

THE CHURCH

RE:CYCLE – The Ubiquitous Bike
October 8 – December 31

BICYCLES

All loans courtesy of the Bicycle Museum of America, New Bremen, OH except as indicated with an *



Dexter Boneshaker, 1869 (Replica)
Cast Iron

This type of velocipede's wheels are based on the wheels of horse-drawn carriages with wooden spokes and rims held together by bands of steel. The front wheel is slightly larger than the rear one. It has rod brakes and pedals directly attached to the axle of the front wheel. The steering column is straight while the main tube holding the seat is curved to cushion the ride.



White Cycle Company, Westboro, MA
Chainless Branco Safety Bicycle, 1891
Steel, leather saddle

This rare White Cycle Branco has a hollow cross frame and hard safety tire. Its non-traditional design, with the seat far back over the rear wheel, was conceived at a moment of transition between big wheel bicycles and the safety bike that had two wheels of the same size. However, it was not ideal. The cranks were too far back, and the gear was too high. It represented one of many steps (and missteps) towards the elegantly simple diamond frame that would become standard within a few years.



Columbia Manufacturing, Westfield, MA
Columbia Model 40 Roadster, 1896
Steel, leather & cloth accessories

Bicycles for military use were in production prior to World War I. This Columbia Model 40 Roadster was originally designed for civilian use but around 1896 it received a military make-over, with a Colt machine gun being affixed to its handlebars. Most bicycles would not be able to support this weight of this modification, but the Columbia Model 40 Roadster was designed with a higher bottom bracket, which allowed for a shorter downtube and chain stays. This innovation meant that the weight of the weapon did not stress the frame.

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Rex Cycle Company, Chicago, IL
Rex Cycle, 1898
Steel, leather saddle and accessories

The Rex Cycle has a unique 3-wheel design that merged the properties of both the early high wheel bicycle and the later safety bike. A smaller third wheel was added to the existing two wheels make the ride more comfortable. It used a leaf spring suspension system that was intended to minimize shocks from bumpy terrain. Since the saddle was placed on the stem running from the handlebar to the third wheel, it was thought that the other two larger wheels would absorb the vibrations. This concept never truly caught on; few were built and even fewer have survived. This restored example includes an anatomical saddle, handlebar bell, tool pouch, and cyclometer.



Stoddard Manufacturing Company, Dayton, OH
Stoddard Cygnet, c.1898
Steel and plastic frame, leather saddle, cloth skirt-guard

The elegant Cygnet "Swan" ladies' bicycle was an expensive model made by the Stoddard Manufacturing Company, which had a long-standing reputation for making high quality agricultural implements. The unique shape of the bicycle was made to ensure a smooth and comfortable ride. It has a protective netting guard covering the rear of the bicycle to keep ladies' long dresses from becoming entangled in the wheel spokes. Stoddard only manufactured bicycles between 1895 and 1899. After that it shifted to the design and production of automobiles. Less than 10 examples of this bicycle are known to exist today.

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Tonk Manufacturing Company, Chicago, IL
Old Hickory, 1898
Hickory frame, leather saddle

This was one of the first wooden safety bicycles designed for women. It is made from layers of laminated second growth hickory and formed with no joints at the corners. Even the fork and bottom bracket shell are built of bent wood. This bike has wheels built with spiral twisted "sparkle" spokes. They would catch the sunlight and twinkle as the rider cycled along.



Reverend Jonas L. Knoll (American, 1847-1902)
Knoll Spring Frame, 1899
Steel, leather saddle

In 1899, Reverend Jonas L. Knoll of Lebanon, Pennsylvania, patented his "Spring Fame" bicycle. Made from flat spring steel stock, it was supposed to "flex" when riding. The bike has adjustable handlebars by Kelley Handlebar Company of Cleveland, Ohio, and has been restored to its present condition. Knoll licensed some local companies to manufacture a number of these bikes so that he could concentrate on his washing machine business. In 1889, he obtained a patent for the Knoll Double Action Washing Machines and in 1893, it won a prize at the Chicago World's Fair. This is one of three surviving examples of this bike.

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R.H. Wolff & Co Ltd, New York, NY
Wolff-American Ice Bicycle, 1901
Steel, leather saddle

In an attempt to make cycling a year-round activity, this bicycle has been modified to work on ice. The front tire of this classic American bicycle has been removed and replaced with a sled runner and the rear wheel has been drilled to accommodate the large studs. No documentation has been found to attest to the success of the kits that allowed this kind of modification, which is perhaps why examples of these bikes are so rare. Other versions of ice bicycles, some attributed to James Leahan of Boston, included 3 sled runners—one left, one right, and one in the center—with the ability to raise the rear wheel and skate.



Mikael Pedersen (Danish, 1855-1929)
Dursley Pederson, 1910
Steel, cloth saddle and wicker basket

An inventor and avid cyclist, Mikeal Pedersen achieved great success with his agricultural inventions of the corn thresher and cream separator. He then moved to the English town of Dursley in 1893 with the intention of improving the newly popular safety bicycle. Inspired by the Whipple-Murphy truss bridge, his frame is based on the most stable geometric form: the triangle. This gives the bicycle immense strength while remaining relatively lightweight at only 25 lbs. Pedersen also invented a unique hammock-style seat. Bicycles continue to be made under the Pedersen name, however Mikael Pedersen himself died in 1929 in obscurity and poverty. In 1995, the town of Dursley erected a memorial in his honor.

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Water Bicycle, 1917
Steel

Starting in the 1870, individuals began experimenting with the idea of a pedal powered watercraft, commonly called the water velocipede or hydrocycle. This example is powered by a crank with pedals that is connected to a propeller in the back. The rider's legs would be submerged in the water, while their torso and head would be above water. Buoyancy is assured by the two air tanks in front and behind them. They would steer the craft by the two handles attached to the front air tank that directed a rudder in the front of the vehicle.



Juan Raydolphus Morgansky
Elgin Skylark, 1936
Steel, leather saddle and accessories

Sears commissioned a well-known designer, Juan Raydolphus Morgansky (a.k.a. John Morgan) to design three high end bikes (the Bluebird, Skylark and Robin) for their Elgin line, entrusting their manufacture to the Westfield Manufacturing Company, Westfield, MA. With its three-bar frame, the Elgin Skylark was advertised as "the most beautiful women's bike ever created." Its Art Deco styling was very fashionable. In the face of the success of the automobile, the bicycle industry went through a period of rapid consolidation with several firms closing. To adapt, bicycles were designed to appeal to a young demographic and the Skylark is an example of this.

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John R. Alexander
Alexander Specialty Manufacturing Rocket, 1940
Steel, leather saddle

The Rocket bicycle was designed by John R. Alexander, an inventor and bicycle shop owner in Paris, Texas. In 1931, Alexander invented a military-grade flashlight holder that could be mounted on various surfaces and allowed for quick, easy access. Eight years later in 1939, he filed his first patent for the Rocket. The eye-catching teardrop shaped frame and fork were described by Alexander as "ornamental" design choices in his patent. Due to lackluster sales, the scarcity and recycling of metals during World War II, and a fire that struck Alexander's shop, surviving examples of this Rocket bicycle are few and far between.



Murray Ohio Manufacturing Company, Cleveland, OH
Elgin Twin Bar Bicycle, 1940
Steel, leather saddle

The Elgin Twin Bar was one of the most expensive bicycles that you could buy from Sears in the 1940s. It was the most unusual design of the pre-World War II balloon tire era. It featured aluminium fenders, chromed rack and gothic chain guard. The rack has a chrome battery canister built into it that is streamlined like the rest of the bike. This fully restored example has aerodynamic pedals, finned-air cooled hubs, feather-decorated tank, diecast head shroud and a rare pointed front deep guard.

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Pee-wee Herman's modified Schwinn DX Cruiser,
1953

Steel, leather saddle, custom accessories
Bicycle Museum of America, New Bremen, OH

In 1977, comedian Paul Reubens came up with the character Pee-wee Herman—a childlike, impatient and fun-loving being with dainty mannerisms and quirky facial expressions who wore a gray plaid suit and a red bowtie. His iconic red and white bicycle was the star of Tim Burton's 1985 film *Pee-wee's Big Adventure* in which the titular character sets out on a cross-country odyssey to find his beloved bike in a farcical parody of Vittorio De Sica's legendary 1948 Italian neo-realist film, *The Bicycle Thieves*. This classic Schwinn is one of number of bicycles used in the filming of the movie and is one of four still in existence.



Huffman Manufacturing Company, Dayton, OH
Huffy Radiobike, 1956
Steel, leather saddle

About 8,500 Huffy Radiobikes were produced between 1955 and 1956 by the Huffman Manufacturing Company. It has an early version of a portable battery pack that powered the radio and speaker mounted under the top tube of the bike. The radio is a three vacuum tube radio and was produced by the Yellow Springs Instrument Company in Yellow Springs, Ohio. The Radiobike was a single speed bicycle and came in three color options. However, the radio was hazardous in inclement weather: riders reported seeing sparks from the radio and there were fears of electrocution in the rain.

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Benjamin Bowden (British, 1906-1998)
Bowden Spacelander, 1960
Fiberglass frame, leather saddle

The Spacelander bicycle was designed by Benjamin Bowden for the 1946 exhibition *Britain Can Make It*. Originally known as the Classic, the streamlined design was said to represent the future of the bicycle. Its curving lines and amoeba-like voids represent a hybrid of the pre-WWII streamlined style with the post-war interest in organic forms. Although the bicycle's unusual appearance created substantial public interest, British bicycle makers were reluctant to invest in their manufacture. In 1952 Bowden emigrated to the United States and met Joe Kaskie of the George Morrell Corporation who suggested using fiberglass for the frame. They released the updated bike in 1960 with a choice of five colours: Charcoal Black, Cliffs of Dover White, Meadow Green, Outer Space Blue, and Stop Sign Red. Only 522 Spacelander bicycles were made before production was halted.



Bernard Overing (Dutch)
Dedemstaart Union Strano, 1964
Steel, leather saddle

Designed by Bernard Overing and manufactured by Union of Holland, the Dedemstaart Strano bike is compact: three-quarters of the size of regular bicycles and relatively lightweight for its time at 35 lbs. It was designed for those living in small spaces and to be easily transported by car. Its innovative design called for the rider to sit on the seat over the larger back wheel with their legs over the wide handlebars. It was publicized as a "whole new riding sensation: giving the feeling of sitting on a chair and pedaling through nature."

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Jarbas Lopes (Brazilian, b.1964)
Cicloviaérea, Bike series, 2001-2020
Wicker wrapped bicycle
*Collection of Steve Miller

Jarbas Lopes' Cicloviaérea project proposed the use of the bicycle as the main source for transportation in urban Brazil and envisaged the construction of dramatic "aerial" bike routes as a way to safely traverse the country's busy cities. As part of the Panorama exhibition at Museu de Arte Moderna de Sao Paulo, he constructed an Aerial Cycle Route within the Ibirapuera Park in Sao Paulo. It and his wicker wrapped bicycles were a model for how the aerial routes and decorative bikes could become a joyful part of everyday life.



Rideable Bicycle Replicas, Alameda, CA
Large Wheel Replica, 2010
Steel frame, base, steel and wood components

Popular in the 1870s and 1880s, the Large wheel, also known as the Penny-farthing or High wheel, is an early type of bicycle. The big front wheel gave it speed because it travelled more distance for every rotation, and it absorbed jolts from the road. It fell out of favor due to the development of modern Safety Bicycle with two equal sized wheels, chain-driven gear trains that provided similar speed amplification and pneumatic tires that smoothed the ride. The Safety Bicycle was so called in comparison to Large wheels because they were easier to mount and greatly reduced the danger of being thrown from or falling off the bike.

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Lou Tortola (Italian-born, Canadian)
Tortola Roundtail, 2012
Carbon fiber and steel frame, leather saddle

In 2010, the Canadian inventor Lou Tortola unveiled a new bicycle frame design that he claimed is dramatically more comfortable than a traditional double-diamond layout, while retaining the same lateral stiffness and pedaling efficiency. His Roundtail design replaces the seat tube and stays of a standard frame with twin hoops of tubing. The idea is that instead of the seat stays transferring impacts and road buzz straight to the riders bottom and spine, the vibrations were dispersed by the shock-absorbing rings. It was constructed by US bike builder Paul Taylor of Montana-based Taylor Bicycles. Tortola cites Finite Element Analysis results that show that the design provides 10 times more vertical flex and over 60 times more shock absorption than a traditional frame.



Warren J. Von Botbyl
Handcrafted Wooden Bicycle, 2017
Wood, rubber tires, leather handles

This is a handmade, one-of-a-kind wooden bicycle made by Warren J. Von Botbyl. It has beautiful working details that combine the intricate design of the original wooden bicycles of the 1890s with a contemporary flare and craftsmanship.

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Drift

Bicycle (from the *Materialism* series), 2019

Rubber, polyurethane, steel, aluminum, lacquer paint, acrylonitrile-butadiene-styrene (ABS), polyoxymethylene (POM), gel, stainless steel, polycarbonate, brass, magnet and glass fiber
(Edition 3 of 5 + 4 APs)

*Courtesy of Drift and Pace Gallery

Drift's *Materialism* is an on-going research project that explores the components of everyday objects. It reduces common items—a bicycle, light bulb, water bottle, vacuum cleaner, and VW car—to the exact quantities of their raw materials. These are depicted as rectangular blocks. This process 'de-produces' the product, demonstrating the balance of its function with its demand for resources. Control over raw material causes numerous geopolitical tensions, and while this may seem like a political debate, everyone is involved. Everything bought and consumed has an impact, reinforcing complex systems of sourcing, labor, manufacturing, distribution, waste, and ecological destruction.