

# The Cycling Industry

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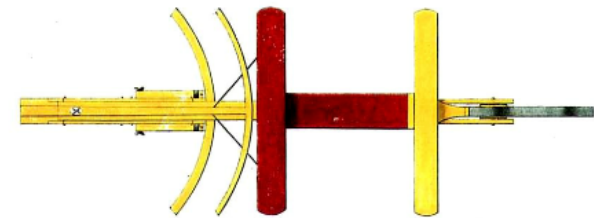
**DO YOU HAVE A BICYCLE?**

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## 1817

## THE DRAISINE

In 1817, Karl Drais, a young inventor in Baden, Germany, designed and built a two-wheeled, wooden vehicle that was straddled and propelled by walking swiftly. Drais called it the laufmaschine or “running machine.” A forester for the Grand Duke of Baden, Drais used his laufmaschine to inspect the Duke’s forest. The laufmaschine soon became a novelty among Europeans, who named it the “draisine.” By 1818, the draisine craze reached the United States. By 1820, the high cost of the vehicle, combined with its lack of practical value, limited its appeal and made it little more than an expensive toy.



*1817* *BRITISH PATENT* *1817*  
Freiherrn Carl von Drais.

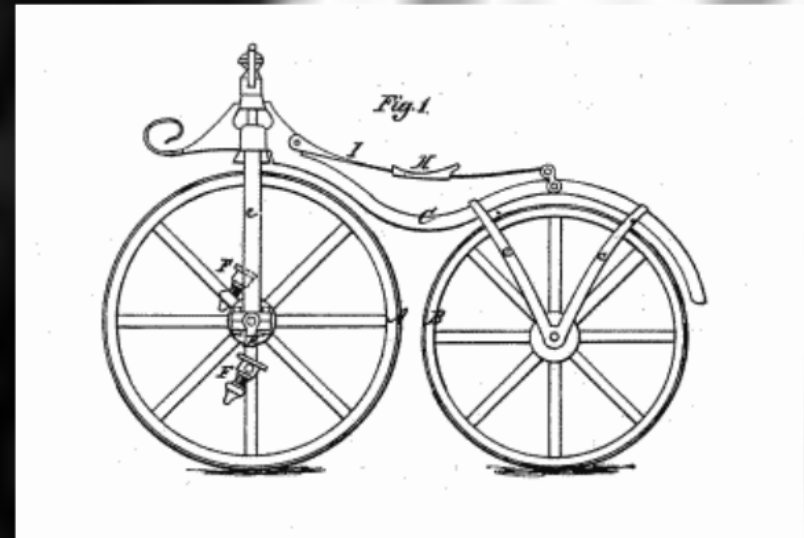
*1817* *1817* *1817*

# 1860'S

## VELOCIPÈDE

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The word velocipede literally means "a vehicle with two or three wheels propelled by the rider," so it was used for a name for certain types of bicycles during this time period. Many of these "velocipedes" were different and had different ways of propulsion, but the one that mainly took the name velocipede was the "bone shaker". Velocipede (or bone-shaker) is a name used from about 1869 up to the present time to refer to the first type of true bicycle with pedals, which was called velocipede by its manufacturers. "Boneshaker" refers to the extremely uncomfortable ride, which was caused by the stiff wrought-iron frame and wooden wheels surrounded by tires made of iron.



## 1870

## PENNY FARTHING/HIGH WHEEL BIKE

The high wheel bicycle came about when a Frenchman called Eugene Meyer invented a 'wire-spoke tension wheel' in 1869, followed closely in the early 1870s by the Englishman James Starley's invention based on a very similar design. This then led to Starley inventing the large wheeled bicycle that we now recognise as the penny farthing. The name "penny farthing" comes from the British penny and farthing coins, one much larger than the other, so that the side view resembles a penny leading a farthing. Although the bicycle's trend was short-lived, the penny-farthing became a symbol of the late Victorian era. Its popularity also coincided with the birth of cycling as a sport.





HAHA :)

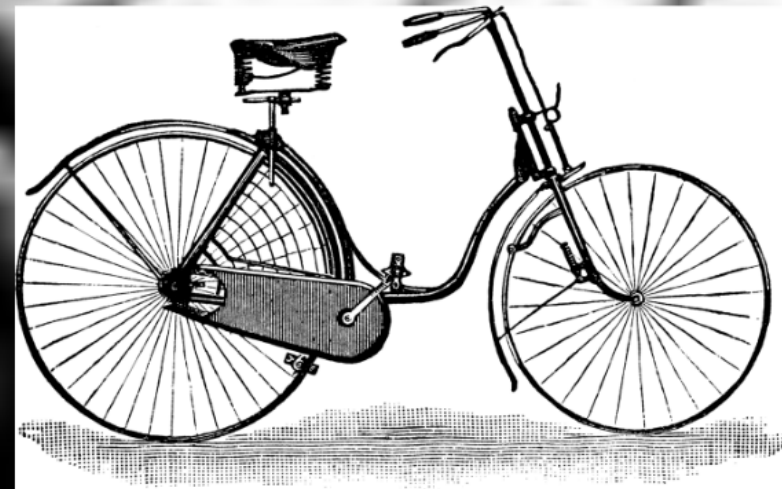
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# 1885

## SAFETY BICYCLE

The Rover safety bicycle was developed during the 1880s in response to the need for a 'safer' bicycle than the large wheeled Penny Farthing bicycle in common use at the time. Cycle makers experimented with a number of designs but the Rover, created by J. K. Starley, became the most successful and most copied. We would recognize all its features on a modern bicycle. A diamond shaped frame, pedals below the saddle that power the back wheel through a chain and gears, handle bars to the front wheel, and forks supporting the front wheel. These elements are all still part of the modern bicycle. It can be argued that the bicycle has brought more social mobility to more people than any other form of transport and is perhaps ready to become the future of personal transport as climate change means other forms of transport may no longer be viable. If so the significance of the Rover Safety Bicycle cannot be over emphasized.

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## BEGINING OF THE 20TH CENTURY

With four key aspects (steering, safety, comfort and speed) improved over the penny-farthing, bicycles became very popular among elites and the middle classes in Europe and North America in the middle and late 1890s. It was the first bicycle that was suitable for women, and as such the "freedom machine" (as American feminist Susan B. Anthony called it) was taken up by women in large numbers. This made a huge impact on female emancipation. Since bikes were safer and cheaper, more women had access to them, and the bicycle craze fed into a movement for so-called rational dress, which helped liberate women from corsets and ankle-length skirts and other encumbering garments, substituting the then-shocking bloomers. Chicago immigrant Adolph Schoeninger invented a cheap bike by copying a mass production method and by introducing stamping to the production process in place of machining, reducing production costs, thus his "crescent" bicycles became affordable for the working people, and massive exports from the U.S. lowered prices in Europe.

## THE BICYCLE CRAZE



Gertrude. "MY DEAR JESSIE, WHAT ON EARTH IS THAT BICYCLE SUIT FOR!"  
Jessie. "WHY, TO WEAR, OF COURSE." Gertrude. "BUT YOU HAVEN'T GOT A BICYCLE!"  
Jessie. "NO; BUT I'VE GOT A SEWING MACHINE!"