

A CENTURY OF CYCLING IN SANTA CLARA VALLEY



Exhibit Catalog

Exhibit Dates: October 7, 1989 – February 17, 1990

A Century of Cycling in Santa Clara Valley

Welcome to "A Century of Cycling in Santa Clara Valley," an original history exhibit presented by the California History Center Foundation. We invite you to share with us a glimpse at the bicycling joys which our neighbors have experienced since the 1880s.

The story of bicycles in the Santa Clara Valley in fact reaches back 120 years to a brief "velocipede" craze in 1869. Although the velocipede did not last, highwheel bicycles became common on local roads within 20 years. By the 1890s the county became a West Coast center for bicycling.

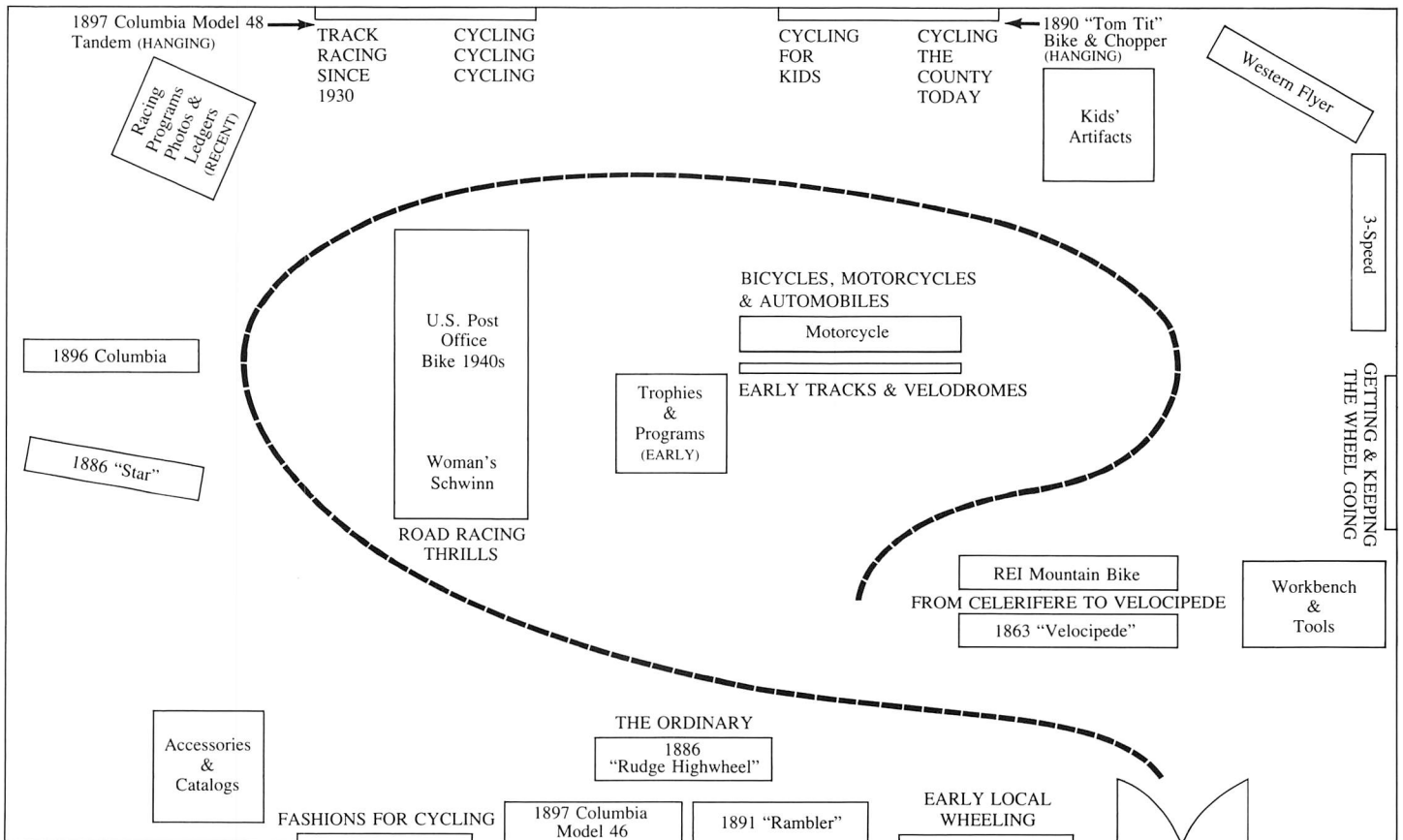
Championship racers have been bred in Santa Clara County ever since the 1890s, and enthusiasts built more than one world class velodrome in the valley. Such excitement, of course, meant

plenty of recreational cyclists and scores of bicycle shops and inventors. Today bike lanes mark our roadways, and some of the best mountain bikes are crafted locally.

As you visit the exhibit, we hope you will catch the cycling excitement. We have assembled a taste of early cycles, from the velocipede and highwheelers to special drive-shaft bicycles and ever-popular balloon tire bikes. You can also see medals and trophies won by local riders and clubs, early cycle accessories, racing programs, and other artifacts that help tell the story of 100 years of cycling in Santa Clara Valley.

And, before you leave, don't forget to take a chance on winning a brand-new bicycle provided by REI in Cupertino.

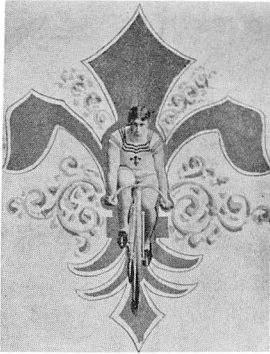
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FEATURE

Cycling: In And Around San Jose 1890 - 1900

by Barbara H. Houghton



The bicycle, especially the safety bicycle with the pneumatic tire, had a tremendous impact upon the way of life of the people living in San Jose 100 years ago. The safety bicycle was introduced at the annual meet of the California Division of the League of American Wheelmen held in San Jose in 1890. The pneumatic tire was introduced in the same year. Both of these improvements made the bicycle easier to ride

and control for men and especially women. This means of transportation gave the individual more independence. It had a definite effect upon one's health, moral attitudes, social life and manner of dress. The bicycle increased the need for better roads and new city ordinances. This new freedom created by the bicycle was embraced enthusiastically. Statistics show that in 1895, there were 28 bicycle agencies in San Jose and 1,061 bicycles had been sold in the previous year doubling the number of bicycles owned. There were around 3,000 wheelmen in the county.

Riding clubs were as popular as the bicycle, and San Jose had many. A select list of the clubs were the Garden City Cyclers, San Jose Road Club, the Elite Cyclers, the Young Men's Christian Association Cyclers, the Observatory Cycling Club, the Columbus Cycling Club, and the Ladies Cycling Club. In other parts of the county, there were the Campbell Cycling Club, Mayfield Wheelmen, the Tribune Cyclers of Gilroy, the Saratoga Clover Leaf Club, the Franklin Road Club and the Mountain View Cyclers. Although the clubs were organized primarily to promote amateur racing, they also provided a social life for their members.

One of the two most popular clubs in San Jose was the San Jose Road Club. It was organized with the main objective of promoting road racing in Santa Clara County, and its races over the East San Jose course achieved state-wide reputation. The club was organized around 1892 in a little shanty at 75 South Fifth Street in San Jose. They adopted the ivy leaf as their club emblem, and straw and lavender as their official colors. By September of 1894 their membership had grown to 80 members, which created the need for larger quarters. They laid the cornerstone for a new clubhouse on the west side of Third Street, just north of San Fernando Street. A box containing the club's history, photographs of prominent members, copies of daily and cycling papers, and coins was deposited in the cornerstone. The front part of the

building was to be divided into a parlor, reading room, and billiard room. The rear of the hall was to be fitted with temporary partitions dividing it into a gymnasium and training quarters with lockers and closets. The partitions could be removed to convert the space into a banquet hall. The club continuously supported and organized road racing events.

The Garden City Cyclers were the leaders in promoting track racing, in addition to providing many social events for their members and hosting events for other clubs. In 1894 their membership went over the 100 mark and at that time, the members decided to incorporate. It was reported on August 15, 1894 that Directors Lamkin, Carey, Lewis, Ravlin, Herndon, Alexander, Chase, Pollard, Macaulay signed the papers for incorporation and sent the papers to Sacramento. Ground had been broken in July 1894 for new club rooms to be built on San Fernando Street between First and Second streets. The club would occupy the upper story of the building with a room for the directors, a parlor, billiard room, reading room, gymnasium, bathrooms, and a wheel room. The furniture cost the club \$2,500.

The Garden City Cyclers built a track on South First Street in 1892. It was a quarter-mile track and was banked at the curves. The track was covered with crushed rock, rolled and watered. The surface was rough enough to offer resistance to the broad tires on the bicycles. Grandstands were built to seat 1,900, and there was sufficient room on the north side of the grandstands to park the buggies. The track was said to be the fastest in the state, and was ready for the first race.

The new track was used for the inaugural races of the consolidated racing clubs. It was an all-day affair with a parade in the morning, and races in the afternoon. San Francisco and Oakland clubs chartered a special train which brought in over 500 visitors for the event. In the morning there was a parade through the business center of town. It was a grand affair with Second Street decorated with flags and bunting. Each club rode in formation and used fancy movements. The parade was headed by Grand Marshall Thomas R. Knox and J. Delmas, president of the Garden City Cyclers. Twenty-five hundred people witnessed the afternoon races.

If the quarter-mile gravel track built in 1892 was good, the cement track built by the Garden City Cyclers was better. The track was 1/3-mile in circumference, and was built for a 2-minute track, which meant that the wheels would stand at right angles with the track when the bicycle was traveling at a speed of a mile



LEFT PHOTO: Five cyclists round Butcher's Corner (El Camino, Fremont and Wolfe roads) on a relay race in the early 1900s. This 100-mile race began at City Hall in San Francisco, came down El Camino Real through San Jose and

of American Wheelmen in Denver in August 1894. He won the two-mile national championship, and was given a standing ovation by the crowd. On the closing day of the race in Denver, he was dubbed with the title, "Ziegler, the Little Demon from San Jose, California" and was the hero of the day. He had won the quarter-mile, mile and 2:20 national championship races.

San Jose gave Ziegler an enthusiastic and elaborate welcome when he arrived home from Denver. He came in on the train from San Francisco, and was met by his own club, the San Jose Road Club, and rival clubs who had put their rivalry aside for the occasion. A parade formed at the depot headed by four cyclists of the San Jose Road Club, and they were followed by Parkman's Band. Following the band were 150 bicyclers, all riding in twos, and then came Ziegler, riding in a carriage drawn by four white horses. The parade ended at Eintracht Hall which Ziegler's lady admirers had decorated with many flowers.

In essence the bicycle and its rider was challenging the horse for speed, and of course, it had to be proven which was the faster. The logical way to prove the speed of the bicycle against the speed of the horse was to stage a race between the fastest cyclist, Ziegler, and the great pacer on the West Coast, W. Wood, who was owned by John F. Boyd of Oakwood Park Stock Farm. The one-half mile race drew a great number of spectators who were both cycle and horse enthusiasts. Ziegler was the favorite at \$20.00 against the horsemen's money in \$8.00 lots. The betting was reported as not being brisk. Ziegler's prize was a gold medal and W. Wood's prize was a liberal purse. It was an exciting race, and it looked like W. Wood driven by M. Sanders was going to win. In the last seconds Ziegler moved ahead and won by a distance of six feet. His time was exactly one minute. W. Wood's time was 1:00 ¼ which the judges declared was the fastest one-half mile race ever paced.

Ziegler was the most popular and most successful rider in the San Jose area, but he was not the only cyclist that broke records.



back up to Alameda. There were 10-man relay teams, each traveling 10 miles. The race took about four hours. Photo courtesy Robert Butcher. RIGHT PHOTO: Victor Cyclery, San Jose, 1894. Photo courtesy Clyde Arbuckle.

Joe Carey of the Garden City Cyclers rode from San Jose to Marysville, a distance of 215 miles in 20 hours and 35 minutes. He broke the record for that distance by 1 hour and 25 minutes. That ride had to be classified as an endurance record. Carey started at 12 midnight at the intersection of First and Santa Clara streets. His route took him from San Jose to Irvington through Mission San Jose and over the mountains to Sunol. He had to do a considerable amount of walking to get over the mountains. He went on through the Sunol Valley and up through the canyon to Pleasanton to Livermore and on to the San Joaquin River. From Livermore he had to cross a steeper range of mountains. He had another delay between Mountain House and the San Joaquin River because he had taken the wrong road. After passing Lathrop, the roads became almost impassable because of deep sand. Between Stockton and Sacramento he encountered terrific headwinds. From the report of Carey's trip, it seemed miraculous that he reached his destination, let alone break the record.

Henry Smith of the Garden City Cyclers made the fastest road ride on record on the coast, riding 21 miles in 57 minutes. He rode from Briar's Ranch, two miles north of Centerville to First and Santa Clara streets in San Jose. He carried 25 pounds of luggage and rode a 19-pound Lovell Diamond racer.

All cyclists were interested in promoting the bicycle, and the importance of it. In July 1894 there was a railroad strike which disrupted the mail service in the Bay Area. Considerable interest was taken in cycling for carrying messages and newspapers between the cities in the area. The cyclists could travel almost as fast as the railroad. On July 8, 1894 the Garden City Cyclers ran a newspaper relay from San Francisco to San Jose. From San Jose they branched off, one group riding to Gilroy, Hollister, San Juan, Salinas and Monterey, and another group riding to Santa Cruz, demonstrating the importance of the bicycle in times of an emergency. Additional relays were organized to carry mail and newspapers. The average speed between San Francisco and



San Jose velodrome used for bicycle racing, circa 1890. Photo courtesy Clyde Arbuckle.

in two minutes. The cost to build the track and the grandstands was \$9,000. The bicycle tournament, which was held to celebrate the opening of the cement track, was billed as “the greatest event in the cycling history of the Pacific Coast.” The races drew cyclists from all over the country. Many businesses closed so that everyone could attend the races, and it turned into a holiday for the citizens of San Jose.

Another innovation in racing by the Garden City Cyclers was the electric light race. A large number of electric lights were suspended over the track, and night racing was initiated. The track was a bit dark in places, but the home stretch was brilliantly lighted.

In addition to the competitive races, informal and social runs were organized for the enjoyment of the members. Relaxing rides such as a watermelon run and picnic ride to Alum Rock were planned. A fun race called the Hare and House Chase was planned by the Stew Bums of the Garden City Cyclers. The hares, given a two-minute start, led the hounds on a merry chase through the city, leaving a trail by dropping small pieces of paper behind them. One group of hares made the trail difficult to follow by crossing the bed of the Los Gatos Creek twice. The race took one hour and covered 20 miles. The winning hare was awarded a luggage carrier.

The Garden City Cyclers also entertained other clubs, which helped strengthen friendly relations throughout the communities in the Bay Area. They hosted a barbeque and run to the Blackberry Farm for the Reliance Club of Oakland. After a sumptuous picnic, the Reliance Club Quartet gave a musicale for everyone’s enjoyment.

The ladies of the day were also acknowledged as being expert road riders and they formed their own bicycle club. The club was very succinctly called the Ladies Cycling Club. They adopted the emblem of the wheel and crescent for their own. The club members had an active membership and social life including meetings, runs and picnics. In the Sunday edition of the San Jose Daily Mercury on July 8, 1894, it was reported that they were, “becoming more enthusiastic under the efficient guidance of popular captain, Miss Wana Miller.” On the night of July 4th, they entertained the members of the Garden City Cyclers with a bicycle run around the city, watching the fireworks display at the City Hall, and ending the evening at the Hotel Vendome listening to music.

It added to the credits and popularity of a cycling club to have a crack rider as one of their members. Otto Ziegler, Jr., one of the charter members of the San Jose Road Club, established many records in track and road racing. His successes began in 1893. At a meet in San Francisco, he won the one-mile Northern Division Championship sponsored by the League of American Wheelmen. On July 4, 1894 at the Stockton races, he lowered the two-mile record to 4:46 1-5, and won first place in the 1-mile handicap. San Joseans were certain that they had the fastest wheelman on the coast. Ziegler added road racing to his credits when he and his trainer, C. C. Hopkins, broke the record from Fruitvale, Oakland to the San Jose townclock. They traveled the distance in two hours and seven minutes, breaking the previous record by four minutes. In addition to being paced by several unnamed wheelmen, they were paced by the Hayward electric cars.

For Ziegler and his fans too, the height of his glory was reached when he attended the national racing tournament of the League

Hollister and Monterey was 16 miles per hour.

Combined meetings of clubs were always popular. On July 4, 1890 the California Division of the League of American Wheelmen held their fifth annual meeting in San Jose. It drew participants from all over the State with the greater majority of the cyclists coming from the Bay Area. The meeting started with a parade of 500 cyclists. In the afternoon races were held at the League of American Wheelmen Park on Julian Street opposite the First Ward Schoolhouse. The day's events ended with a lantern parade in the evening. On the following day a series of tours were arranged for interested cyclists. The meeting closed with a grand ball at the Hotel Vendome with the wheelmen in uniform and all other gentlemen in full dress. It sounded like a grand affair.

Another popular event was the annual picnic of the California Associated Cycling Clubs. In 1895 it was held in Niles Canyon. The day was reported as perfect for picnicking, but a little too warm for bicycling. It didn't seem to deter the cyclists though, as 500 people attended including 85 members of the Garden City Cyclers.

A popular race that the San Jose clubs always participated in was the annual relay race around the bay. It started in San Francisco and ended in Oakland, with San Jose being the turning point. The distance of the race was 100 miles, and each club entered 10 riders who would ride 10 miles each. The trophy was a silver cup, and had to be won three times by a club to become its personal property.

With the increasing number of cyclists, the need for good roads increased. Based upon various reports the need must have never been completely satisfied. Cyclists complained that the streets in the city of San Jose were worse than the roads in the county. Yet in the *Santa Clara County and Its Resources; A Souvenir of the San Jose Mercury*, the city roads were described as miles of level streets paved with asphaltum.

The impact of the increasing number of bicycles brought the need for city ordinances, too. Five unfortunate wheelmen from San Francisco were arrested and put in jail for riding their bicycles on the sidewalk. Their excuse was that they didn't know that San Jose had such a city ordinance. In 1895 policemen in San Jose notified wheelmen that they must lean their bicycles on the outer curb and not against the fronts of the buildings on the sidewalks.

The proper attire for cycling was the concern of both men and women. For the man, it was a straight-forward issue of what he

should wear, and fashion prescribed both material and make-up. In 1898 the following costume, in harmony and contrast, was recommended. For country riding, a man must wear a full suit of tweed or cheviot in plain checks or gun-club checks, and a matching cap was in order. For riding in town, the breeches would be of fancy worsted or cheviot in black and white and fancy checks. The coat would be of black or blue worsted. The cap would match the breeches in the town style. Large plaids for suits were not permissible. The shirt was flannel or oxford cloth. Starch was confined to the neckbands which were of stripes or plaids. Wristbands were substituted for cuffs. The gold scarf had to be of washable material. A cardigan vest was recommended to be in golf red or hunter's green. Correct cycle hose were of cotton, lisle, or wool in medium or lightweights. The latest cycling shoes were low cut of russet leather or black kangaroo.

The proper cycling attire for women was more complicated because it involved a moral issue. The issue of whether or not women should wear the bifurcated garments was one of open debate. In July, 1894 it was noted that the national craze had not struck the members of the Ladies Cycling Club. It was hoped that the wearing of bloomers would be left to their husbands and brothers. It was thought that the San Jose ladies were always perfectly dressed, and they didn't need the new craze of bloomers to make them attractive. But the costume did appear in San Jose, and was eventually accepted as the proper cycling attire. One of the first to appear in bloomers was Mrs. George Owen, who was described as a graceful and accomplished rider. Her bloomer costume was of navy blue storm-serge. The waist was covered with a neat fitting jacket. The bloomers reached half-way between the knee and the ankle. She wore tan canvas leggings, and a white cycling-style cap. The ladies were ready for dress reform.

Cycling in the San Jose area in the 1890s seemed to be surrounded with an aura of lively interest. It offered something to everybody. To the cyclist, it gave better health, a new sense of personal independence, and a new sense of social involvement. To the spectator, it gave the excitement of the races and parades which added a new dimension to daily life. The bicycle era must have passed by too quickly for many people. Today, however, we are seeing a great resurgence in cycling as it becomes increasingly popular as a healthful, recreational sport.

PIONEER PROFILE

Living Out of the Ordinary

Information for this pioneer profile was obtained through an interview with Mala Etta Helm Jenkin's younger daughter, 85-year-old Margaret Jenkins, first woman from Santa Clara County to participate in the Olympic Games (1928-1932).

Mala Etta Helm rode bicycles before it was fashionable for women to do so. Mala Etta Helm was considered a “tomboy” during a time when young ladies were supposed to be “prim and proper.” And Mala Etta Helm raised a daughter who competed in the Olympic games before women in competitive sports were truly accepted. Mala Etta Helm was no ordinary woman.

Mala Helm was born in Illinois in the late 1870s, but spent most of her young life in Kansas. She was the youngest child in a large family, born when her parents were past 40.

The Helm family came to California and Santa Clara when Mala was 14 or 15. According to daughter Margaret, one of Mala's sisters (“the prissy one”) was already married and living in the valley. Mala's brother-in-law happened to be the owner of Mitchell Cyclery, and was the driving influence in encouraging her to start riding bicycles. He did have an ulterior motive however. He and Mala's sister had two little girls and by supplying bicycles for all three, Mala was able to keep the girls company.

While her bicycling career was short-lived, she didn't bicycle much after marrying Frank Jenkins in the late 1890s, she embraced it enthusiastically. Mala was always very athletic and strong and thought nothing of riding up Oakland Road, taking the ferry to San Francisco, doing a little shopping and riding home. Of course this was all in one day.

She also did some racing for the San Jose Cycling Club and was a member of the Garden City Cyclers for a number of years prior to her marriage. Margaret recounted one story where her mother was scheduled to go to Kezar Stadium in San Francisco to see a woman from the east coast demonstrate the “art of bicycling” for women on the west coast. Mala took her own bicycle, made for her by Desimone's Cycles of San Jose and the demonstration turned into more of a race between the two women. There were other races for Mala at Kezar with her Desimone's built cycle, and while Kezar Stadium has been razed, Desimone's Cycles is still in business after nearly 100 years.

Margaret remembers her mother taking her and her sister for walks up into the mountains when they lived on the ranch in Saratoga. Both girls had bicycles and even though Mala was no longer heavily involved with bicycling, she often did her shopping by bicycle.



Mala Etta Helm, far left, is pictured here with other members of San Jose's Garden City Cyclers Club. She is dressed in the casual bloomer costume suitable for bicycling in the park, while her contemporary on the far right is dressed in a racing costume more suitable for serious bicycling. Photo circa 1895, courtesy Margaret Jenkins.

Both of Margaret's parents supported her in her athletic endeavors, from baseball to tennis to track, at a time when not a lot of parents went in for athletic involvement, especially for girls. Mala kept the box scores in baseball, knew the score in tennis and always attended track meets. She even managed to see Margaret compete in the 1932 Olympics in Los Angeles.

Mala was “pushing 90” when she died in the 1960s. She had always been very active throughout her life. She always wanted things to get going. She always did things with a great deal of energy and enthusiasm. And she was a pioneer.

Mala Etta Helm would often say she was a good winner. However, it is the generations that have come after her that are the winners. For it is due to the example of women and men like her, those who were willing to take a chance, to step out of the expected, encourage the extraordinary, that the way has been paved for the rest of us.

CULTURAL PRESERVATION

What Are Wheelmen?

by Randy Mitchell

What are Wheelmen? According to the cover of the *Wheelmen* magazine they are “Dedicated to the Enjoyment and Preservation of our Bicycling Heritage. Riding, Collecting, Restoring, Research, and History.”

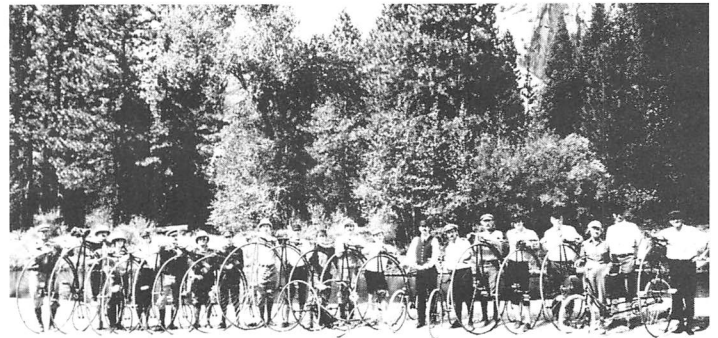
Members of the Wheelmen spend many of their waking hours talking to other wheelmen or looking in junk shops, old bicycle stores, garage sales, and flea markets. All this energy is expended in the pursuit of finding old bicycles or related paraphernalia. The desire is either to repair an old find (bicycle, part, or accessory) or to add to a growing habit, the riding, collecting, and restoring antique bicycles.

My first encounter with an honest to goodness Wheelman was in 1985, when, after purchasing a replica high-wheel bicycle, I made a few phone calls and managed to meet the then Northern California Captain of the Wheelmen, Richard Katz. Richard introduced me to the “real thing” at San Jose Historical Museum’s Living History Days. Other members like Morris Grace allowed me to ride their original bicycles, the real thing. I was in trouble, the originals were so neat. Beautiful, and built with better workmanship than my “new made” old bike. I wanted to have one for myself.

The first step was attending a Wheelmen meet in Yosemite, California. Carl Edwards of Oakland loaned me his original 56” Victor and I rode my first “Official High Wheel Tour” (a ride of at least 10 miles ridden on an antique bicycle) there. People on antique bicycles from all over California and Nevada were there. Everyone was great and treated me like an old friend.

Now I absolutely had to have one for myself. But, first, my wife got lucky and obtained a tricycle from Ralph Iglar, another Wheelman from Palo Alto who heard that I was looking for bikes for my family. Ralph not only sold me the trike, but gave me an original headlamp from the correct period to go with it. As for my own bike, it took 4 months and about \$30.00 worth of long distance calls to find a high-wheel bicycle that was the correct size (54” to 58”), in rideable condition, and within a very over-extended price range.

Although the bicycle was originally from the mid-west, the person I purchased the bike from lived in Florida and it had to be shipped from there. When the bike arrived in the Bay Area it was not quite what it had been advertised to be. The handlebars were bent down so far that I was unable to pedal without hitting my thighs against them. The machine was advertised as not needing any restoration, yet much of it was covered with rust.



Wheelmen Tour, Yosemite Valley, 1986. Photo by G. L. Grulkey, Vallejo, courtesy Randy Mitchell.

The original tires had been replaced as had the seat leather, but the front seat clip was missing and the seat was unuseable because of this. Carl, who drove to the airport and picked up the bike for me, was so disappointed by the missing clip and general condition of the bike that he made a clip for me and cleaned up the bike before I had a chance to see it.

When I arrived at Carl’s to pick up the 54” Volunteer Columbia, I was met by Richard Katz, Jerry Grulkey from Vallejo, and Katy Edwards, who is Carl’s wife and fellow Wheelman (Wheelper-son?). All of them helped to straighten out the handlebars and get me going. They all made suggestions as how to, and not to, restore the bike.

These people and the many more I have met through a truly wonderful organization have introduced me to the world of antique bicycles. They have also hooked my wife and children on the sport as she now has not only the circa 1910 trike, but also a 1895 Hartford bicycle. My youngest child is impatiently awaiting a growth spurt so that she may ride the all metal 24” tricycle, circa 1890, that her old sister now rides with some effort.

The question is, “Why the long introduction?” The answer is that to understand the love and involvement that collectors, historians, and restorers of old bikes possess, one must understand the type of people involved. Five of the most active members in the Northern California section of the Wheelmen were college level art students at one time, and most of them are still involved in the art field in some manner. Other members were or are engineers, architects, doctors, lawyers, etc. Wheelmen are people generally well educated, and often with some art background.



Randy and Jeri Mitchell participate in the 1987 Wheelmen Tour in Sacramento City. Photo by G. L. Grulkey, Vallejo, courtesy Randy Mitchell.

Most Wheelmen have a love of bicycles because of their appeal as an art form as well as their part in our heritage. The esthetic value of the bicycle and its history has as much impact on these collectors as the value of the machines or paraphernalia associated with them has in dollars and cents. Wheelmen love to share their love of the machines with the general public. Wheelmen ride and display their bicycles in many parades, take them to schools and tell the children about the bicycle and its history, and participate in many other community events.

Most of the local Wheelmen I know started their "addiction" with the high-wheel, and as collectors do, moved on to other areas of collecting. There may be two reasons for the change to other bicycle types. Some have family members who wanted to join in

the hobby, but were either reticent to ride a high-wheel or unable to, so other types of cycle transportation had to be explored. Also, as the hobby gathered momentum, the high-wheel became more and more scarce. (The reason that many old bikes are now unavailable is because some were used as scrap during the wars, this is especially true of the "old" high-wheels and hard tired safetys, making them desirable.)

The lack of some of the older bikes has brought about a renaissance in the collecting of the pneumatic tired safety, a bicycle very similar to today's bike, only with slightly different variations. Most often they possess wheels with wooden-rims and have wooden fenders and chainguards. Sometimes the bicycle has a lot of aluminum parts. The weight of these bicycles is often around twenty-six pounds. Lighter than one would expect for an old bike.

Once a Wheelman has found a machine he may spend months looking for a part that is missing or damaged beyond repair. He may run an advertisement in the state Wheelman newspaper or in the national newsletter. Both have columns designed to assist people who have that need. Articles have been written to assist in the restoration and rebuilding of spare parts, these are available through the organization or have been printed in the newsletters or magazines. Some Wheelmen have shared dimensions and measurements, or even mailed another Wheelman a much need part to be copied.

Wheelmen in this area collect and restore bicycles that date from the 1860s to rare or unusual bicycles of the 1980s. Bicycles are saved from the dump, rusting in old barns or garages, and being added to or subtracted from by people who do not have the proper knowledge to work on them. Local Wheelmen have even been participants in a law suit involving the improper restoration of an antique high-wheel bicycle by a so-called expert.

The Wheelmen is a national nonprofit organization and was established in 1967. We are devoted to keeping alive the heritage of American cycling as a part of modern living. Membership is open to all persons interested in antique bicycles.

Mitchell is a former professional stunt man who now teaches 5th grade in the Evergreen School District. His interest in history came about from doing "Wild West" shows in his former career. He has always been a cyclist, but obtained his first antique bicycle in 1985.

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