

LEAGUE OF AMERICAN WHEELMEN



*A Nation Wide Movement
in the Interest of the Real Cyclists
of America*

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Learn what club life
can teach you by
joining the

LEAGUE OF AMERICAN WHEELMEN

Main Office: 973 E. 63rd St., Cleveland, Ohio.
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The Bicycle Exhibit
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A CENTURY OF PROGRESS
CHICAGO

RENAISSANCE OF THE LEAGUE OF AMERICAN WHEELMEN

By WALTER A. BARDGETT

Editor of the "American Bicyclist," of New York and Former Racing Cyclist

The League of American Wheelmen, once boasting a membership of over 100,000, today has been revived. The new organization was effected this year at a meeting at the Hotel Biltmore, New York City. The renewed interest in bicycling which has been increasing month by month since early in 1933 is credited with the revival of this organization popularly known as L. A. W.

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ITS ORIGIN

The League of American Wheelmen was organized at a meeting held at Newport, R. I., May 31, 1880, when a group of 128 founders, representing 28 cycling clubs, decided that such an organization was necessary to bind together for their own mutual good the great number of men who were then taking to the popular pastime of cycling. At one time the membership was in excess of 100,000, but after a squabble over Sunday racing with some of the leading riders of the late '90s, the L. A. W. relinquished control of racing when the National Cycling Association was formed. Soon after the membership started to dwindle until the League was forgotten. Later an effort was made to revive the great organization under the guidance of Abbott Bassett, the former secretary, but when he died in 1926, there was no one to carry on the work.

The L. A. W. was a real power in cycling in the early days, and was also a power in National and State legislation. They fought for legislation that would lessen the fees for checking bicycles on railroads and in some states managed to secure free checking of wheels when a rider was forced to use railroads on long trips.

The L. A. W. was the father of the Good Roads movement and it was through the earlier efforts of the organization that the wonderful system of highways that girdle the country today was made possible. The automobile people, sensing the necessity of fine roads and highways, carried on the work started by the L. A. W. and today America has the finest highway system in the world. The revival of the L. A. W. was first suggested by A. J. Musselman at a Chicago meeting of old members late in August 1933. Then it was enhanced at a later meeting in New York in January 1934 and the actual revival was culminated at the Hotel Biltmore meeting in April 1934.

The sentiment back of the revival really calls for the League to reclaim part of the roads they were instrumental in starting. The automobiles practically monopolize the roads of today. The L. A. W. will urge that side-paths be built on the shoulder of present day highways and in city, county and state park systems, so the cycling folks will have a place to ride.

BICYCLING, THE GREATEST SPORT OF ALL

By NOAH VAN CLEEF,
President, Cycle Trades of America.

The wider my experience in the bicycle business grows, the stronger becomes my conviction that it is the greatest sport of all. The cycle appeals to me as the most romantic of travel units. In the bicycle there is simplicity wedded to speed; frailty joined to reliability; inexpensiveness linked with durability.

The bicycle is a producer of sheer joy without complications—without worries; it is decidedly a wonder machine of infinite possibilities. The glorious pastime of bicycling is devoid of irksome rules and regulations that surround other sports.

The bicycle makes readily possible a day's journey of one hundred miles. It affords an opportunity for an educational, economical and unique vacation of two weeks during which the average youth can cover a thousand joyous miles.

Once purchased you can make of the bicycle a weapon of haste or of relaxation. It is completely at your service and provides you with perfect freedom.

There is a bond of sympathy between all of us who use the divine gift of human strength for the betterment of body and mind through the medium of exercise in the open air. Running, baseball, swimming and golf all fall short of cycling in at least one respect. Running, for instance, lasts but a few moments, where cycling extends into hours. Baseball, swimming and golf, marvelous as they are, have nothing on cycling, which is a most comprehensive pastime. A skillful well-positioned cyclist is a pleasure to gaze upon, and his or her cycling programme need not depend on the time of day, nor on the state of the weather, nor on the presence or absence of a companion. Cycling is a sport for day and night, for winter and summer, for all sorts and conditions of circumstances; for a few minutes or a week; for every conceivable opportunity. Cycling is so much more than mere exercise. That attribute is valuable, and it may be all sufficient for the average human being. In addition cycling is a mental tonic, an educator, a mind-broadener, a creator of good-fellowship. Good in itself, it leads to a host of other good things, and its manifold gifts lead me to say that Bicycling is the Greatest Sport of All.

RIDE A BICYCLE—ENJOY LIFE

COL. DE WITT PAGE,

President of the League of American Wheelmen

In the world of modern cycling, the words "League of American Wheelman" have a special significance embodying the idea of all that is keenest, best, and most efficient in a Cyclist. No words could be truer than to say that modern cycling will develop into a very fine institution through the efforts of the League of American Wheelman. This organization

has been refounded by men who realize to the fullest extent the value, dignity and far-reaching and lasting interest in the pastime of cycling is to have as many men and women throughout our land enthused and encouraged in this happy and healthful recreation. The first impression the layman will obtain, when he comes across an L. A. W. club run on the roads will unquestionably be, how much more there appears to be in cycling than he had ever thought. When he gets into casual conversation with these members of business-like efficiency at their chosen hobby, he will receive even more startling impressions. Possibly, to him, cycling has been a matter of a short spin of an hour on a fine Saturday afternoon with a bicycle from one of the many rent stands which came into being in the last two years. But to these keen and energetic people of the League of American Wheelmen he finds cycling is no matter of a fine afternoon, nor a mere means of using it as a utility. It is a pleasure to be indulged in on any available day, and utilizing the bicycle far more frequently than heretofore thought possible, and utilizing and putting into practice various different fascinating tours, which previously he had perhaps not even realized to be possible. Until the organization of the L. A. W., the layman thought of the bicycle perhaps as an article of utility for messenger boys or to appease the wishes of his children for Christmas and birthday gifts, or visions of a third and last category, for the use of professional six-day bicycle riders but after contacting L. A. W. members intimately, he realizes that cycling to them is a sport and an end in themselves. It neither bows nor pays court to any other pastime. In short, the League of American Wheelmen will become to him a real purpose indefinitely, and a tangible organized thing.

IT'S SMART TO JOIN THE LEAGUE OF AMERICAN WHEELMEN NOW.

Cycling is more than a sport, it is a social benefactor.

THE BICYCLE'S MANIFOLD USES

(Which Shall I Buy?)

By ERNEST OHRT,

The World's Most Travelled Cycling Authority

This is a matter worthy of careful consideration, as a slight error in the choice of your mount may mean comparative failure to reap rich rewards in health, travel, sport and economy that cycling so bountifully offers.

Fortunately, the matter can be greatly simplified if some thought be given to the following questions:

For what will your bicycle be chiefly used? Travelling to and from work? Vacations and week-end touring? Road or track racing? Commercial delivery or general utility? What is your age and state of your health? We will go into the matter further—it is well worth while.

Riding To and From Work

A sturdy roadster bicycle is the obvious choice for this purpose, comfortable saddle, sprung to suit the rider's weight, mudguards, coaster brake and a position low enough to permit the foot to be placed at least half on the ground with dismounting (in case of stops in traffic), tires with pronounced tread to prevent skidding, slightly upturned handlebars are desirable. This will ensure the rider's arrival at his destination fit and fresh, if you gear low.

Vacation and Week-End Touring

The above specifications will largely apply for the average rider, but the lighter machine known as L. A. W. club model or semi-sports light-weight has an enormous following among the brittle young moderns right now. This model has wooden rims, a lighter frame, cord tires of medium section and a forward drop-out so the tires may easily be changed when on a tour. Until recently this type was known as "racer" but lately it has become the ideal all around machine for the ladies as well.

Road or Track Racing

This is a big subject, and prospective purchasers will be well advised to study machines patterned on those ridden by champions in different branches of the sport, as for instance, our Olympic Games riders and the Six-Day Racing Cracks. Any up-to-date cycle dealer will be pleased to advise on the particular types best suited to the kind of racing you plan to adopt.

Commercial Delivery

Except in the case of the well known three-wheel commercial delivery outfit, the foundation of successful transport is a solidly built roadster machine, reinforced where necessary and geared to suit the load.

General Rent Bicycling

This is actually the liveliest branch of the bicycle field and when it suits you to go out for a Saturday afternoon or an early Sunday morning spin in the park, be sure you ask for a low geared bicycle with the tires well inflated, the correct position of the saddle adjusted to your height, the handlebars not too high, and sally forth into the pleasant atmosphere, and get your fill of fresh air. If you like a certain bicycle you have been renting, buy it; you'll be more satisfied and rapidly become an accomplished cyclist.

BICYCLING HINTS FOR THE BEGINNER AND THE ACCOMPLISHED

By ERNEST OHRT,

Celebrated International Cycling Authority

Learn, first of all, how your coaster brake operates; it is your ever faithful servant in emergencies; practice stopping under all conditions, and see that it is always in perfect order.

Ride the first few miles of the day easily.

Don't start a cycle tour with a brand new saddle or shoes.

See that your bicycle is properly lubricated.

Oil destroys rubber, therefore keep it off the tires.

On hearing an automobile horn behind, move to the right.

Keep your tires well inflated, it saves punctures and the bicycle riders easier.

Breathe through the nose, an open mouth develops thirst.

Wear low sport shoes in preference to high shoes, it makes ankle play easier.

See that the chain of your bicycle is not too tight nor too loose.

If riding close to the sidewalk, watch for pedestrians stepping suddenly from behind parked cars, or motorists opening sedan doors.

Do not ride immediately after a heavy meal. Give your digestive organs a chance.

On a cold day elastic bands round the sport jacket sleeves will keep you warm; wear mittens instead of gloves.

The correct adjustment of bearings is to have the slightest shake—and no more.

Adjust your saddle so that you can place the heel comfortably on the pedal at its lowest point, in stocking feet or low heel sport shoes; this is one of the most important steps towards correct cycling.

Learn to dismount or mount from either side of the bicycle, in case of sudden emergency.

The front saddle peak should be about two inches behind the line of the crank bracket axle center; if a string with weight at end is dropped from saddle peak it is easy to measure. Be sure the bicycle is on level ground.

In correct and effortless rhythmic pedalling the toes are raised to push the pedal over the top center; you lower the heel to claw them round the bottom of the circle.

Avoid garters or anything to interfere with circulation.

Stockings will roll over tops; and strap and buckle knickers, or shorts are best.

Touring luggage is best carried on the carrier bag at handlebars or in the enlarged saddle bag. Frame bags make the rider bandy-legged.

Avoid sudden braking and turning or crossing tramlines at an acute angle.

Always keep to the right of the road and never ride more than two abreast.

In overtaking, pass to the right of cars, if you have room.

Gear is reckoned by the distance covered by a wheel at each pedal revolution. 71 means the equivalent of a wheel 71 inches in diameter, so that at each pedal revolution the machine moves forward 18' 7". The gears best suited for male riders in

level cities or towns is 71; in the hilly, windswept districts, 66, and the gear best suited for feminine riders is 61 to 64. To enjoy cycling thoroughly gear lower, rather than high. High gears, such as 91, are only suitable for professional six-day riders on smooth cedar tracks indoors. The world's greatest road riders, with all expert management, are never permitted over a 71 gear, and generally ride a 63 or 68. They keep their feet from spinning too fast in going downhill by coasting, and with cleats under the shoes.

Remember—and ladies will please note—that the leg should never be quite straightened; and avoid, as you would a sin, the ugly—in the case of ladies, hideous—habit of pedalling from the instep; pedal always with the ball of the foot. "Ankling" is a fine thing to attain; it is ever so much better than strengthful pushing with fixed feet, and can be accomplished by anyone who takes pains; and it is a very helpful and handsome habit. Not enough cyclists attend to this easeful style. Briefly, ankling consists of dropping the heel at the top of the stroke, flattening the foot at the middle of the down stroke, and raising the heel as the pedal is brought past the bottom of the stroke. It is a system of coaxing the pedals as distinct from plunging upon them, and is most efficacious with light pedalling on a low gear. Avoid a low cramped saddle position, it is of great hindrance.

The best position for the handle bar grips is on a level with the saddle top whatever the shape of the bar may be; however, this is subject to the length of the arms.

Never keep on riding when hungry; even a snack will restore energy and satisfaction. Lump sugar, for those who like it, is a capital pickup and so are chocolate milk bars and a handful in the topring bag are comfortable standbys. Unless on L. A. W. club runs, a set programme of mileage and time is not advisable; and on a club tour the limit of the day's ride should be that of the weakest comrade. Male cyclists are sometimes unintentionally cruel when they have courageous ladies in company. Tactful observation will obviate this.

Great care should be taken on strange hills; and never fail to keep the machine well in hand; obstructions occur in the most unexpected places; learn to operate your coaster brake with ease, do not jam it on; it works more effectively when applied with ease and firmness.

Keep your bicycle clean and neat and always in good condition for instant riding. Your machine will be a credit to you, and will run easier and last longer.

Remember that it is a really valuable piece of property, an unequalled pleasure-producer, and the handiest thing in locomotives that the world can show. Get to know all about your bicycle, but don't tinker with it when running sweetly.

And, finally, stick to your bicycle, and ride it at every opportunity. You will live longer and more joyously, and you will ride away from the doctor.

If you have ability and ambition and want to become a proficient and graceful cyclist join the League of American Wheelmen, and put in plenty of practice. This will do you far more good than any amount of solitary riding. You will make life-long friends in the L. A. W. and enjoy yourself in more ways than one, more thoroughly than in any other class of sport or pastime. Every cyclist will be all the abler and happier as a member of an L. A. W. District Association, and by organizing one in your district it will give capital opportunities for gaining new friends and acquaintances

WHY RIDE A BICYCLE?

The most satisfactory answer for the sort of person who says he can't think of any reason why you should ride a bicycle, is to agree with him. If he could think, he would very soon know. For it only requires a very little thought to recognize that a bicycle provides the simplest means of enjoying the personal response to the roving spirit which prompts all of us to roam.

Formerly, men had to cultivate walking or relying solely on their own activities. Nor have pedestrians entirely vanished; theirs may yet be a pleasant pastime when they penetrate to places where no road runs, and no cycle-wheel can conveniently roll. But humdrum pedestrianism has given place to the easier, swifter, more exhilarating, more delightful method of travelling, cycling, which although it gives its rider no power, endows him with the means of using his own muscles in a way that leaves the walker standing wondering why he should stagger foot-sore and weary on the hard road.

It is cycling that has given the pedestrian seven-leagued boots. It is easier to sit than to stand, and cycling is therefore in a winning position from the start.

The fact that you are seated indicates why it is that cycling has so wide a range of appeal to all sorts of people, from the very strongest type of athletic rider to the feeblest novice who can hardly ride at all. For being seated, unless you are so crippled that you must sit still, you preserve all your leg-power for propulsion. If not powerful you can travel slowly, and it is possible by the use of a very low gear to use small efforts so gently that a man not able to walk may still be fit to ride. On the other hand, it is possible by the choice of suitable equipment, and, most essentially, by the selection of an appropriate gear, to suit pedalling-speed to the high rates of travel attainable by a very strong man.

Some people declare that "cycling is hard work!" Such a blunder arises from a rider having a machine unsuitably geared for his strength, or for the rising ground he has to climb, or the windage of an adverse breeze he has to combat; or it may be from endeavoring to go faster or stay longer than is proper in his case. Cycling never need be hard work, although the misuse of it may involve toil.

Riding a bicycle is exactly adjustable to the needs of any rider. If a racing man wants to experience the fierce delight of a record-breaker's speed, let him take his pleasure that way and rejoice, as a strong man, to run a race. But any cyclist can refrain from working hard, if he chooses the right bicycle and admits that he is not bent on speed.

Proof exists that it is a beneficial exercise. It does your heart good to know that. It is good for the lungs, so you may as well shout its praises aloud. It creates a healthy desire for simple food, and induces dreamless sleep. Cycling is an ideal exercise, and a magnificent medicine, and these facts help us to take it awheel gladly without having to regard it as ordered by a specialist as a cure. It is a joyful thing to do, and it also happens to be a jolly good thing for us. Moreover, there is in bicycle riding the personal satisfaction of having done something. When you are self-propelled you cannot help enjoying the small element of pride that arises from the reflection, "Alone, I did it!"

The wisest policy is to buy the best bicycle. The cost of a modern bicycle is extremely small, and it is no longer obligatory to follow the ancient practice of saving before you buy, for it is conveniently arranged that you may buy forthwith, and pay gradually afterwards, while in possession of the very thing you want to use.

A bicycle costs very nearly nothing at all to run. First, costs are virtually final costs—tire-mileages and main-mileages, when worked out graphically exhibit such infinitesimal quantities that it becomes more intelligible to say the running costs are practically nil, than to try to visualize such microscopic outlay.

Cycling carries the rider from door to door on short trips more expeditiously than any other method of transport. The instant readiness of a bicycle, which leaps from its shed long before any car could be launched from its garage, makes it a winner in a short distance scratch job. A cyclist is often the nimblest item in congested traffic, as well as the quickest for brief errands. Finally the usefulness of cycling is most apparent where it is the only way to travel from remote and lonely places expeditiously and within one's means, to market, to recreation grounds, or to stations for further faster travel.

But just as first, there is a charm inherent in cycling as a thing in itself, not merely because it is useful, healthy, inexpensive or obligatory, cycling is just a very nice thing to do.

HOW TO FORM AN L. A. W. DISTRICT ASSOCIATION CYCLING CLUB

By A. J. MUSSELMAN,
Vice President, L. A. W.

First, go with two double-spaced articles, about fifty words, to your local newspaper, and ask the city editor and sports editor to be kind enough to insert it. They will be glad to. Write it up thusly: "Local Cycling Club for men and women to be

formed. Get your excerpts out of the L. A. W. booklet. The purpose of this is to encourage cycle touring and to defend the rights of Cyclists, etc." Give the place of your meeting. Make it either at the local bicycle dealer's, or at some place in the center of town, then when you get your gathering make it so everyone joins in on the organization. Just appoint yourself temporary chairman and someone will be able to select the proper officers. Get a good secretary, one who will keep the notices of your week-end runs in the press, so as to get more members. Form a Social Committee, and a Camera Club, for the L. A. W. is going to award prizes for the best cycling photos each year, and give five prizes.

Get someone to draw up a set of by-laws. Any further information you desire on the formation of clubs will cheerfully be furnished by the L. A. W., 973 East 63rd Street, Cleveland, or at the Bicycle Exhibit, A Century of Progress, Chicago, Illinois. Also the American Bicyclist or Cycle Trades of America. Simple, isn't it? Write your copy for the papers now!

CYCLE TOURING

By LOUISE LINDSAY,

Bicycle Demonstrator at A Century of Progress, Chicago, Ill.

There is little doubt that by far the largest number of active cyclists will find the best pleasure to be derived from bicycling is by touring on their machines. The racing man has to undergo an elaborate and strict preparation marked by many rules and precautions, and although his enthusiasm may carry him through, yet it must be admitted that for the most part the work is very severe. On the other hand, the pottering cyclist who never ventures far from home has no idea of the enjoyments to be found in country rambles on the two wheeler. Many men and women of all ages are precluded by business engagements or physical incapacity from indulging in the fierce joys of competition, but the touring field is practically open to any rider who has the time to devote to it, and the number of quiet cyclists who thus spend their week ends and vacations is yearly increasing, as the records of the prominent cycling clubs abroad will abundantly testify. American Wheelmen and Wheelwomen joining by the hundreds which is reason in itself for the advantage of being affiliated with an organization like the L. A. W.

These cycle tourists guided by the experience which they have obtained in previous runs or by receiving advice of their more practical L. A. W. fellowmen and women, plan out their trips with an eye to personal comfort, and after a few days of enjoyable riding return home invigorated and instructed. If they wield the pen with facility they fight their battles over again in the pages of the American Bicyclist, and the short summer tour becomes a fund of lasting amusement, an event to be looked back to with pleasure or anticipated with delight.

To this important and daily growing section of cyclists, it is intended to offer a few hints on the proper methods of planning and carrying on a tour; these will naturally apply to those possessing a light bicycle suitably geared and with the rider having the bicycle adjusted so he or she is comfortably seated upon it, and of course, combined with some certain amount of training, even eight or ten miles per day is sufficient.

The first step a cycle tourist should take after he has acquired a sufficient knowledge of his vehicle and confidence in himself, is to join the League of American Wheelmen, an association formed especially to promote the interests of cycle tourists in every way and its quarterly booklet is a wealth of information on cycling in all its many branches. Cycling is a highly developed scientific and technical sport and proof of this is that all the world's champions of the past decade are book trained men and hail from regions where cycling literature is abundant.

The second step is to acquire a decent road map from any local travel bureau or service station, this enables the tourist to work out his route with sufficient completeness. This task having been accomplished, it becomes necessary to decide as to the average day's journey, and on this point it is necessary to utter a very emphatic warning against the error into which so many tourists fall, of fixing a ridiculously high standard which they find it practically impossible to accomplish. A large number of beginners imagine that they can ride with ease from sixty to a hundred miles daily for a week at a stretch, and on this basis they arrange their tours, with the result they either break down utterly and are compelled to take the train home, or else they spend a miserable vacation, riding hard against time during the whole trip, thus converting what should have been a pleasant outing into a period of hard labor and discomfort. The experienced tourist, on the other hand, does not attempt to fix arbitrarily the distance to be covered each day or the places where halts shall be made. He rather shortens the day's journey being quite satisfied with seventy or eighty miles at the outside, and generally has a spare day in the middle of the week as well, thus letting himself off as lightly as possible with a view to the more complete enjoyment of the tour as a whole. For the beginner even shorter distances are advisable. From twenty-five to forty-five miles, more or less, as occasion serves, will be found quite enough to count upon, at any rate until the rider has gauged his powers for road work day after day.

"Advertise for Touring Companions, via the L. A. W." Except in the cases of some few peculiarly constituted riders, a solitary trip is a very slow performance, and the presence of at least one companion brightens things up materially; yet the rider had better go alone than journey with a disagreeable companion (though this is a truism applicable to every step in life); or a man or woman very much slower than himself. Two fairly equal riders greatly assist one another in maintaining a good rate of progression, as when one is a little

tired the other can bring him along, and when this man tires the other has perhaps again got into his stride. The importance of some training cannot be too strongly emphasized. The mere task of sitting in the saddle for several hours per day is painful to the rider who has not taken the precaution of undergoing previous practice and seasoning for the work contemplated. It is for this reason that at least a fortnight's preliminary work is strongly recommended. Of course, if a cyclist has been on his machine daily for a time, he will soon get into sufficient condition to undertake a moderate tour without any extra preparation; but where riders only get out for the occasional Sunday spin around the neighborhood, it is advisable that for some time before the advent of the looked-for day they should ride at least four times a week, either early in the morning or in the evening, whichever is most convenient for them. This riding should occupy as nearly as possible an hour, and should include a bit of hill climbing as well as some sharp dashes along the flat. Nothing like high training is needed, but still something more than easy dawdling, which so many of the "rent a bike" riders are fond of indulging in during ordinary rides. It is an excellent plan for the prospective cycle tourist to fix upon a given route, say twelve or fifteen miles, and to ride over it at the most convenient period of the day, say three or four times a week. The trip should, of course, be carefully timed, and the rider should try to do better time on each occasion. This will seem somewhat of a task, but it will vastly develop the muscles and increase the powers of the rider for average work. Both men and women cyclists should in these spins devote themselves steadily to the business in hand. If this course be carefully followed out for a fortnight or three weeks before the tour it will make a vast difference in the rider's capabilities, and, as a natural result, will decidedly add to his comfort, for, of course, it is scarcely necessary to remark that when touring the highest possible pace should be adhered to throughout. This steady and regular pace will be all the easier if the rider has learned, by means of training advised above, the knack of going a great deal faster, and it is just this theory of training which has succeeded so well with accomplished cycle tourists.

Now, last but not least, the cycle tourist, inexperienced or experienced, before he gets away from home, will do well to look over his machine, and in fact the careful rider will do this a day or two before the start, so as to allow time for the rectification of any little breakage or damage which may be discovered. And never attempt a tour without the following:

- A spare tire or tube.
- Some tire tape.
- An adjustable wrench.
- A piece of copper wire.
- A piece of rag to wrap wrench, etc. in.
- A spare chain link or two.
- A couple of axle nuts.

Cycle touring is the one really good thing the Nineteenth Century invented. The possibility of it almost justifies our civilization.

BICYCLING FOR WOMEN

By HELYNN LARSEN,

Bicycle Demonstrator, A Century of Progress, Chicago, Ill.

Cycling is as popular among the fair sex as with men, and in recent years it has even proved more so, and if the so-called "weaker" sex lack a little in physical force, they are compensated by more flexible ankle joints and muscles and the majority of them ride very well. It is advisable to purchase or rent the lightest bicycle possible, with light tires and gear not exceeding sixty-four inches. Modern fashions have obviated the need for dress-guards and chain enclosures.

Many keen women riders nowadays wear a sports costume without skirt, the lower half consisting of knickers, golf plus fours, or shorts which are extremely popular in the summer. The upper half may be a woolen pullover or a Polo Shirt; with this, sport socks or stockings and a pair of flat-heeled sport shoes are advised. With any skirtless costume it is, of course, possible to ride a man's bicycle in perfect comfort.

Women's cycling clothing can now be bought or made at most ladies' tailors, sport shops and large department stores. Headwear is not a difficult problem, most women riding hatless, with a beret in a small touring bag on the handlebars in case of emergency.

Cycling Advisable For Modern Eve

For women, cycling gives a very beneficial exercise without excessive muscular effort, without severe shocks such as football, baseball or boxing give, and at cycling she is in a sitting posture. Cycling is also decidedly easier for a woman, being naturally more supple and agile than the male sex. Cycling fatigues women far less than walking, providing excessive speed and steep hills are avoided. The most important precaution a woman might take is not to clad too lightly, as cycling is conducive to perspiration, and if one sits in a draught, a chill is likely to result, so a light pullover sweater is advisable to be taken along, in the touring bag, or in the early spring or fall of the year, a leather or suede jacquette strapped to the handle bars.

Her position should not be too low from saddle to ground, being by nature a rythymical creature she needs stride room to get the full advantage of ankle play so indispensable to effortless cycling. Too straight a sitting up posture is inadvisable; weight should be distributed equally upon pedals, saddle and handlebars.

It is regrettable that women's interest in cycling as a pastime and sport is not encouraged with schools teaching the importance of the correct position and the art of effortless and safe cycling; via "ankle play" one brings the pedals past the non-propelling top center of the revolution, a thing impossible if the arch of the foot is used on the pedal instead of the ball of the foot. Outdoor sport loving Miss and Mrs. America is to be congratulated on her return to a sport that is so convenient for

her, as it certainly would be easy to lead a 100 per cent inactive life today with all the conveniences of the motor bus; autos, elevators and street cars, etc. To cycle with grace and ease is a quality that every woman possesses, and if she takes some time and care to get the correct position astride her steel steed much pleasure and continued good health will soon be hers, providing, of course, she obeys the common laws of the road and highway code, and watches traffic signals, and keeps over on the right side. In any emergency think first of your coaster brake and apply it by pressing backwards with a continued and gradual effort so as to keep yourself from possible mishap, which I am glad to relate occurs far less frequent to women than to men.

A woman possessing a bicycle well adjusted to her position, and instructed in a few of cycling's necessary principles, will soon become an ardent enthusiast for this fascinating and useful sport.

By joining the League of American Wheelmen, a woman almost immediately acquires the correct technique of effortless bicycling, which makes this fascinating sport a continuous round of joy. The Art of Graceful Cycling was never acquired by the "trial and error method"; the teachings of the League of American Wheelmen are recent, and right up to the minute, and written by qualified experts.

THE GOOD CYCLING DOES FOR YOU

By JOSEPH BRENNER

"There has not been a more civilizing invention in the memory of the present generation than the invention of the bicycle, open to all classes, enjoyed by both sexes and by all ages."

—LORD BALFOUR.

Thirty years ago, bicycling was a fad. People went wild about it. Young men and girls used to conduct bicycling parties to neighboring towns for the sport of the ride, and it was good healthy sport. Then bicycling ceased to be a fad, and when people rode their bikes they rode not for the pleasure or for the healthful exercise, but because it was a time saver or was more convenient. With the coming of the automobile, the bicycle became strictly a business utility with most Americans; the bicycle was relegated far to the rear as a legitimate vehicle to health and the instrument of clean sport.

But while the Americans neglected the bicycle as a vehicle for healthful exercise and grew fat on the padded cushions of motor cars, the people of Europe the bicycle for removing surplus fat and for exercise and Australia, and even Canada, continued to use

cise, prince and peasant continued to ride the bicycle, generally speaking, while in this country the cases of the bicycle riders who rode for their health were extremely few. But bicycling is again coming back in America and every indication is that there is to be quite a revival of it, and it will remain permanently this time.

Of course, there are hundreds of people who have always ridden the bicycle and never thought of giving it up, but the bulk of them ride because they did not want to walk and because a bicycle is far cheaper to operate than an automobile.

The bicycle came into its own again because of the health that comes from regular and convenient exercise, along with stronger muscles and bodily fitness. To verify this it is timely to quote a few brief testimonials in favor of the steel steed by eminent physicians who have made a thorough study of bicycling, and who make use of it.

If one wishes to remain young and agile, he must ride a bicycle.—Dr. Lafourcade, Beaune.

From a physical, economic, ideal hygienic standpoint, also as a method of remaining young, supple and resistant to usual ailments, I consider the bicycle the most marvelous invention since the world exists.—Dr. Ringuet, Saint-Malo.

The heart and the lungs are immediate benefactors by the frequent use of the bicycle.—Prof. Lavrand, Lille.

Bicycling, a sport that I have practiced for years and years, is a remarkable method to develop symmetrical muscles. There are never dangerous consequences from cycling, and it is far less fatiguing than walking.—Prof. Carnot, Paris.

An excellent physical exercise, it causes natural perspiration. At the present time, many people are ailing and premature death is frequent, because we lose so many occasions to perspire often, and perspiration means the elimination of poisons.—Dr. Pinard, Prof. of Paris Hospital.

I consider the usage of the bicycle the most complete of sports, with the great advantage of being elegant. Its nearest sport, I might class tennis or canoeing. I admire the intellect of the people past fifty who continue their cycling, and it is cycling that conserves their good health.—Prof. Julien, Amiens.

Marvelous exercise, it develops the leg muscles, reduces the hips, and gives one a rhythmic and graceful figure.—Prof. Franquet, Reims.

The most excellent method of practicing your "daily dozen" is bicycling, on account of it taking you into the open air and change of scenery, it is superior to all other sports.—Prof. Joyeux, Marseille.

Bicycling is the only exercise permitting both sexes to develop harmoniously all their muscles.—Prof. Carrere, Mont Pelier.

The bicycle is a marvelous, serviceable little animal that will do harm to no one, with the condition that you have a red reflector on at night.—Prof. Fournier, Marseille.

Cycling is the most agreeable, the most convenient, the healthiest exercise that is known, even a perfectioning upon natural walking. Most excellent of exercises for developing the lungs, activating deep breathing, giving a graceful carriage, and quick decision. Cycling does not curve your back. To the contrary, it straightens it. It tonifies and regulates the heart. Even practiced with extreme excess it strains the heart far less than rowing, boxing or footracing.—Dr. Ruffier, Paris.

The League of American Wheelmen is a nation-wide organization. Its purpose is to promote Cycling Clubs, Touring and all Clean Cycling Sports. It is dedicated and pledged to

Secure "A Place to Ride" side paths, etc.

Encourage Touring on Bicycles.

Assist Local Communities in Organizing Cycling Clubs.

Legal—Correct Legislation for Good of Cycling.

Sports—Lend Help to All Amateur and Professional Bicycle Racing.

All lovers of cycling should become L. A. W. members—send in your application for one of the following memberships:

DEALER One connected with the bicycle business . . . Annual Dues \$5.00

REGULAR Any Cyclist over 17 years . . . Annual Dues \$2.00

JUNIOR Any Cyclist under 17 years . . . Annual Dues \$1.00

Application for L. A. W. Membership

To League of American Wheelmen
973 East 63rd Street, Cleveland, O.

Date _____

I wish to make application for Dealer Regular
or Junior membership. Membership fee enclosed.

Signed _____

Address _____
