changing hobby. He suggested the first Cycle History Conference in order to get cyclists to stop cycling long enough to talk to fellow enthusiasts and, as editor of *The Bone-shaker*, has enjoyed researching minority subjects ever since.

Peter Cridland was an enthusiastic member of Rickmansworth Cycling Club in the late 1940s and 1950s, racing on both the track and the road. In retirement he has resumed his old enthusiasm by collecting and restoring track bicycles of that era. A confirmed Luddite, he may be contacted by snail mail at 16 Ojibway Avenue, Toronto, ON M5J 2E1, Canada.

Michael Grützner holds a degree in the history of technology and has been collecting historic bicycles since 1993. His main interests are the history of the Wanderer, a long-standing German brand on which he is writing a book, and the history of recumbent bicycles and Velomobiles. He also

enjoys using historic bicycles on long bike rides all over the world. He can be contacted at michael@fahrradsammler.de.

Jinya Huang is a D.Phil. student at the University of Sussex, researching the representation of sportswomen in 19th-century English literature. She also works as an interpreter for social services. She cycled with the Central London CTC until a ruthless gang in Bloomsbury wrecked her bicycle, and anti-social kids in her neighbourhood stole the remains she had planned to restore. She can be contacted at jinyahuang@hotmail.com.

Alun Hughes is a geography professor at Brock University in St. Catharines, Ontario. His teaching area is geomatics, but his real passion is local history, and he has researched numerous topics relating to the Niagara area. He can be contacted at ahughes@brocku.ca.

Kevin James is Assistant Professor in the Department of History, University of Guelph. His current research focuses on the history of Irish tourism; he has also written on Irish and Scottish rural labour history, and is the author of *Handloom Weavers in Ulster's Linen Industry, 1815–1914* (Dublin: Four Courts Press, 2006).

Jan Králík freelances and writes books about cars and motorcycles. He is deputy editor-in-chief of the monthly *Motorjournal* (www.motorjournal.cz), and he collects, restores and rides bicycles. He can be contacted at jankralik@centrum.cz.

Chester Kyle is a mechanical engineer who designed the aerodynamic bicycles (AKA funny bikes) for the 1984 and 1996 USA Olympic Cycling Teams. Along with Jack Lambie, Kyle founded the International Human-Powered Vehicle Association in 1976. He has written extensively about cycling biomechanics and HPVs for scientific and popular publications.

Scotford Lawrence is an art historian specializing in European art of the 19th century and the bicycle in art, and has written extensively on these subjects. He is a former racing cyclist and a trustee of the National Cycle Museum of Great Britain. Scotford and his wife live in Herefordshire, England with two Cornish Rex cats and a menagerie of bicycles, and can be contacted at scotford.lawrence@care4free.net.

Phillip Gordon Mackintosh does not know much about old bicycles. He does, however, think the act of bicycling was an important indicator of historical and geographical public culture in the Victorian West. He teaches geography at Brock University in St. Catharines, Ontario, and can be reached via pmackintosh@brocku.ca.

Glen Norcliffe collects dilapidated Victorian bicycles and tricycles, enjoys long distance rides on them, and writes about 19th-century cycling. He is a professor of geography at York University in Toronto, yet has difficulty in locating the railway station in small European towns. He has been Secretary of the IVCA for a number of years, and can be contacted at gnorclif@yorku.ca.

Nicholas Oddy is senior lecturer in the Department of Historical & Critical Studies of Glasgow School of Art. He is consultant to Bonhams auctioneers for cycles and cycling memorabilia and is Chair of the Cycle Touring and Countryside Trust. A fair indication of his interests can be had from reading his contributions to this and previous Conference Proceedings. He can be contacted at n.oddy@gsa.ac.uk.

Brian Reynolds became interested in bicycles after being hired to document the bicycle collection of the Canada Science and Technology Museum. He continued researching Canadian cycling history while completing a master's degree at the Institute for the History and Philosophy of Science and Technology at the University of Toronto. Due to chronic under-funding, Brian became a refugee from the museum field and now teaches Canadian

history in the Toronto area. When he is not riding the 1970s Italian 10-speed he "recycled" from the garbage, he can be reached at brianreynolds@yahoo.com.

Brian Rosenberg is a laboratory technician working with medicinal chemistry and biochemistry. He has a great passion for timber-frame houses with thatched roofs and for restoring antique furniture. At the age of 13 he bought his first veteran cycle and has been an enthusiastic collector of veteran cycles ever since. Founder and chairman of Dansk Veteranncykel Klub [Danish Veteran Cycle Club]. Contact: bros@novonordisk.com.

Gary Sanderson started biking at age 13, and he just never grew out of his love of his "freedom" machines. Gary is an avid bicycling tourist (including touring on "ordinary" bicycles), and the ultimate bicycling tourist Thomas Stevens has become one of Gary's favorite heroes. Contact Gary at garysanderson@comcast.net.

Lorne Shields is a retired executive who had earned his living in the wholesale bicycle industry. He started collecting early bicycle items in the mid-1960s and continues to be an active collector to this day. Specialties include early cycling photography, memorabilia and items pre-1890 of all types. Various aspects of his collection have been on display at the Smithsonian Institution in Washington & the Royal Ontario Museum. Much of what was his collection is now housed at the Canada Science & Technology Museum in Ottawa, Canada. He resides in Thornhill, Ontario and can be contacted at lorne-shields@rogers.com.

Ari de Wilde is a former professional cyclist turned sports historian. He is not an expert on old bicycles, but sees the study of the sport as very important, and often overlooked in scholarly circles. He is a doctoral student in the Sport and Exercise Humanities program at Ohio State University in Columbus, Ohio, and can be contacted at de-wilde.1@osu.edu.

EDITOR'S NOTE

The 17th International Cycle History Conference was held at York University in Toronto, Canada on 6 and 7 July, 2006. Twenty-four papers were presented, and about forty enthusiasts were in attendance.

The registration fee was \$65, which covered the cost of beverages during the day, a buffet meal on the first night, and a dinner on the final night at

the Halfway House—a 19th-century cyclists' haunt—relocated in the 1960s to the nearby Black Creek Pioneer Village.

The Conference made a surplus of \$550, which was paid to Van der Plas Publications and put toward the cost of publishing this volume.

Glen Norcliffe

PUBLISHER'S NOTE

The publisher gratefully acknowledges the help of

- Glen Norcliffe, for organizing the Conference, for collecting and editing the paper, and for even running a surplus that was used to offset some of the costs of producing this volume;
- Frank Berto, for preparing the index;
- Andrew Ritchie, for proofreading the final page-proofs—a job that turned out to require far more actual copy-editing than anticipated.

Unfortunately, this also has to be my farewell message: After 12 years of publishing the ICHC Proceedings, and absorbing much of their production cost, I find myself in a position where I can no longer afford to continue.

I am grateful for the support from the CT&CT in paying the printing bill for the previous year's Proceedings. However, their support turned out to

be a (much appreciated) one-time shot in the arm, instead of the continuous support that is needed.

This year, I was once again confronted with the same problem as had occurred in Vienna and Davis, i.e. the cost of the Proceedings not being included in the registration fee (though I gratefully acknowledge receipt of the organizer's surplus).

To cap it all, I just learned that the organizers of the upcoming 18th Conference, in Tampere, Finland, also failed to include the cost of the Proceedings in their (uncharacteristically high) registration fee.

For me, and for the people who have helped and supported this venture in the past, it's a sad farewell. I have enjoyed the always interesting, (though often frustrating and always time-intensive) job, but really, enough is enough.

Rob van der Plas

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INTRODUCTION: A BRIEF HISTORY OF THE ICHC

PRESENTED AT THE CONFERENCE OPENING SESSION BY NICK CLAYTON

Back in 1980, when I bumped into the veteran-cycle movement in England, it was already quite mature. The National Association of Veteran Cycle Clubs had been started in 1956 to attempt to coordinate the activities of the several local old bicycle clubs around the country. The Southern Veteran Cycle Club began the previous year with a slightly more serious agenda. Being the only club with a regular club magazine, *The Boneshaker*, it was keen to encourage the proposed union and at the same time swell its own ranks. The Benson Veteran Cycle Club, founded by Ned Passey, always hosted the biggest annual rally and it was, and still is *the* place to see, and possibly even to ride, the more exotic old machines.

But as we here all know, and as next week will confirm, veteran cycling is not just about Riding, Collecting and Restoring. *The Wheelmen* masthead tells us that it also includes Research and History. For the Benson Rally one might even add Drinking for it seemed back then that all too frequently, when one managed at one of the stops to get chatting to an acknowledged marque expert, the bugle would be sounded and we were off to the next pub. Research into the ordinary bicycle, which was my interest, therefore involved visiting collectors all over the UK and it was just taking too much time.

The riding aspect was certainly well catered for. John Pinkerton tirelessly organised extended cycle tours on the ordinary bicycle. These could be magical experiences and in England today we sadly miss his replacement in this activity. But history was not his first calling and when I proposed a day of seminars and discussion groups as part of his 1990 KM150 International Rally, he turned me down. Instead, a two-day Conference was organised under the welcoming umbrella of the Glasgow Transport Museum. For a first effort it was well supported and the participation of some important names in the European veteran-cycle world ensured that it

would not be a one-off, that it would be repeated at least for the next two years.

I should put in a word of thanks here to Andrew Millward who independently and without being asked organised and published the Proceedings of this first Conference. Once the camaraderie of each Conference is forgotten, and there have been many firm friendships formed between like minds at these Conferences, the *Proceedings* are the most enduring legacy of our discussions. The Conference has not only provided the forum for widening the interests of those already drawn to cycle history but it has, I believe, resulted in serious and useful research being undertaken which, without the discipline imposed by a Conference deadline, might never have been tackled. Incidentally, Andrew and the CT&CT came to the rescue again last year at Davis, stepping in to provide finance for the publication of the sixteenth volume.

In the same spirit, we now have our own web site, cycle-history.org, voluntarily and tirelessly hosted by Renate Franz. This is now up and running and it could well provide the antidote to the countless misinformed cycle-history sites on the web, multiplying the myths and make believe of an earlier age. I have brought along a representative selection of these fantasies if anyone is unfamiliar with them.

The organisation of the Conference, or more accurately the disorganisation, has been uniquely blessed. With no permanent funding, no bank account, no officers and best of all no Committee, a chain of enthusiasts has hosted Conferences around the world in every year since then. We have enjoyed some important revisionist history, we have widened the subject from its Anglo-centric beginnings, and above all we have made new friends and had a lot of fun. At this point we are in the enviable position of having firm proposals for Conferences for the next three years in interesting and diverse locations. It seems that the Conference, like the bicycle, is set to run and run.