

CYCLING CLUBS, HEROS AND PLACES: 5.4

THE CENTURY ROAD CLUB OF AMERICA AND ITS CONTEXT: THE FIRST TWENTY YEARS (1891- 1911)

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The formation of the Century Road Club of America, with its club badge and suspended century bars, was spurred by the development of safety bicycles in the early 1890s and the rapid growth of their use. The development of the safety bicycle, coupled with the subsequent coming of pneumatic tires starting around 1889, led rapidly to a bicycle craze in America, and interest in cycling clubs was one of the features of this new craze.¹

The new safety bicycles had several advantages over the ordinary bicycles they were replacing in that they were: (a) less expensive, (b) easier and safer to ride, (c) more comfortable than the hard-tired safety bicycles that had come before them, and (d) faster than ordinaries and hard tired safeties. With all these advantages, it is no wonder that pneumatically-tired safety bicycles came to replace ordinary bicycles by about 1891. The safety bicycle rapidly became very popular, resulting in a 'craze' for parading on main

streets in towns and cities to show off both riders and new machines (**Fig. 1a**), escaping into the countryside to commune with nature (**Fig. 1b**), racing on roads and tracks (**Fig. 1c**), and acts of endurance - such as riding centuries.

This paper is concerned with one aspect of the bicycle craze: namely, the formation of the Century Road Club of America to encourage riding 'centuries' on public roads, which led to fostering the improvement of roads and road riding and racing in general.

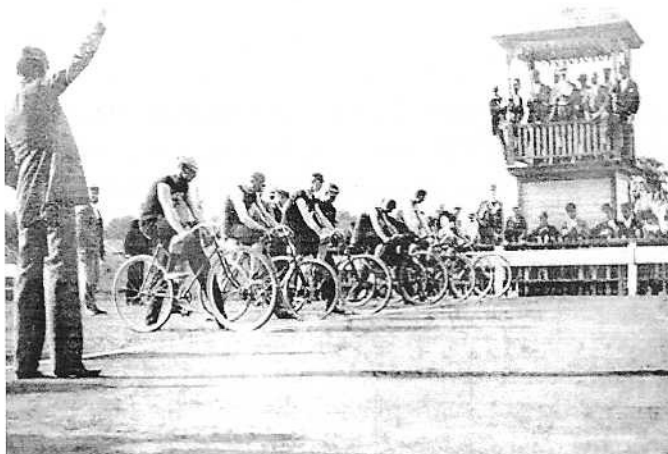


The Bicycle Path from Prospect Park, Brooklyn, to Coney Island
Illustration by A. W. Johnson

Fig. 1: The cycling craze of the 1890s was created by the availability of the newly developed pneumatic-tired safety bicycles. Fig. 1a.: they were used to parade in towns and cities to show off athletic capabilities and social success. Fig. 1b: they were used for escaping easily into the countryside, and Fig. 1c: they were used for racing – here shown in the 1890s in Springfield, MA.



American country lanes in the Nineties teemed with nature-loving cyclists like these, including such supremely confident types as the resolute paper-smoker with his hands in his pockets.




About riding a century

Interest in riding centuries is rooted in the origins of the high-wheel, or ordinary, bicycle in the 1870s. For the first time, human beings were enabled to travel as far as a hundred miles in a day, using only their own strength. This story starts with the invention of one of the earliest successful high-wheel bicycles by James Starley, working with William Hillman in Coventry, England. This new design for a bicycle was patented in 1871 and was named the “Ariel” by the inventors. The bicycle incorporated several innovations, including a novel method of tensioning the wire spokes in a large driving wheel (Fig. 2).² It is

By Her Majesty's Royal Letters Patent.



THE "ARIEL" BICYCLE.



Fitted with Lever Tension Wheels, India Rubber Tyres, Improved Rudder, Registered Cleftail Sliding Spring, &c.

SMITH, STARLEY, & CO.,
PATENTEES & MANUFACTURERS,
ST. AGNES WORKS, COVENTRY.

With his 'Ariel', James Starley introduced the first English Ordinary bicycle, and a novel system for tensioning a metal-spoked wheel. Its brake was on the back wheel.

Fig. 2: One of the first fully-developed bicycles named the Ariel was designed and patented by James Starley and William Hillman in 1870.

said that these two inventors and entrepreneurs conceived of riding their new Ariel bicycle from London to Coventry, almost a hundred miles, in one day to publicize its capabilities. Supposedly, these two men did complete the ride in 1872 over country roads, thus proving that their patented bicycle was a useful, dependable vehicle.³ Whether this is an apocryphal story or not, it does appear to be at the forefront of the phenomena of riding 'centuries', which subsequently became standard fare at cycling meets in the late nineteenth century. A published account of the first century ride in the United States, made by George D. Gideon of Philadelphia on 18 June, 1880, bears witness to the difficult and arduous nature of riding a century in the late 19th century:

*He started from the Quaker City at five o'clock A.M., and reached New York (about 108 miles) at nine o'clock, P.M. In speaking of the event Mr. Gideon said: "The roads were of the vilest description. In some places they had recently been plowed and harrowed to accommodate the spring traffic. The experience was such that I have never since taken a century run and do not believe I ever will."*⁴

The Century Road Club of America is formed

Clubs were an important part of society in the nineteenth century. They brought together people with a common interest, such as cycling, and they provided friendship and camaraderie with other individuals having similar interests, capabilities, and objectives.⁵

The call to form a Century Road Club was reported in March 1891 by a reporter under the name "Wayne Scott" as follows:

Capt. Roberts, of the Illinois Cycling Club, proposes to conduct a run of Illinois members over that famous course from Chicago to Elgin, Aurora and return, 100 miles. R.G. Betts is father of a scheme to conduct a grand inter-club century run over this same course. Of the course as a thorough test of a rider's road riding abilities one can hardly say enough. All classes of road, and hills too, are included in the hundred miles. Down the Fox River Valley it winds and passes through the pretty towns, Elgin, St. Charles, Geneva, and Batavia to Aurora, thence to Naperville, Downers Grove, Lyons, Riverside, and into the city. A man has always found it to be one good day's work to complete the circuit. And many good riders have started but fell by the way. A number of wheelmen who

*have successfully completed the run in a day propose forming the Century Wheelmen of Chicago. To be eligible to membership in this club a man must have ridden over this course in a day. All wheelmen in this city who are eligible to membership in the club will confer a favor by calling upon F. Ed. Spooner, 15 and 17 Madison Street, at once. A small amount will be collected as dues each month. This will be used to purchase neat little gold membership badges, containing data of the first trip. To this will be attached a pendant bar, properly inscribed, each time the trip is successfully accomplished. To wheelmen who are eligible I say, let's up and do and make the "Century Club" a club of scorchers and road riders.*⁶

The Century Road Club of America (CRCofA) was formed on 14 June, 1891 in Chicago, by R. G. Betts⁷ and William Herrick, two men who were active in the bicycle scene in Chicago and were interested in promoting centuries, which were at first defined as riding a hundred miles on public roads within sixteen hours and subsequently reduced to fourteen hours. When it was first formed, the club was called the Century Road Club of Chicago, and Mr. Herrick was unanimously (with Mr. Betts' one vote) elected President of the new organization.⁸ The name of the club was changed to the Century Road Club of America in October 1891 in response to the 225 members who enrolled from all quarters of the globe in the first four months of the club's existence, and more applications were pouring in every day.⁹ For example: "C.L. Reiersen of San Antonio, TX, the first from the Lone Star State; and William H. Seader, Captain of the Alameda County Wheelmen, Oakland, CA, and a Centurion; have applied for membership."¹⁰

As mentioned above, the primary purpose for forming the CRCofA was to promote riding centuries on the public roads. Chicago in the earliest days of the 1890s was a prime place in America to do this because it was one of the centers of the cycle industry in America, and many of Chicago's cyclists were already very active century riders. An added incentive was the presence of a defined century course that ran north from downtown Chicago to Elgin, west to Aurora, and then back to the starting point in downtown Chicago. This course was referred to simply as 'The Elgin-Aurora Century Course,' and it was known for its many desirable features, such as several relatively flat stretches, but also some hills, attractive scenery, towns at convenient distances for food and drink, and

a particularly friendly farmer near the country town of St. Charles, who gave the riders fresh water and fruit.¹¹ The CRCofA held annual century runs on this course each year beginning on 13 Sept. 1891, which contributed greatly to making this century course famous throughout the country. (Fig. 3)¹²



Fig. 3: A typical part of the Elgin-Aurora century course out of Chicago, from a three-page description of the course and the role of the Century Road Club in making it famous, from *The Bearings*, 22 Dec. 1893.

From its beginning, the Club had several distinctive characteristics:

- a. Membership. To become a member of the Century Road Club of America a cyclist had to make an application and pay a membership fee of only \$1.00. Once accepted, members were issued a membership card and they were entitled to purchase club badges and century hanger-bars for a fee. Membership was open to "white" wheelmen only (see The Negro Question below),¹³ and

the names of all applicants for membership were published and had to be acceptable to the existing membership.¹⁴ As shown in Table 1, the Club grew rapidly.

- b. Club Houses. Unlike most other cycle clubs of the nineteenth century, the CRCofA had no club house nor did it contemplate having such an edifice. Club houses were where members could socialize, become friends, and perhaps do business with one another.¹⁵ However, this was not the purpose of the CRCofA.¹⁶



CENTURY ROAD CLUB OFFICERS.

PRESIDENT	W. A. Skinkle, Case Bldg., Cleveland
FIRST VICE PRESIDENT	F. W. Gerould, 108 Madison St., Chicago
SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 233 Wabash Ave., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 233 Wabash Ave., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 441, New York
ROAD RECORDS	R. D. Garden, 231 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Helm, 908 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Ferrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, K. B. Whitehead, Westfield.
Delaware, S. W. Matthew Wilmington.	North Carolina, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 802 F. St., Washington.	New York, C. Edward Wood, 232 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Illinois, R. C. Lennie, 287 Wabash Ave., Chicago.	Oregon, W. Newton, 333 Morrison St., Portland.
Iowa, Frank L. Rough, South Bend.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Indiana, J. A. Pallister, Ottumwa.	Rhode Island, C. W. Weld, Providence.
Kansas, H. E. Harris, Boston Bldg., Ft. Scott.	Tennessee, George C. Brodnax, 293 Main St., Memphis.
Kentucky, Orville W. Lawson, 617 W. Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edw. Nelly, Parkersburg.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	Wisconsin, Frank Bolte, Milwaukee.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Michigan, W. E. Metzger, Detroit.	England, Maj. Knox Holmes, London.
Minnesota, Collie Bell, 733 Nicollet Ave., Minneapolis.	France, A. G. Roux, 54 Boule. Du Temple, Paris.

President's Notice.

The following named gentlemen have been appointed State Centurions of the Century Road Club:

TEXAS.—John Trieller, 281 Elm St., Dallas, vice C. L. Reiersen, removed to Nebraska.

KANSAS.—Austin Hawley, Girard, Kan., vice H. E. Harris, removed to Minnesota.

KENTUCKY.—W. A. Rubey, 448 Main St., Louisville, vice O. W. Lawson, resigned.

MAINE.—Dr. Frank H. Moore, Calais.

Mr. O. W. Lawson, 716 Main street, Louisville, Kentucky, has been appointed traveling centurion.

On June 23 Mr. John Trieller's application was published and his address given as 556 S. Hope street, Los Angeles, Cal. This was a mistake, his proper address being 281 Elm street, Dallas, Tex.

WILLIAM A. SKINKLE, President.

Fig. 4: This Century Road Club news was printed in *The Bearings*, 29 Sept. 1893. *Bearings* was official organ of the Century Road Club in 1893. At this time the CRCofA was gaining membership even though its sole activity was keeping track of centuries ridden and selling bars to riders as they were earned.

5.4 THE CENTURY ROAD CLUB OF AMERICA

Table 1. Summary of Century Road Club of America (CRCofA) Membership Growth in the First Six Months of Its Existence: June 1891 through December 1891.

(from *The Wheel and Cycling Trade Review*, Vol. VIII, 1891/1892)

<u>Date of Publication</u> <u>(page no.)</u>	<u>No. of</u> <u>Club</u> <u>Members</u>	<u>No. of</u> <u>Century</u> <u>Bars</u> <u>Awarded</u>	<u>Notes from <i>The Wheel and Cycling Trade Review</i>, Vol. VIII.</u>
Jun. 14, 1891 (214)	2	???	The CRCofA is formed by William Herrick and R.G. Betts in a hotel room in Chicago, IL.
Aug. 28, 1891 (20)	125	???	All of the Chicago Cycling Club speedy riders are now members.
Sept. 11, 1891 (86)	???	57	35 of these bars will go to Lincoln CC members (William Herrick's Club), but bars will also go outside of Chicago to members in Zanesville, OH; Jacksonville, IL; Hudson, NY; Detroit, MI; Depere, WI; and Mrs. Bessie Akin in Coventry, England.
Oct. 2, 1891 (180)	???	175	The CRCofA's first Century Run went over the Elgin-Aurora track with 175 entires (the most entries for a centur ride in the West. Weather was good but a very dusty road. Entries included Thomas W. Davis (aged 64 years). Three ladies completed theride: Mrs. McEwan if Elgin (2nd Club bar), Mrs. Hilda Peterson of Holly Cycling Club, and Miss Clinton on front seat of a tandem.
Oct. 16, 1891 (244)	220	???	Membership includes four ladies and applications are pouring in every day from every quarter of the world.
Oct. 23, 1891 (271)	225	???	Members of the CRCofA were enthusiastic workers. C.E> Sutter, Pres. Of Ravenswood C.C> while on a visit to Bloomkington, IN, organized a large Century Run and brought 13 men through all of whom will join the CRCofA. Lauren Hamilton, 14 years old, was one of them and is dubbed the Century Club Baby.
Nov. 6, 1891 (333)	???	???	A large pasteboard CRCofA badge adorns the full nicheled Gormully & Jeffrey safety in their showroom window at 85 Madison St., Chicago. Bars will be added as the bicycle hts 100 mile marks as it rolls on electric rollers.
Nov. 13, 1891 (368)	???	360	Margaret Kirkwood of Chicago has joined the CRCofA and she has three centuiry bars (more than any other lady member). Several members of the Passaic Falls (NJ) Wheelmen rode a century and they will all apply for membership in the CRCofA.
Nov. 27, 1891 (422)	288	???	New members are coming in from all over the country and England: The last 50 new members came from CA (2), IA (3), IL (22), LA (4), MA (5), MI (1), NY (6), OH (6), and Birmingham, England (1)
Nov. 20, 1891 (368)	???	???	Miss Margaret Kirkwood of Boston has applied for membership in the CRCofA. She has ridden 3 centuries this seacson and will wear more bars than any other lady member.
Dec. 18, 1891 (535)	312	???	The fame of the Club extends over the entire country.
Dec. 25, 1891 (568)	320+	???	New recruits are coming in daily. B. Frank McDaniels and S. Wellis Merrihew of the Wilmington (DE) Wheel Club joined in the past week.

c. Communications with the club's membership. The primary way of communicating with its far-flung membership was by arrangements with other publications that wished to be the club's "Official Publication." This suited both parties since it provided an official publication for the club and the publication presumably gained readership and revenue. Such arrangements were established with *The Bearings* (1893 - ca. 1897) (Fig. 4), *Good Roads Magazine* (ca. 1897- c. 1910), and later *The Bicycling World and Motorcycle Review* (c.1910 - ???).

d. Organization. It was reported in *The Bearings* one year after its formation (1892) that the club had neither constitution and bye-laws nor elected officers (other than the two men who had formed the club in the first place). However, it did have a records committee, which was most important to the club's raison d'etre: "The affairs of the Century Road Club are in 'status quo', except that a records committee exists to which road-record claims can be submitted pending the selection of a permanent committee. W.C. Thorne, secretary of Montgomery Ward and Co., Chicago, is a mem-



Fig. 5a: Shown here is a Century Road Club of Chicago badge given to cyclists when they became members of the club from its beginnings in 1891. Within about six months of its formation, the club's name was changed to the Century Road Club of America, and the inscription on the badges was changed to reflect the club's new name.

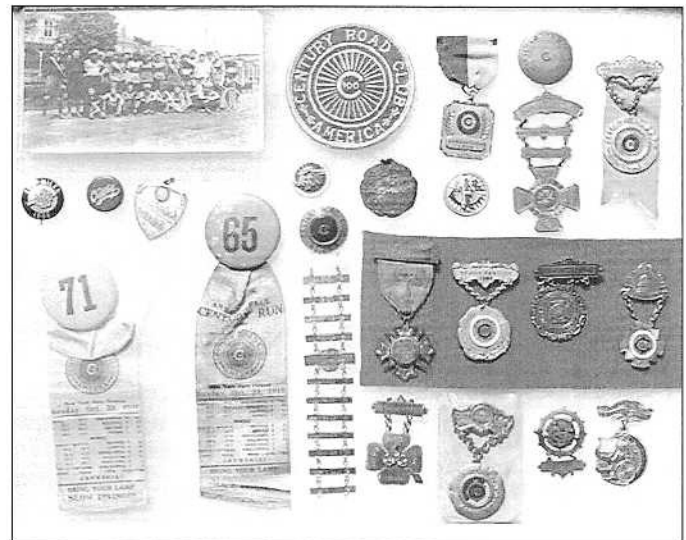


Fig. 5c: A collection of 19th and early 20th CRCofA and CRCA badges and awards for century rides and races (Gary Sanderson Collection).

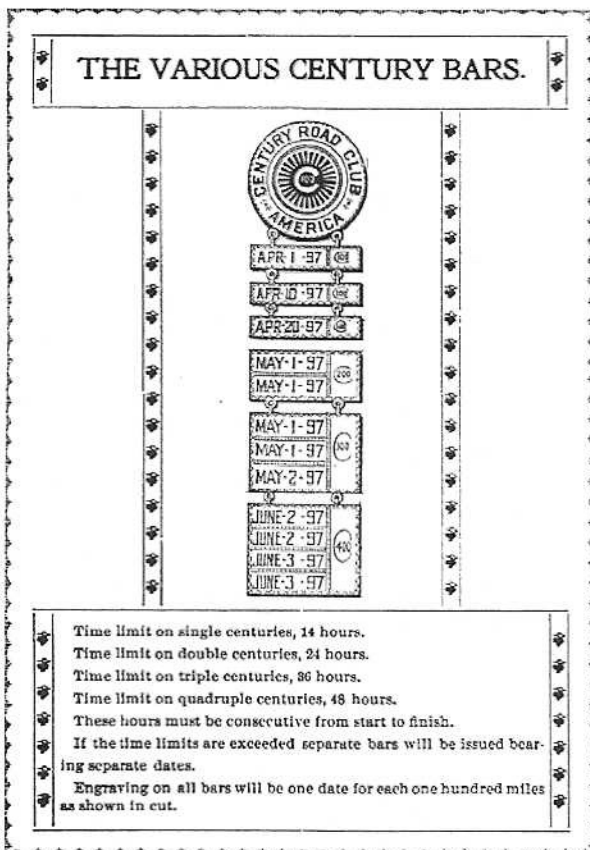


Fig. 5b: A drawing with description of the Century Road Club of America badge and hanger-bars from the 1897 CRCofA Manual.

ber of it and will receive claims.¹⁷ Within a short time the club was organized with a president, one or more vice-Presidents, a secretary-treasurer, and Centurions (the leaders of the organization's state sections).

- e. The club badge and century hanger-bars. The importance of the club badge and the century bars that were made to hang from the club badge (Figs. 5a, 5b, 5c) was understood from the outset by the originator of the club, its Chief Centurion, William Herrick, who proceeded to file for a copyright on the club's badge in February 1892:¹⁸ This badge and century bars made the CRCofA unique and of great interest to cyclists. Also, for several years starting in 1891, the club ran an annual Elgin-Aurora Century Ride from Chicago and awarded bars to the cyclists who completed this century ride within sixteen hours. In 1892, the time limit was reduced to fourteen hours. These pins and century ride bars were gold, they were engraved with the date that the century ride was completed, and they had to be ordered from the club and paid for with the order. This club badge and the Century Ride bars were proudly worn by cyclists to publicly certify their accomplishments (Figs. 6a, 6b, 6c).

From the start, there was an effort to spread the word about the club and to attract new members from throughout the country and even from foreign countries, especially from England.¹⁹



WILL L. KRIETENSTEIN.
President.



Fig. 6b: Frank R. Lang, winner of the CRCofA Maine State Medal in the 1897 competition.

Fig. 6a: Will L. Krietenstein from Terre Haute, Indiana, chairman of the CRCofA Road Records Committee in 1896 and president of the CRCofA in 1897. The CRCofA badge and long string of century hanger-bars on his coat (from a scrapbook owned by Frank Havnoonian).



Fig. 6c: Yale Wheelmen photographed in 1901. Edward Lotz from Baltimore, MD, the fifth person from the right in the back row, is wearing his CRCofA badge with a long chain of century bars attached. On 8 Sept. 1901, Edward Lotz set the Maryland state record for a hundred miles by riding it in 5 hours, 30 minutes and 37 seconds (*Baltimore Sun*, 25 Nov. 1951).

Century Cycling Club of Maryland.



Louis Wetherill, Chief Centurion, 433 E. Lafayette avenue, Baltimore, Md.
 J. Plummer Bigham, Vice-Chief Centurion, 609 W. North avenue, Baltimore, Md.
 Samuel M. Warns, Recording Centurion, 1768 E. North avenue, Baltimore, Md.
 Jas. B. Dunlop, Financial Centurion, 1927 S. Charles street, Baltimore, Md.
 Chas. B. Balke, Captain, 746 W. Saratoga street, Baltimore, Md.
 Henry Smith, First Lieutenant, 911 N. Calhoun street, Baltimore, Md.
 T. Howard Van Order, Second Lieutenant, 1724 W. Lexington street, Baltimore, Md.

The regular monthly meeting will be held Monday evening, Feb. 21st, at the Y. M. C. A. Central Building, at 8 o'clock. All members are requested to be present.

All correspondence relating to membership, road records, century rides, etc., should be addressed to

SAMUEL M. WARNS,
 Recording Centurion,
 1768 E. North Ave. Baltimore, Md.

Fig. 7: Badge or the Century Cycling Club of Maryland, organized in Baltimore, MD, in 1893 to provide the same record keeping and mileage awards to East Coast cyclists as the CRCofA was doing for the entire country from its home base in Chicago (*Bicycling World*, 18 Feb. 1893)



VIEW ON HUNTING PARK AVENUE, PHILADELPHIA, ABOUT FOUR MILES FROM THE CITY HALL, FEBRUARY 23, 1891. ENGRAVED BY H. NEHR.

Fig. 8: A typical road in the United States after a rainfall in 1891. Riding a bicycle over this rutted roadway with its deep mud was virtually impossible, hence the need for a "Good Roads" movement.

The formation of the Century Cycling Club in Baltimore, Maryland

It was announced in 1892 that a club to be named the Century Cycling Club of Maryland (CCC) was to be formed in Baltimore, to be a rival to the CRCofA.²⁰ This new club was to have its own badge (Fig. 7), a road records committee, and would award hanger bars for all centuries ridden in the same manner as was being done by the CRCofA. The CCC did operate for several years as indicated by a club notice in the July, 1901, issue of *Good Roads Magazine*, but it is clear that the CRCofA remained the dominant body in all road record certification and the awarding of century hanger bars.

America's bad roads and the Good Roads Movement

American roads at the end of the nineteenth century were almost all compacted dirt, heavily rutted and deeply muddy in rainy weather (Fig. 8).²¹ The CRCofA was dedicated to riding on public roads, so it was logical for the organization to support the Good Roads movement promoted by the L.A.W. A concise account of the beginning of the Good Roads Movement within the L.A.W., and the key role of Col. Pope in the movement, is given by Bruce Epperson.²²

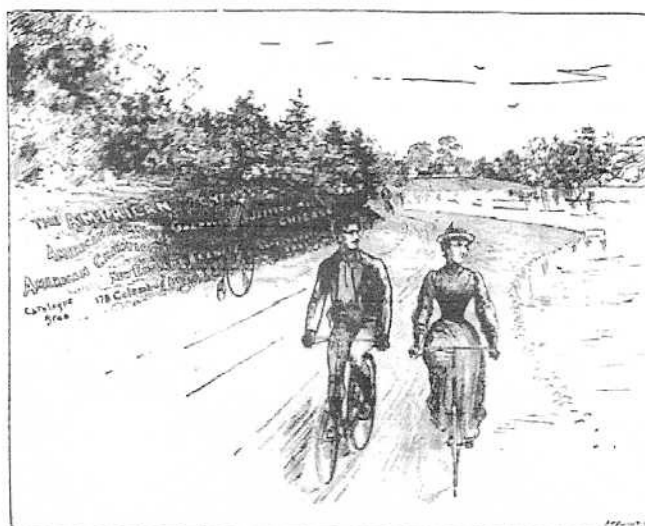


Fig. 9: The transition of bicycle design taking place in 1891 is shown in this advertisement for Gormully and Jeffrey Bicycles. A gentleman and lady are cycling on their hard-tired safety bicycles while a barely discernible man on a high-wheel bicycle is cycling out of the picture (*Bicycling World and L.A.W. Bulletin*, Vol. XXI, 20 March 1891).

The bicycles and tires in use in 1891

The year 1891 was a time of transition for bicycle design and bicycle tires:²³ safety bicycles were rapidly replacing ordinary bicycles, but ordinaries were still

prevalent and the discussion about the relative merits of ordinary bicycles and the newer safety bicycles was ongoing. (Fig. 9) By the end of 1892, this discussion would be concluded in favor of the safety bicycle.²⁴

Most significant at this point was discussion about the relative merits of the three major types of tires, namely, solid rubber, cushion rubber, and pneumatic tires for safety bicycles that raged from ca. 1889 to 1892.²⁵ In 1891, the catalogs for Columbia Bicycles (Pope Mfg. Co.) and for Rambler Bicycles (Gormully & Jeffry Mfg. Co.), then the two largest manufacturers of bicycles, offered wheels built with either solid rubber or with cushion-rubber tires, but pneumatic tires were not mentioned. An advertisement for Singer Safety Bicycles in the fall of 1891 offers all three types of tires, without a specific recommendation. One year later, in 1892, pneumatic tires were offered as an option that was preferred in the case of Columbia Bicycles, and in subsequent years this offering became the only choice for Columbia bicycles, as well as for all brands of bicycles.²⁶



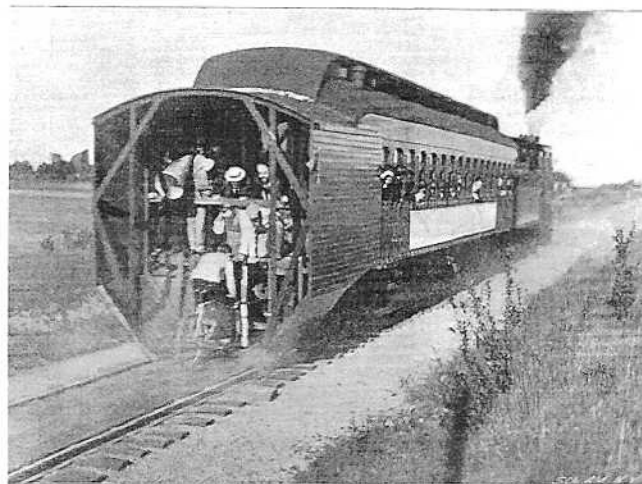
Fig. 10a: C. W. Murphy at time of his winning the time prize for the Irvington-Millburn Road Race in May 1893 (*The Bearings*, Vol. 7, 9 June 1893)

The following is an interesting account published in 1894 concerning Charles W. Murphy (Fig. 10a), who was to become the first person to ride sixty miles

*Charlie Murphy (later known as "Mile-a-Minute Murphy") is spending his time at present competing for a medal for long-distance riding offered by the New York Athletic Club, and also the Kings County Wheelmen. He has been at it since the first of last March, but in reality has been riding only since the first of last October. He has covered a distance of 8,004 miles and has until the first of next March to go. He has ridden altogether eleven centuries, and will join the Century Road Club to get the bars.*²⁸

The CRCofA and its century pin with eighteen pendant bars also played a role in the election of the mayor of Chicago in 1897. In that year, the 36-year-old, Chicago-born Carter H. Harrison decided to run for mayor and chose to utilize his cycling record to counter the boasting by his opponent, Mr. Harlan, about his football accomplishments. Harrison wrote of this decision in his autobiography:

I had joined the Century Road Club and was entitled to wear its badge, with 18 pendant bars, each engraved with the date of the particular run it represented. It made a brave show. Shortly after the nominations for mayor of Chicago, I had the Owsley brothers (relatives who were bicycle dealers) send a brand-new wheel with scorchers



SNAPSHOT OF C. W. MURPHY DURING HIS RIDE OF ONE MILE IN 57 4/5 SECONDS.

Fig. 10b: A snapshot of C.W. Murphy drafting behind a locomotive on a section of the Long Island Railroad as he sets a speed record by riding 1 mile in 57 4/5 seconds, more than 60 miles an hour, in 1899 (*Scientific American*, 15 July 1899).

handlebars of the "scorchiest" type to the Morrison photograph gallery in West Madison Street, rather famous at the time for its photographs of the theatrical world. I then betook myself to the gallery with my riding togs to be photographed head-on, body bent double over the scorcher bars, an attitude that always gave a fiendish expression, even to the mildest of faces! What with the rakish cap, the old gray sweater and the string of eighteen pendant bars, I looked like a professional; a picture which I knew would carry weight with the vast army of Chicago Wheelmen.²⁹

The picture of Harrison referred to above is shown in **Fig. 11** and was printed in campaign posters that were put up in hundreds of conspicuous places around the city. Harrison's motto in this cam-



Cyclist campaign poster in 1897.
"Not the Champion Cyclist but the Cyclists' Champion."

Fig. 11: A campaign poster for Carter Harrison's successful bid for mayor of Chicago in 1897. In the campaign, Harrison emphasized his bicycle riding and the nineteenth century bars (CRCofA) he had earned.

paign was "Not a Champion Cyclist but the Cyclists' Champion." Harrison won the election for mayor in 1897 and went on to win four additional terms, making him Chicago's longest serving mayor.³⁰

Should women be riding centuries and scorching? What kind of clothing should they wear?

The advent of the safety bicycle made womens' cycling a real possibility. This led to an open discussion about the social implications, and the health ramifications, associated with women riding bicycles. Articles and letters from cyclists appeared regularly in almost every issue of all the cycling publications of the 1890s. One example among many, from 1898, is from the *LAW Bulletin and Good Roads*:

Women and century runs.

The Century Wheelmen of New York have placed themselves on record as being opposed to having women and minors take part in their spring century run, Sunday, April 24, 1898.....Women should be encouraged to ride wheels, as it enables them to get that exercise which is so essential to their physical well-being; but to secure the best results it should be done in moderation, and the task of doing a century run certainly results in a prolonged nervous and physical strain which distinguished medical authorities pronounce very harmful to the sex, who rarely possess the requisite physique to withstand the consequences.³¹

A contrasting point of view was put forth by Miss Francis Willard, founder of the Women's Temperance League, who learned to ride a bicycle in 1894 and then explained the experience in most favorable terms and strongly recommended bicycle riding for all women.³² But even the CRCofA decided in 1903 that there should be radical restrictions on women's long-distance riding. The New York division took a stand to discontinue long-distance rides by women, double centuries would count as only a single century, and there should be an interval of at least twenty-four hours after each double century.³³ See **Fig. 12** for a well-dressed wheelwoman.

The 'Negro Question'

This unfortunate story is mentioned frequently in the literature of the 1890s, and it had an important negative effect on Americans in general, both black and white. Here are two of the published comments

illustrative of the extensive push being made in the early 1890s by southern wheelmen to exclude people of color from membership in the L.A.W, the organization to which the majority of club cyclists in America belonged:



MISS BERNIECE STRINGER, OF ELGIN.

Fig. 12: A well-dressed wheelwoman: Miss Berniece Stringer of Chicago in 1897

*The LAW has heretofore been an organization to which it is an honor to belong, but would cease to be such if any number of objectionable people should get in. And that the Negroes as a class are very objectionable to a majority of the people is undeniable.*³⁴

The other point of view:

*I am a cyclist; further I am a negro.....There is not a member of the League that desires me or any of my colored friends for a club mate.....Negros who wish to mix with white men are not as plentiful as you think. This great United States government has elevated us, given us education and strength to act for ourselves – for which we are very grateful – but we are still a race as different from others as God first made us.We want nothing from south, north, east, or west but that which we are entitled to, and that is certainly not membership to any white man's league of wheelmen. (signed.) Major Taylor (colored cyclist).*³⁵

The dominant organization of cyclists in America, the League of American Wheelmen (L.A.W.), was established in 1880, and all wheelmen “of good character” were entitled to membership without any distinction as to age, sex, race, or religion. However, in the early 1890s a move to exclude negroes from membership in the L.A.W. was initiated by wheelmen from the southern states. Col. William A. Watts, a cyclist and an attorney from Louisville, Kentucky, served as the outspoken chief advocate for a racially discriminating change in the L.A.W.’s constitution, and his efforts were eventually successful in getting the change, to allow only ‘white’ cyclists to be members by a two-thirds majority vote, at the national meeting of the L.A.W. in 1894. This shameful act was not reversed until 1989 at a national L.A.B. meet in Louisville, Kentucky. Most cycling clubs in America, including the CRCofA, followed the L.A.W.’s example to allow only ‘white’ cyclists to be members. A recent book by Lorenz Finison gives an excellent overview of the racial situation that prevailed in the United States in the 1890s and early twentieth century. It concentrates on the situation in Boston and Massachusetts, but it is indicative of the situation which continued up to the Civil Rights Movement in the 1960s.³⁶

Several cyclists try to circumnavigate the world on their bicycles

Thomas Stevens was the first person to ride a bicycle around the world.³⁷ He accomplished this extraordinary feat in 1883-1885 riding an ordinary bicycle, and no one was able to repeat this ride until modern times, when equipment, infrastructure, and world conditions allowed.³⁸ However, with the coming of the safety bicycle, several hardy cyclists were encouraged to attempt to ride around the world. Their attempts had various degrees of success, with the strategy of the riders and a big dose of luck serving to determine the outcome. Prime examples of this were the trips by Thomas Gaskell Allen and William Lewis Sachtleben in 1890-1893;³⁹ Frank Lenz in 1891-1893;⁴⁰ Annie Kopchovski Londonderry in 1894-1895;⁴¹ John Foster Fraser, S. Edward Lunn, and F.H. Lowe in 1896-1899,⁴² and Karl M. Creelman in 1899-1901.⁴³

The Century Road Club of America kept records of 'Record Rides'

As explained above, the issuing of badges and hanger-bars for centuries ridden by members of the club was certainly the most important reason for club membership, but the club also recorded and published records for:

- the number of centuries ridden in one year.
- the cumulative number of miles ridden in one year.
- the most miles ridden in 24 hours.

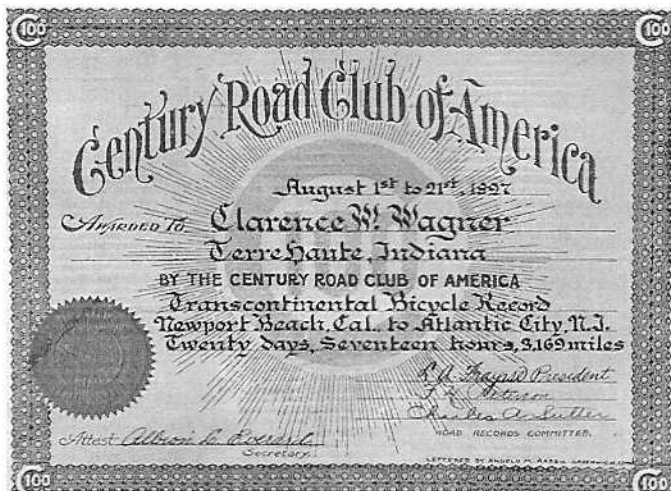


Fig. 13: Century Road Club of America certificate to Clarence W. Wagner of Terre Haute, IN, for a transcontinental ride in record time from Newport Beach, CA, to Atlantic City, NJ, in 1927.

Table 2a: Number of Centuries Ridden in 1902 by Members of the "Century Road Club of America"

(from *The Bicycling World and Motorcycle Review*, Vol. 46, No. 17, January 22, 1903, page 491)

Position	Rider	Centuries
1	Charles L. Schoenart, New York	70
2	A.J. Meyer, Jr., Buffalo	48
3	William G. Meister, Brooklyn	38
4	Charles F. Henderson, Cleveland	35
5	A.J. Rennen, Chicago	34
6	Fred Gebhardt, New York	32
7	John Schuler, New York	30
8	William F. Watson, Philadelphia	28
9	R.W. Blanchard, Cleveland	26
10	George W. Seward, Brooklyn	24
11	George W. Kerner, Brooklyn	23
	Frank Rhodes, Cleveland	23
	Albert D. Rice, Winthrop, Mass.	23
	Dr. G.B. Salter, Chicago	23
12	Mrs. S.E. Seaward, Brooklyn	22
13	Harry M. Gordon, Boston	21
	Wilson Higinson, Highwood, NJ	21
	Edward G. Minnemeyer, Jr., Chicago	21
	Henry Van Den Dries, New York	21
	Thomas J. Walsh, Jersey City, NJ	21
14	Alfred Genereux, Boston	20
	Walter T. Hannigan, Boston	20
	Henry Veit, Brooklyn	20
15	Andrew Clausen, Chicago	19
16	Gilbert C. Badeau, Far Rockaway, NY	18
17	Sadie E. Knowlton, Boston	17
18	Herman A. Berls, New York	15
	Carl H. Proll, San Francisco	15
	George W. Wall, New York	15
19	Charles Gantert, Freeport, NY	14
	Charles S. Schnepf, New York	14
20	William A. Feltes, Chicago	13
	J.M.S. Millette, Brooklyn	13
21	Thomas Brown, Lowell, Mass.	12
	S.A. Gels, Cleveland	12
22	Margaret L. Knowlton, Boston	11
	Charles Lundberg, New York	11
	John W. Peterson, Cleveland	11
	Fred S. Perkins, Lowell, Mass.	11
	J.G. Stiefel, Buffalo	11
23	F.O. Bratton, San Francisco	10
	Thomas S. Floyd, Lowell, Mass.	10
	George G. Hoehn, Buffalo	10
24	John H. Boyd, Albany, NY	9
25	Andrew Duncan, West Chelmsford, Mass.	7

Six (6) Centuries Each: A.J. Adorno, John Block, William Coleman, Miss G. N. Clark, Edward G. Davis, H.R. Farnham, Harry Goetz, Harry B. Hall, Joseph Kopski, Philip Siekenius, Herbert Van Poll, and E. Warnke.

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Six (6) Centuries Each: A.J. Adorno, John Block, William Coleman, Miss G. N. Clark, Edward G. Davis, H.R. Farnham, Harry Goetz, Harry B. Hall, Joseph Kopski, Philip Siekenius, Herbert Van Poll, and E. Warnke.

Five (5) Centuries Each: Miss Blanche Boucher, William A. Denn, Fed W. Erdtman, Conrad Veit, and F.H. Watrons.

Four (4) Centuries Each: M.V. Adamo, C.A. Chick, H.W. Clody, Peter A. Dyer, E.J. Ehle, Harry George, R.G. Kabateck, and Noble C. Tarbell.

Three (3) Centuries Each: Fred H. Ay, Albert Black, J. Epp, Paul Guenther, W.A. Hubert, A.J. Hoffman, Clifto Langlotz, A.L. Mace, John . Miller, M rs. R.J. Munsterman, J.A. Peterson, Charles E. Seede, Miss Urania Tyrrel, and Mrs. E. G. Trout.

- record times for riding a century on a particular course.
- record times for riding between two particular points - usually two towns or cities.
- the fastest time for riding a specified distance.

See **Tables 2a and 2b** and **Fig. 13**⁴⁴ for examples of the records that were kept and published by CR-CofA each year. These results were of enough interest to be published each year in the most widely-read cycling magazines.

Motorcycles and automobiles are developed

In the nineteenth century, continuing into the twentieth century, the western world was caught up in a frenzy of invention encouraged by a general appreciation for science and technology as a source of objects and processes that would improve everybody's lives. The invention of the bicycle and its rapid development was an important part of this movement, part of an incessant drive to develop machines that could move people faster and take less human energy to operate. By the 1890s, motor-bicycles and automobiles (**Fig. 14a, 14b**) were being developed in increasing numbers.

Paul Rubenson has made a good argument for the dominance of single-tube tire-usage on bicycles in the United States (promoted by the tire monopoly controlled by Col. A.A. Pope) as the major cause of the collapse of the bicycle industry in the second half of the 1890s.⁴⁵ However, the rapidly increasing availability and reliability of motorized vehicles (motorcycles, automobiles, trolley cars in towns and cities) was certainly a primary cause of this trend. By the early 1900s, motorized vehicles were very much a part of society.

Joseph Pennell's defection from strong bicycle advocate to motorcyclist is illustrative of the shift in

Table 2b: Number of Multiple Centuries Ridden in 1902 by Members of the "Century Road Club of America"

(from *The Bicycling World and Motorcycle Review*, Vol. 46, No. 17, January 22, 1906, page 491)

Name of Cyclist	Double Centuries	Triple Centuries	Quadruple Centuries	Quintuple Centuries	Sextuple Centuries	Octuple Centuries
Charles L. Shoenhart, New York	14	3		1		
Fred Gebhardt, New York	8				1	
John Schuler, New York	5					
William F. Watson, Philadelphia	4	1	1			
A.J. Meyer, Jr., Buffalo	4	4				
H.M. Gordon, Boston	3	1	1			
Albert D. Rice, Winthrop, Mass.	3	1				
Thos. D. Floyd, Winthrop, Mass.	3					
H. Van Den Dries, New York	2					1
Sadie E. Knowlton, Boston	2	1		2		
Margaret Knowlton, Boston	2		1			
J.M.S. Millette, Brooklyn	2	1	1			
G.C. Badeau, Far Rockaway, NY	2	1				
George C. Hoehn, Buffalo	2	1				
Charles F. Henderson, Cleveland		1				
Alfred Genereux, Lynn, Mass.	2					
Frank Rhodes, Cleveland	2					
George W. Seaward, Brooklyn	2					
Henry Veit, Brooklyn	2					
Conrad Veit, Brooklyn	2					
W.T. Hannigan, Boston	1	1				
A.J. Rennen, Chicago	1	1				
George W. Kirmer, Brooklyn	1				1	

The following members rode one double century each: Charles Lundberg, New York; R.W. Blanchard, Cleveland; Carl W. Proll, San Francisco; Blanche Boucher, Minneapolis; Mrs. S.E. Seaward, Brooklyn; David Thoams, Minneapolis; Hubert Van Poll, Minneapolis; Adolph J. Adorno, Brooklyn; Peter A. Dyer, Brooklyn; Fred S. Perkins, Lunn, Mass; Charles S. Schnepf, New York; Wilson Higinson, Highwood, NJ; Harry B. Hall, Brooklyn; Thomas Brown, West Chelmsford, Mass, and George W. Watt, New York.

people's interest from bicycles to motorized vehicles. Pennell was a young, athletic man from Philadelphia when the high-wheel bicycle came on the scene at the 1876 Centennial Exhibition, and he was one of the first to become a dedicated rider and a force within the Philadelphia-area bicycle community. When a



Fig. 14a: An early 20th century Indian motorcycle manufactured by George M. Hendee (a champion high-wheel bicycle racer in the 1880s) at his factory in Springfield, Massachusetts, where bicycles were manufactured alongside motorcycles into the 1910s.

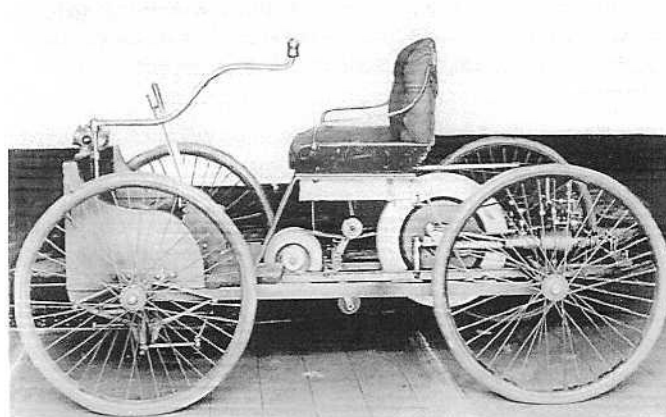


Fig. 14b: An automobile reported to be one of Henry Ford's early prototypes (ca. 1896, but this is not confirmed)

Century Road Club Citations, National

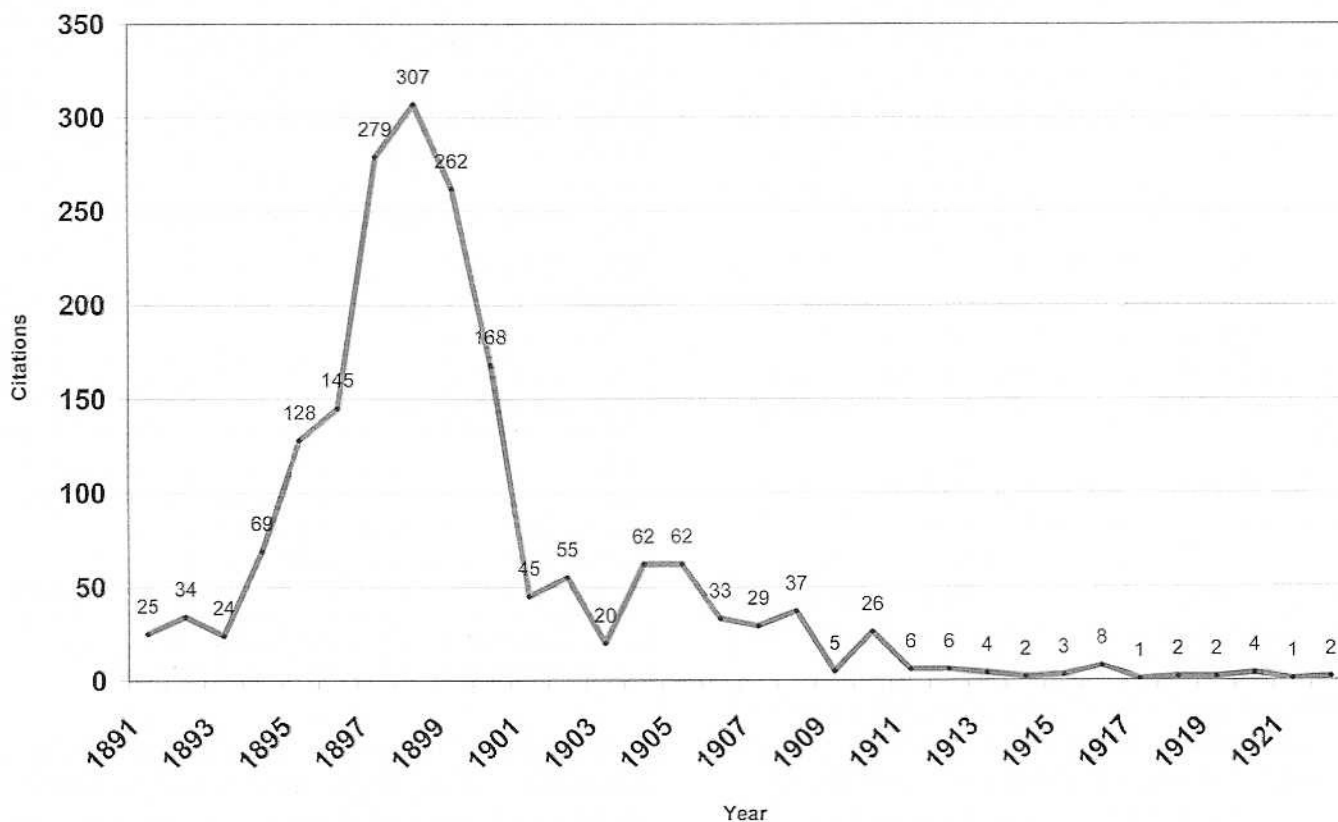


Fig. 15. The number of citations for the Century Road Club in American newspapers each year from 1891 to 1940 (data provided by Lorenz Finison).

convention was called in 1880 for all existing bicycle clubs to come together in Providence, Rhode Island, to form an organization to advocate for cyclists rights, Pennell was chosen to be a delegate from the bicycle clubs in the Philadelphia area.⁴⁶ Pennell and Elizabeth Robbins Pennell, his wife, went to live in London for twenty years in the late 1880s, where he worked as a lithographer for *Century Magazine* and other publications. During this time, they toured by bicycle throughout Europe, and wrote detailed and beautifully illustrated accounts of the trips in which the virtues of cycling were extolled.⁴⁷ However, by 1904, Joseph Pennell was riding a motorcycle and extolling the virtues of the motorized bicycle.⁴⁸ In 1901, he wrote: "I am so satisfied with the motor after a couple of months trial that I should never think of returning to the ordinary bicycle for touring, even in England where one has to arrange one's trip to suit the dealers in petrol."⁴⁹

The split of the Century Road Club of America into two organizations in 1898

In 1898, the CRCofA split into two organizations. It seems that there were at least two reasons why. First, the CRCofA Road Records Committee favored rather lax rules for granting "record status" for claimant's rides, whereas an important contingent

of the road riders favored stricter rules that would ensure a "clean sport."⁵⁰ Secondly, there was a disagreement about how the money collected in membership dues was shared between the parent organization and the districts into which the Club was divided. The most dissatisfied contingent were members of the New York division of the club, and these members wanted to have a more fraternal organization with regular meetings and country houses where long-distance riders could find comfort and rest.⁵¹ A brief history of the CRCA by Peter J. Nye says simply: "Disputes flared... about how the central body shared dues. Friction led to a New York contingent breaking away in 1898 to form the CRCA."⁵² After the split of the Club, the rules for approving records were tightened and published for all to see.⁵³

The CRCA became a club that was almost identical in all respects to the CRCofA with a century ride and race schedule of its own, and a similar club badge with hanger-bars awarded for all centuries ridden. Over the years, there was much talk about reuniting



Fig. 16: Members of The Wheelmen, Karen Turner and past commander Bill Smith, wearing their Wheelmen name badges with long strings of hanger-bars attached showing their participation in many Wheelmen events (photo by William Hentges of the Michigan Wheelmen).

the two clubs, but that has never happened. Today the two clubs both have headquarters in the New Jersey/New York area, and continue to exist side by side, with similar programs.

Conclusions - the first twenty years of the Century Road Club of America

The CRCofA continues as a club to the present time, but its direction has changed. It continued to keep records of record rides for many years, but its center of activity drifted from Chicago to New York City and it no longer keeps records. Interest in the CRCofA followed the country's diminished interest in cycling: the number of times that the CRCofA was mentioned in American newspapers decreased from more than three

hundred in 1899 to fewer than ten a year after 1909 (Fig. 15). There was much talk of the CRCofA and the CRCA rejoining to become one club again, but that has never happened. The two clubs continue to operate in the northeastern United States with similar programs which are designed to train and support the bicycle racing community. The legacy of the CRCofA lives on in the century rides which are run, without CRCofA involvement, by the many cycling clubs that exist around the country and in the interest in club badges and hanger-bars shown by today's Wheelmen (Fig. 16).

ENDNOTES

- 1 The coming of the bicycle craze in America and around the world are described by several authors. See for example Pryor Dodge (1996), *The Bicycle*, pp.92-145 (Flammarion, Paris), and David Herlihy (2004), *Bicycle*, pp.225-308 (Yale University Press, New Haven, CT).
- 2 *Wheels and Driving Gear for Velocipedes*, British Patent No. 2236 to James Starley and William Hillman of Coventry, England, 11 Aug. 1870.
- 3 See a more complete description of the ride from London to Coventry in the early 1870s in *Wheels within Wheels* (1966) by Geoffrey Williamson, pp.50-53 (Jeffrey Bles: London). A shorter account is given in Andrew Ritchie, *King of the Road* (Wildwood House, London, 1975, p.72) with attribution to *The Life and Inventions of James Starley* by William Starley, Coventry, England (1902) who was alive when this ride took place, although his account was written many years after the event.
- 4 The First Century, *L.A.W. Bulletin and Good Roads*, Vol. 28 (7), p.138 (12 Aug. 1898).
- 5 "The Passing of the Cycle Club", *Outing Magazine*, Vol. 36 (1), pp.110-111 (April 1900); "The Early Clubs: Their Useful and Strenuous Lives", *The Bicycling World and Motorcycle Review*, Vol. 46 (12), pp.353-357 (18 Dec. 1902).
- 6 Taken from the article: Chicago, "Wayne Scott", *Bicycling World and L.A.W. Bulletin*, Vol. 22 (21), pp.543-544 (20 March 1891).
- 7 See the paper by Lacar Musgrove (2014), "The Louisiana Cycling Club's Scrapbook", in this volume.
- 8 The history of the formation of the Century Road Club of America was told by R.G. Betts at a dinner honoring Peter A. Dyer, a past president of the New York City chapter of the organization. See "The Watching of Dyer" in *Bicycling World & Motorcycling Review*, Vol. LIII (1), 31 March 1906.
- 9 The change from Century Road Club of Chicago to Century Road Club of America was reported in *The Wheel and Cycling Trade Review*, Vol. VIII (Oct. 16 1891), p. 244.
- 10 *The Bearings*, Vol. 4 (26), 29 Jan. 1893: "The C.R.C. is Growing."
- 11 *The Wheel and Cycling Trade Review*, Vol. 4 (7), 9 Oct. 1891, a note under Chicago, p. 214.
- 12 The Elgin-Aurora Century Course, *The Bearings*, Vol. 8 (21), Supplement (3 pages), 22 Dec. 1893. This is a detailed description with many illustrations of scenes along the course. The article also tells the story of the CRCofA which made the course so famous.
- 13 See Section 3 of the CRCofA Constitution in Appendix A.
- 14 See Article IV: Membership of the CRCofA By-Laws in Appendix A.
- 15 There are many references to the club houses owned and used by bicycle clubs in the 1880s and 1890s. Two examples are articles by S.H. Day, "The New House of the Massachusetts Bicycle Club", *Outing Magazine*, 1885, Vol. 5, pp. 429-435 and Fig. 5; and A.H. Godfrey, "Cycling Clubs and Their Spheres of Action", *Outing Magazine*, 1897, Vol. 30, pp. 341-351 and pp. 488-494.
- 16 "The Passing of the Cycle Club", *Outing Magazine*, 1900, Vol. 36, pp. 110-11.
- 17 "The Century Road Club", *The Bearings*, Vol. 5 (24), p. 5, 15 July 1892.
- 18 *The Wheel and Cycling Trade Review*, Vol. VIII (24), 5 Feb. 1892, p. 820: A note under Chicago.
- 19 Dick Swann (1994), "An American Centenarian Cycling Club", *The Boneshaker*, Vol. 14 (135), pp. 4-6.
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- 21 It is easy to find illustrations of the poor road conditions in the United States in the nineteenth century and Fig. 4 is one example from an article by Issac B. Potter, "Our Common Roads", *Century Magazine*, 1892, Vol. 43 (6), pp. 803-820.
- 22 Epperson, Bruce D. (2010), *Peddalling Bicycles to America*, pp. 92-93. Also, see Philip Mason, "The League of American Wheelmen and the Good-Roads Movement, 1880-1905," Ph.D. thesis, Michigan University, 1957.
- 23 Tony Hadland and Hans-Erhard Lessing, *Bicycle Design*, p. 564 (MIT Press, Cambridge, MA, 2014).
- 24 *The Wheel and Cycling Trade Review*, Vol. VIII (12), 13 Nov. 1891, pp.358-9; Vol. VIII (13), 20 Nov. 1891, p.391; Vol. VIII (15), 4 Dec. 1891, p.457; Vol. VIII (23), 29 Jan. 1892, p.768.
- 25 Hadland, Tony, and Hans-Erhard Lessing, *Bicycle Design*, pp.187-200 (Cambridge, MA: MIT Press, 2014).
- 26 Advertisement for 'Century Columbia' safety bicycles with pneumatic tires in *The Bicycling World and LAW Bulletin*, Vol. 24 (9), 25 Dec. 1891, p.248.
- 27 "A Mile in Less than a Minute on a Bicycle," *Scientific American*, Vol. 81 (3), pp.41-42 (15 July, 1899). See also "Murphy's Ride a Hint to the Railroads," *Scientific American*, Vol. 81 (3), p.34, 15 July 1899.
- 28 "Charlie Murphy after a Medal", *The Bearings*, Vol. 8 (24), p. 1, 12 Jan. 1894.
- 29 Carter H. Harrison, *Stormy Years: The Autobiography of Carter H. Harrison Five Times Mayor of Chicago*, Bobbs-Merrill Co., Indianapolis and New York, 1935, pp.105-6.
- 30 See Endnote 10, p. 106. ?????
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- 32 Francis E. Willard, *A Wheel Within A Wheel: How I learned to Ride the Bicycle*, 1895, p.75 (Chicago: Women's Temperance Publishing Association).
- 33 "Century Road Club makes Radical Restrictions in Women's Long-Distance Runs", *New York Times*, 24 March 1903.
- 34 *The Bearings*, Vol. 6 (1), 5 Aug. 1892.
- 35 *The Bearings*, Vol. 9 (2), p.77, 9 Feb. 1894.
- 36 Lorenz J. Finison, *Boston's Cycling Craze, 1880-1900*, University of Massachusetts Press, Amherst and Boston, 2014, p.295.
- 37 Thomas Stevens (1887), *Around the World on a Bicycle, Vol. I, From San Francisco to Teheran*, 547 pp., and (1888), *Vol. II, From Teheran to Yokohama*, 477 pp. (New York, Charles Scribner's Sons)
- 38 Joff Summerfield (2008). Crazy Guy on a Bike, www.crazyguyonabike.com/doc/?doc_id=1451.
- 39 Thomas Gaskell Allen, Jr., and William Lewis Sachtleben (1984),

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- 42 John Foster Fraser, *Round the World on a Wheel* (1899, London: Thomas Nelson & Son).
- 43 Brian Kinsman (1993), *Around the World Awheel: The Adventures of Karl M. Creelman*, (Lancelot Press: Hantsport, N.S., Canada)
- 44 Garey Sanderson, "Clarence 'Crazy Horse' Wagner: A Home Town Bicycle Champion from Terre Haute, Indiana", *The Wheelmen Magazine*, No. 75, Nov. 2009, pp.4-17. orse" Wagner: A Home Town Bicycle Champion fro Terre Haute, Indiana.H
- 45 Paul Rubenson (2004), "Patents, Profits, & Perceptions: The Single-Tube Tire and the Failure of the American Bicycle, 1897-1933", *Cycle History 15*, pp.87-97 (Van der Plas Publications/ Cycle Publishing, San Francisco).
- 46 Anonymous (1897). "The Meet at Newport", *L.A. W. Bulletin and Good Roads*, Vol. 27 (4), pp. 83-85.
- 47 Two examples of books by the Pennells describing their cycling trips: Joseph and Elizabeth Robins Pennell (1885). *A Canterbury Pilgrimage* (Charles Scribner & Sons, New York); Joseph and Elizabeth Robins Pennell (1888). *Our Sentimental Journey Through France and Italy*, (Longmans, Green, and Co: New York).
- 48 Joseph Pennell (1904), "In the Alps on a Motorcycle", *Century Magazine*, Vol. 67 (4), Feb. 1904, pp.607-613.
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- 51 "Wheelmen Plan Reforms", *New York Times*, 6 Sept. 1898.
- 52 Peter Joffre Nye (1998). www.crca.net/about/history-project/history/.
- 53 "Century Road Club of America, Constitution and By-Laws and Rules for all Record Rides", *Good Roads Magazine*, Sept. 1901, pp.24-25; Oct.1901, pp.27-28; Nov. 1901, pp.36-39. See also C.R.C. Manual (1898).



Fig. 17. A group of riders on a Century Road Club of America Century Ride from New York City to Hicksville on Long Island, NY, in 1910."

APPLICATION FOR BAR ORDER.

(Must be made within thirty days after riding)

Century Road Club Association (INCORPORATED.)

Committee on Road Records.

I HEREBY CERTIFY THAT ON Oct 28 1917

I made the century as hereafter described, riding the full distance in accordance with the rules printed below, and therefore request that an order for official bar be issued to me.

Name Roland C Geist No. _____

Address 125 West 98 Street

City or Town New York

Time of Start 7:30 am Time of Finish 7:10 pm

Starting Point Bedford Rest

Finishing Point Rush Cude

Intermediate Route Valley Stream

Freeport Amherst Bayshore
Hempstead

By Whom Accompanied Alen

I HEREBY CERTIFY THAT MR. _____

is entitled to receive Bar dated _____ 191_____

Division _____

Approved (date) _____ Order No. _____ Issued _____

Chm. Nat'l Com. on Road Records.

RULES GOVERNING CENTURY RIDING.

Actual lapse of time allowed: Single Century, fourteen consecutive hours; Double Century, twenty-four consecutive hours; Triple Century, thirty-six consecutive hours, etc.

No century will be allowed which was ridden upon any course less than twenty miles in length.

Riders should ride on official courses when possible and have blanks signed by official checkers.

When riding on other than official courses a rider should be accompanied by others, or when riding alone, must carry checking blank and obtain reliable signatures at least every twenty miles.

Application for bars must be sent to the Centurion or the Committee on Road Records of the Division in which the rider is attached.

Do not send money for bars with application. Orders upon the official jeweler will be sent and cash can be sent with the order to the jeweler.

Blank forms of application for century bars can be obtained from any officer of the Club.

The National Committee reserves the right to require such further proof as may be deemed necessary, by affidavit or otherwise.

CYCLOMETER MUST BE USED IN RECORDING MILES RIDDEN. IN RIDING DOUBLES, ETC., A SEPARATE BLANK MUST BE USED FOR CHECKING EACH CENTURY.

Fig. 18. An application for a century bar by CRCofA member Roland Geist showing front and back of the application. Note that this century ride is verified by witnesses at several points during the ride: an authenticated application had to be submitted to the Records Committee of the CRCofA together with a \$1.00 payment in order to be awarded a "Century Bar" for hanging on a rider's club pin."